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MARIE HOTTON

Editor

**PUBLIC RELATIONS
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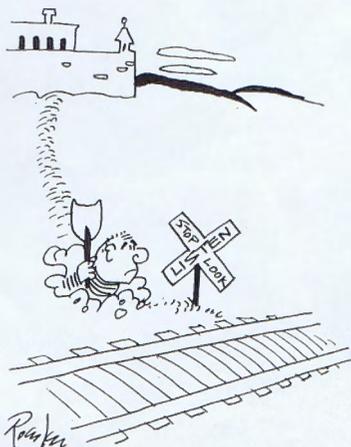
Transportation Briefs

'69 RAIL TRAFFIC RECORD

Freight traffic on U.S. railroads in 1969 reached a record 767 billion ton-miles, 3.1 per cent above the former record of 744 billion ton-miles carried in 1968. Final figures put carloadings at 28,291,939, an increase of 39,398 cars, or .1 per cent over 1968.

GRADE CROSSING STUDY

The Federal Railroad Administration has awarded a \$30,000 contract to Computer Applications, Inc., New York, for a study of warning devices on trains to alert



motorists approaching rail-highway grade-crossings. The study will define the audibility and visibility levels of various on-train and other devices—including horns, bells, lights and special paints—in warning drivers.

4-H DONOR MERIT AWARD

The Milwaukee Road has been presented the 4-H Donor Merit Award in recognition of 45 years' regional sponsorship of 4-H

through its grain marketing-transportation scholarships and other 4-H programs. The citation by the Cooperative Extension Service and National 4-H Service Committee was presented to President Curtiss E. Crippen Dec. 3 at the general assembly of the National 4-H Congress in Chicago attended by 1,650 delegates from the 50 States, Puerto Rico, Canada and the District of Columbia.

TARIFFS ON TAPE

Culminating three years of planning, the railroad industry has filed its first computerized tariffs with the Interstate Commerce Commission as the first step in a project to computerize all railroad tariffs. Complete tariffs will be maintained in computer centers located in New York, Chicago and Atlanta, which will also operate as data services departments of territorial traffic executive groups.

NORTHERN LINES MERGER

The Supreme Court, in approving the Northern Lines merger Feb. 2, held that conditions attached to it will substantially enlarge the potential of the Milwaukee Road to compete for traffic which was previously the exclusive domain of these carriers. Conditions imposed include the opening of 11 western gateways for the interchange of traffic between the Milwaukee and the merged system and granting the Milwaukee trackage rights for a north-south service route between Canada and California. The new com-
(Continued on page 3)

THE COVER

A service train had just gone through here during the snow battles of January 1969 when the XL-Special and Thunderhawk, Milwaukee Road time freights Nos. 261 and 262, met near Avery, Ida., in the Bitter Root Mountains. The camera fan was Wade Stevenson, who works at Othello, Wash. Winter 1968-69 was a worrisome and costly 'weather headache' to the Milwaukee. For more than three months, not a day passed when snow fighting equipment was not operating over some part of the system. At right, a rotary is keeping track open in Avery Yard.



pany, to be called Burlington Northern, Inc., will include the Great Northern, the Northern Pacific, the Burlington, the Spokane Portland and Seattle, and the Pacific Coast railroads.

WRA NAMES OFFICERS

The Western Railroad Association, a new organization combining the former Association of Western Railways, the Western Weighing and Inspection Bureau, the Western Railroad Traffic Association and various other associations and bureaus in western territory, began operations in Chicago Jan. 1 with the appointment of officers. Named were James W. Nisbet as general counsel, Walter R. Nugent as controller, Frank J. Stanton as director of public and governmental relations, and Robert C. Kniewel as manager of the Western Weighing and Inspection Bureau. The association earlier named James M. Souby president and Clair M. Roddewig chairman.

Dilworth Heads San Francisco General Agents' Association

W. V. (Vince) Dilworth, assistant regional manager of sales with headquarters in San Francisco, was elected president of the Railroad General Agents Association of San Francisco.



W. V. Dilworth

Mr. Dilworth, a native of Chester County, Pa., joined the Milwaukee Road in the Philadelphia traffic office in 1937 and later was city freight agent in Washington, D. C. Following military service in World War II, he held various traffic department positions in San Francisco, and subsequently at Oakland and Los Angeles, Calif., and Buffalo, N. Y. He was appointed to his present position in San Francisco in 1964.

John Johnson Dies at Age 109, Railroad Longevity Record

John Johnson, a Milwaukee Road engineer who retired in 1936, died in Milwaukee on Jan. 4 at more than 109 years of age. Born before Lincoln became President, he was believed to have been the oldest railroad man in the country.

Mr. Johnson was born in Norway on May 27, 1860 and came to the United

The Decision on the Afternoon Hiawathas: Not Required for Public Convenience

With the permission of the Interstate Commerce Commission, the Milwaukee Road's Afternoon Hiawathas operating between Chicago, Milwaukee and St. Paul-Minneapolis have gone the way of many other passenger trains no longer required for public convenience. The last runs of the trains, shown on timetables as Nos. 2 and 3, were those of Jan. 23.

In seeking authorization, the railroad stated that the very substantial deficit resulting from declining patronage and

increased operating expenses left no alternative but to discontinue their operation.

The statement to the Commission cited an out-of-pocket net loss of \$436,506 incurred by the trains during 1968, and a loss of \$365,583 for the first eight months of 1969. It pointed out that the railroad can no longer afford to shoulder a financial burden of this kind, as in the past, because of the limitation it places on ability to perform more essential transportation services.

Circumstances which had affected utilization of the trains included travel by private automobile over paralleling interstate highway systems, improved and competitive bus service, and the more than 70 daily flights offered by airlines operating between Chicago and the Twin Cities.

In authorizing their discontinuance, the Commission took note of the abundance of alternate transportation serving the traveling public between Chicago and the Twin Cities, including the Milwaukee's Morning Hiawathas, Pioneer Limiteds and the Fast Mail.

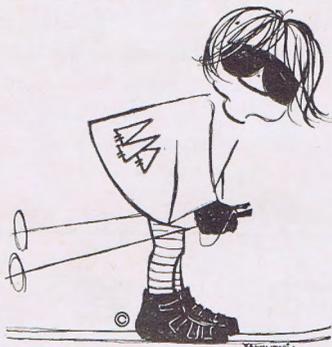
The Commission's finding emphasized that the railroad had not downgraded the afternoon trains but, to the contrary, had maintained a "very high degree of service that has become a thing of the past on some other systems."

States when he was 18 to help on the farm of an uncle near Madison, Wis. In 1881 he took a job as a handyman at the Madison roundhouse, and the year following started firing on the former Prairie du Chien Division. By 1888 he had worked up to engineer, and was employed in that capacity until he retired, serving in his later working years in the Milwaukee Terminals.

Mr. Johnson came from long lived, hardy stock. His father died at 89, his mother lived to 99, and his six brothers and sisters reached an average of 92. He is survived by two of his five children, Mrs. Sina Kalweit and Vernon Johnson, both of Milwaukee, five grandchildren, 13 great-grandchildren and six great-great-grandchildren.



SNOW TIME IS TRAVEL TIME.....



At Pine Mountain, novices learn the basics before jumping into the ski of things.

Package Tours Offer More Fun for Less Money To Those Who Dig the Winter Scene

Officers of the Circus Club of North America check in members going to the St. Paul Winter Carnival. From left are Harvey Summers, Mrs. Larry Jensen, Mrs. Summers and Mr. Jensen.



Come on kids, join the fun! Just think—a 30-mile trip on a real train with eight shining double deck cars, to bring Santa Claus right here to Madison. And he says he has something in his bag for each of you.

Naturally, the kids had a ball, as did the chaperones. The Santa Claus Express sponsored by the Madison, Wis., Chamber of Commerce the week end of Dec. 6-7 was jam-packed both days.

The special train made five round trips on Saturday and three Sunday trips between the Milwaukee Road station and Santa's cottage near Stoughton, Wis., where he and two mini-skirted elves boarded it for the ride back to town. Who would believe it—Santa Claus is for real!

The Santa Express, an annual activity at Madison, is always a good show, no

doubt about it. The 1969 promotion attracted approximately 8,600 of the kiddie crowd throughout the area.

Week end travel on the Milwaukee Road has been beefed up with some attractive bargains for both business and pleasure. Between Madison and Chicago, for example, special round trip fares good on week ends are now in effect. The special rate was authorized to compete with the family car and bus service, and to draw patronage from students attending the University of Wisconsin.

Football, anyone? How about the play-offs of the National Football League? In the Twin Cities, where they were blacked out, the idea went over like wildfire. Two tours were promoted from Minneapolis-St. Paul to La Crosse, Wis., one for the Minnesota Vikings-Los Angeles Rams game on Dec. 27 and



Circus Clubbers assembled to board the Morning Hiawatha in the Chicago Union Station.



Skiers bound for the 'week end on skis' line up for train and hotel reservations.



Skiers taking off for the Pine Mountain tour straight from work while away some time in the Chicago waiting room.



Craig Farrell, manager of Ski America Tours, confirms reservations of a skier.

Time to board the ski special at track 13 and head for the diner.



another for the Vikings-Cleveland Browns game on Jan. 4.

The package tours used Hiawatha train service and chartered buses to and from the Eagles Club in La Crosse, where a buffet lunch was served before watching the games on six large-screen color TV sets. With no game tickets available, the tours sold out early.

Dreary and cold as winter can be, in St. Paul it's carnival time. Fun and snow take over during the week-long festival, which the city shares with thousands of visitors. Whether you're a sports bug or enjoy parades, shopping, dining and sightseeing—it's all there in St. Paul.

The Circus Club of North America, a social organization based in Chicago, took in the carnival this year on a tour arranged for the week end of Jan. 30. Traveling in two groups, they rode the Morning Hiawatha and Pioneer Limited.

Reduced rail fares between Chicago and the Twin Cities were a feature of

the carnival package, which included hotel accommodations, tickets to carnival events, and a sightseeing tour of Minneapolis-St. Paul.

For those who dig the ski scene, the Milwaukee's "Week End on Skis" at Pine Mountain near Iron Mountain, Mich., is an unbeatable package—rail transportation, lodging at the Dickinson Hotel (which throws a party on Saturday night), breakfasts and dinners, transportation to the ski area via bus, baggage and ski handling, and a car on the train for music and dancing—all for the single price tag of \$55.35 from Chicago.

A Pine Mountain Special scheduled the week end of Jan. 30 in conjunction with Ski America Tours carried approximately 425 persons afflicted with ski fever. Word gets around fast in the ski crowd, and as this article was being written, reservations were flocking in for

(Continued on page 6)

(Continued from page 5)

another special train the week end of Feb. 27.

Pine Mountain, site of many Olympic tryouts, offers excellent skiing for snow bird or bunny. Once they get there, girl experts temporarily put skiing ahead of men, and the boys reciprocate in kind.

But you don't have to be a tiger on the slopes to have a good time. For novices, there's plenty of action at beginner's school, the ski lodge, and the heated outdoor-indoor pool where you can relax in congenial company.

Other week end ski packages are offered to Wisconsin points and longer tours to Colorado and Sun Valley, Ida.

The Wisconsin trips offer a choice of The Abbey on Lake Geneva, Cascade Mountain at Portage, The Dell View Hotel at Wisconsin Dells, and Mt. La Crosse at La Crosse. Prices range as low as \$41.40 for adults leaving from Chicago.

Features included as part of the tours vary, but all include lodging and rail fare. Rental equipment is available at the resorts, and there are special facilities for beginners.

One of the most popular is the "Learn-to-Ski-Week" offered at Sun Valley in a package that includes seven days' lodging, six days of lessons, the use of two outdoor heated pools, sauna, baths and other features. The price is \$110 per person, with transportation extra.

The package excursions to Colorado resorts leave a wide choice to suit the skier's skill and wallet. Prices at Winter Park and the Geneva Basin area range upward from \$133.55. At Winter Park, accommodations are available at Beaver's Ski Chalet and the High Country Inn, with 5, 6 and 7-day plans offered. A 5-day plan for a minimum of a party of four is offered also at Tumbling River Ski Ranch at Geneva Basin.

And come spring, the Milwaukee will again offer week end excursions from the Twin Cities to Chicago. A series of three is scheduled at this time for the week ends of Feb. 20, Mar. 6 and Apr. 17. Reduced rail transportation, sightseeing and hotel rates stretch travel dollars in these package trips.

Available also for tours originating in the Twin Cities is a train-plane trip to New York City and/or Washington, D. C., routed via the Morning Hiawatha to Glenview, Ill., and chartered bus to O'Hare International Airport. The thrifty package plan includes round trip rail and plane fares, plus bus transportation, plus hotel rooms, plus meals, plus tips, and motor coach sightseeing.

Madison Transportation Club Elects Officers



New and retiring officers of the Madison Transportation Club shown at the installation dinner in the Top Hat, Middleton, Wis. Seated are Bob Hurlbut (from left), Ken Babcock, John Conway, Ben Czyszak, Phil Hustad. Standing, Merle Clark (left), Mel Picht, Jim Duffrin, Sylvan Hays, Phil Jordan.

M. R. (Mel) Picht, regional data manager at Madison, Wis., was elected president of the Madison Transportation Club at the organization's annual business meeting in Middleton, Wis., Jan. 15. He succeeded Jim Duffrin of the Graber Co. at Middleton.

John Conway, assistant agent at Madison, was elected to the board of directors, and General Agent Bob Hurlbut was re-elected to the board, together with Phil Jordan of the Hanksraft company, Reedsburg, Wis. Both Hurlbut and Conway are past presidents of the club.

Named directors also were Ken Babcock of Capital City Transfer, Phil Hus-

tad of Consolidated Freightways, and Dale Gillings of Oscar Mayer & Co. Those who retired were James Lehr of Consolidated Freightways, James Sandley of Oscar Mayer, and Howard Schramm of the Chicago and North Western.

Merle Clark of Motor Transport was elected vice president, and Sylvan Hays of the Rayovac Co. was appointed to another term as secretary-treasurer.

The installation of officers for 1970 marked the beginning of the club's 20th year. Starting with a small group of members, it now has more than 180 representing transportation and industry in the Madison area.

Death Takes Former Director W. T. Mahoney

Walter T. Mahoney, 69, a former director of the Milwaukee Road, died Jan. 2, in Sioux City, Ia., after a long illness.

Mr. Mahoney, a native of Omaha, Neb., had played a prominent role in Sioux City business and civic affairs the greater part of his life. Long active in the Democratic party, he was a candidate for Congress in 1942, and on several occasions had served as national Democratic committeeman.

During the course of his business career, he organized and served as president of the Mahoney Motor Co.,

representing Ford, Mercury and Lincoln products in Sioux City, and was vice president of the Universal Manufacturing Co. of Omaha, maker of agricultural fertilizer. He was a member of the Milwaukee's board of directors from June 1948 to May 1965, and a longtime director of the First National Bank of Sioux City and the Sioux City Country Club.

Survivors include his wife, Helen, and three daughters, Mrs. John McHugh and Mrs. Anthony Kelly of Sioux City, and Mrs. Richard Rasmussen of Marshalltown, Ia.

What the New Higher Interest Rate on U.S. Series E and H Bonds Means to an Investor

United States Savings Bonds became more attractive to savers on Dec. 1, 1969 when President Nixon signed into law a bill raising the average annual return on Series E and H Bonds from 4¼ per cent to 5 per cent, if held to maturity. The law is retroactive to June 1, 1969.

Employees of our company who are purchasing Savings Bonds and Freedom Shares through the payroll savings plan may be interested in the following questions and answers about them prepared by the Savings Bond Division of the U. S. Treasury Department:



Q. What Savings Bonds are affected by the new rate?

A. All Series E and H Bonds—new issues and outstanding issues.

Q. What are the characteristics of these Bonds?

A. Series E Bonds are accrual-type securities sold at 75 per cent of face value. Interest is paid by their gradual increase in redemption value. New E Bonds mature in 5 years and 10 months—older E Bonds had various original maturity lengths ranging from 7 to 10 years. They are non-negotiable and may be redeemed only by the Treasury or an authorized paying agent. (In practice, most banks and other financial institutions redeem E Bonds.) Series H Bonds are current-income securities sold at par (face) value. Interest is paid by semiannual checks issued by the Treasury. H Bonds mature in 10 years. They, too, are non-negotiable.

Q. What is the new higher rate?

A. Series E Bonds now return 5 per cent interest (compounded semi-annually) when held to maturity of 5 years and 10 months. They earn 4.01 per cent the first year, and from that point on earn 5.20 per cent, if held to maturity. Series H Bonds also return 5 per cent when held to a maturity of 10 years. They earn 4.29 per cent the first year, and thereafter 5.10 per cent annually to maturity.

Q. What about my older E and H Bonds? Will they also pay more, or should I cash them in and buy new Bonds?

A. Older E and H Bonds will also earn at the rate of 5 per cent, start-

ing with the first semiannual interest period beginning on or after June 1, 1969. Therefore, there would be no advantage in redeeming your present holdings to buy new Bonds.

Q. Is it true that U. S. Savings Notes—"Freedom Shares"—are being discontinued?

A. Yes. Freedom Shares, which have been sold in combination with Series E Bonds since May 1, 1967, will be removed from sale on June 30, 1970. Those purchased from May 1, 1967 through May 31, 1968 will continue to earn at the

original rate of 4.74 per cent, if held to maturity. Those purchased on or after June 1, 1968 will continue to earn at the rate of 5 per cent, if held to maturity. Freedom Shares mature in 4½ years.

Q. Have there been any changes in the denominations of Bonds available?

A. Yes. Series E Bonds will be sold in denominations of \$25, \$50, \$75, \$100, \$200, \$500, and \$1,000 maturity value. The \$10,000 denomination will be used only for employe savings plans. Series H Bonds will be sold in denominations of \$500, \$1,000 and \$5,000. They will no longer be sold in the \$10,000 denomination. However, the \$10,000 H Bond will be available in exchange for matured E Bonds.

Q. Is there any limit on the amount of Savings Bonds one may buy?

A. Yes. The annual limit on Series E Bonds is now \$5,000, issue price—a reduction from \$20,000, face amount. The yearly limit on Series H Bonds has also been set at \$5,000, a reduction from \$30,000.

NOW U.S. SAVINGS BONDS

Pay 5%
when held to maturity of 5 years 10 months
(4% for first year; thereafter 5.20% to maturity)



**New rate effective June 1, 1969—
and your old Bonds are improved too
for their remaining period to maturity**

SPECIAL NOTE:

**Freedom Shares will be discontinued—
so be sure to put your Freedom Share
allotment into bigger "E" Bonds**

BETTER BUY BETTER
U.S. SAVINGS BONDS
—through Payroll Savings





R. J. KEMP, assistant to vice president-claim prevention, refrigerator and merchandise service, discusses the human factor in protecting freight from loss and damage

THE YEAR 1969 witnessed stepped up action on the Milwaukee Road to place in proper perspective the fact that claim prevention is an individual, personal responsibility; to make everyone involved in moving freight or cars thoroughly aware of the need for handling them in such a manner as to reduce our payout for loss and damage claims.

Overspeed impact to freight cars, the primary cause of loss and damage, was our major target. In this connection, all employees who have a part in coupling cars were cautioned specifically to do so at speeds "Never Over 4 Miles Per Hour."

R. J. Kemp



This slogan, which was used on various reminder devices, will continue to be stressed throughout 1970 for the effort required to bring about a better showing than we made in 1969.

I should explain here to employees not involved in the actual handling of freight cars that four miles per hour is the standard maximum safe coupling speed. It's about the speed of a brisk walk. Generally speaking, any commodity can be coupled safely within that range.

The intensification of our loss and damage prevention program throughout the second half of 1969 put added emphasis on careful car handling as not only necessary, but mandatory, owing to the sharp increase in costs of freight claims traceable to overspeed impact and mounting costs of repairing damaged cars.

Although much time and effort were expended on bringing our claim bill down, I regret to say that it has not been reduced to the point we had hoped for. The situation remains a matter of serious concern.

There is no question, however, that without this special effort our losses last year would have been much greater. While the results were disappointing from a monetary standpoint, they nevertheless reflected a new awareness of claim prevention generated by our employees who headed the campaign and support from men on the ground. By continuing to attack loss and damage in this spirit, I am sure we will do better in the foreseeable future.

I, personally, am convinced that each

of us involved in this problem has the knowledge and ability to reduce freight loss and damage. I'm confident that all we need is a little more conscientious effort and motivation to do our share of the job properly.

The problem of loss and damage requires vigilance on many fronts. To cite one, railroad equipment today includes a great number of cushion underframe cars, many of which are equipped with interior load protection devices. But regardless of inbuilt protection and good loading practices, serious damage can result from failure to handle them carefully.

In that area, our freight service inspectors work constantly with shippers to improve packaging and loading techniques to protect their products in transit. In addition, our loss and damage prevention and freight claim personnel work with other carriers and Association of American Railroads specialists to devise solutions for common problems.

Through our computers we now can establish exactly which commodities are more susceptible to damage than others, the reason why, and what must be done to correct the situation. Computer generated information also helps us identify those shippers who have greater or lesser damage problems than the industry average, thus enabling our freight service inspectors to concentrate on the problems that are most severe.

But aside from all these efforts, there remains the human factor. Studies have shown that overspeed impacts cause more than half of all damage to freight. To focus attention on this condition, the



F. J. Kuklinski, assistant to assistant general manager (right), and Trainmaster R. H. Stewart watch Freight Service Inspector R. L. Gast use a radar set to measure the speed of cars coming off the automatic retarder at Air Line Yard in Milwaukee. The radar unit is similar to those used by police to check on speeding autos, but converted to a two-meter operation which makes it easy to read the slower speeds found in freight yards. The white coveralls and hard hats worn by Mr. Kuklinski and Mr. Gast identify them as members of the "Never Over 4 M.P.H." task force.

Specialists in loss and damage prevention hold a meeting with trainmen at Bass Lake Yard near South Minneapolis. Participating in a radar study of coupling speeds are Freight Service Inspector L. O. Johnson (from left); Switchmen T. Lapitz, J. Senti and F. Stormer; Trainmaster D. K. Krider; Switchman G. Eliason; and A. F. Dombrowski, chief merchandise supervisor.



January-February, 1970

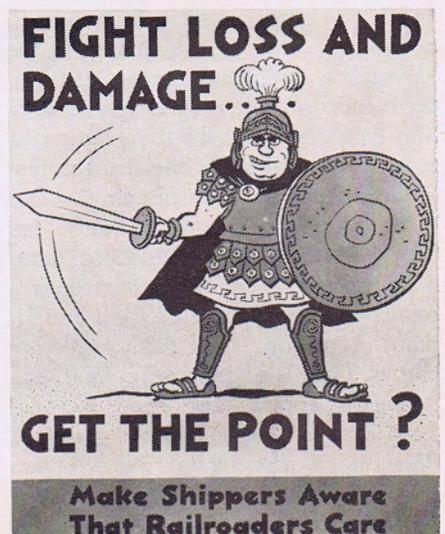
special loss and damage committee appointed by Vice President F. G. McGinn to launch the counter attack will continue on this year, together with the committees appointed on each division of the railroad to bring the careful car handling message to men on the job.

The committee reporting to Mr. McGinn will continue to consist of Assistant General Manager D. O. Burke; F. J. Kuklinski, assistant to assistant general manager; K. D. French, general freight claim agent; D. D. Fisher, superintendent of the car department; and myself.

Here is something for all employees to think about, particularly those who handle freight in yards, over the road, in local switching and at freight stations. More and more, shippers and receivers of freight are using the condition of their shipments at destination as a basis for future routings. Therefore, we must handle freight with utmost care if we want to keep business coming our way.

The key to profitable service and job security is more business, and the best way to get it is to prove to our customers that the Milwaukee is an efficient carrier—one thing we railroaders can't afford is an unhappy customer.

The poster below is the first in a new series developed for this year's cooperative Association of American Railroads/Association of Railroad Editors careful car handling program. MAKE SHIPPERS AWARE THAT RAILROADERS CARE will continue to be the tagline for the industry's attack on causes of freight loss and damage.



Voss, White, Sackerson Receive Promotions



F. H. Voss



P. C. White



R. G. Sackerson

Frederick H. Voss has been elected assistant treasurer of the company with headquarters in Chicago. The promotion was effective Dec. 18.

Other new assignments announced recently included the appointment of Peter C. White as manager of market research effective Dec. 1, and of Robert G. Sackerson as assistant vice president and general manager of the Milwaukee Land Company effective Jan. 1. Mr. Sackerson will continue as western development officer of the railroad.

Mr. Voss, a native of Chicago, holds a bachelor of science degree from De Paul University. He joined the Milwaukee Road at Chicago in 1952, starting in the accounting department. In 1953 he was transferred to the treasurer's office, where he has since held various positions, including several in the stock transfer department. Prior to becoming assistant treasurer he was assistant cashier.

Mr. White, who was born in Seattle and holds an engineering degree from the University of Washington, started with the railroad in 1953 as an instrumentman at Butte, Mont. Following two years in the Air Force, he returned to the railroad as assistant engineer at Deer Lodge, Mont., in 1956. Between 1961 and 1968 he was assistant division engineer at Savanna, Ill., trainmaster in the Milwaukee terminals, and assistant superintendent of the Iowa Division. Since May 1968 he has held the position of senior cost analyst in the management services department in Chicago.

Mr. Sackerson, a native of Seattle, has been with the Milwaukee Land Company since 1927 when he started as a compassman, cook and back packer for timber cruising and land surveying parties. He later became a land and timber supervisor, and from 1941 to 1946 was land agent in the states of Washington and Idaho. He was appointed western development officer of the railroad in 1946, in which capacity

he has been responsible for the management of Milwaukee Land Company timberlands in Washington, Idaho and Montana.

Mr. Sackerson has been active in forestry affairs for many years, and is presently serving as a trustee of the Washington Forest Protection Association, the Western Forestry and Conservation Association, and the Puget Sound Log Scaling and Grading Bureau.

Wallace Joins AAR Loss and Damage Prevention Section; Keefer Named to New Post

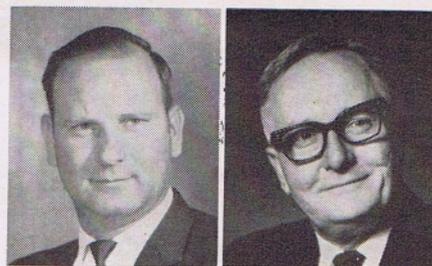
Fred A. Wallace, assistant to the manager of claim prevention, refrigeration and merchandise service, was appointed a special representative of the Freight Loss and Damage Prevention Section of the Association of American Railroads at Chicago on Jan. 16. His principal assignment is in the field, assisting automobile manufacturers and railroads in their methods of handling automobiles in multi-level traffic.

Mr. Wallace has had 14 years of service with the Milwaukee Road. He was employed for 11 years in the car department, and for the last three years in the claim prevention department, working

exclusively on the prevention of damage to automobile traffic.

Roland Keefer, who was named chief special representative of the AAR Freight Loss and Damage Prevention Section on Aug. 1, 1969, is also a former Milwaukee Road claim prevention specialist. Mr. Keefer's transportation background includes freight forwarder and shipping association warehouse and terminal operations, and railroad agency operations in stations, rates and yards.

He served in the Traffic Regulating Group Road Movements Division of the Army Transportation Corps during World War II, and joined the claim prevention department of the railroad upon returning from service. He was chief merchandise supervisor when he transferred to the AAR section as a special representative in 1966.



Fred Wallace

Roland Keefer

The Milwaukee's R. I. Miskimins, presently with the AAR Management Systems Department in Washington, D. C., was formerly employed in the claim prevention department also. He later served as manager of equipment utilization, and as assistant to general superintendent of transportation, in which capacity he directed the development of the road's Carscope computer system. He joined the AAR Information Processing Division on Mar. 1, 1969 as manager of TRAIN and project operations.

INCOME TAX BREAK ON E BONDS FOR COLLEGE

A parent buying government Series E Savings Bonds to help finance a child's future college costs should keep income tax angles in mind. If bonds are bought with the child as co-owner, tax on accumulated interest when the bond is cashed must be paid by the parent. If bonds are bought in the child's name with a parent as beneficiary, interest will be taxable to the child at his rate, which probably will be much lower.

There can be a further saving in the case of an E bond in the name of a child as owner. His parent can have him file an income tax return electing to be taxed on the interest each year as it accumulates, rather than on a lump sum at the time of redemption. Thus the child would owe no tax on the interest until a year in which he had enough total income to be taxed, and then only the interest for that year would be taxable.

Closing of Bensenville Land Sale Caps Industrial Development for 1969



Acting for the Milwaukee Road, E. J. Stoll, vice president-real estate and industrial development (left), accepts a check for one million dollars from Ronald Berger of the Real Estate Capital Corporation as part of a multi-million dollar consideration for the Bensenville property. Participating in the closing of the land sale are Mrs. Frances Rosenfeld, escrow agent for the Chicago Title and Trust Company, and Real Estate Capital executives William I. Fine (left) and Myles Berger.

Real estate and industrial development activities on the Milwaukee Road during 1969 were capped on Dec. 31 with the sale of 237 acres of Milwaukee Land Company property at Bensenville, Ill. The purchaser was the Real Estate Capital Corporation, developer of industrial sites.

The property, known as the Hiawatha Industrial District at Bensenville, is immediately north of our Chicago-Omaha line and parallel on the east to the main line running north and northwest. The area forms the major portion of the 500-acre industrial complex being developed at the north end of the village, which includes parcels owned by the Clearing Industrial District and the Klefstad Engineering Company.

The railroad's holding embraced the 150-acre site of the Mohawk Country Club and an adjoining 87 acres known locally as the Ring Street Trust Land. The tract lies directly south of the 157-acre Clearing Bensenville Development and west of slightly more than 100 acres being developed by Klefstad. Rail access to the complex is over a spur track connecting to main line trackage on the east.

Interest in the development of the

land and efforts to work out the details date back to 1960, when the land company subsidiary of the railroad bought the Mohawk property with the intention of eventually improving it for use by rail-served industries. The Ring Street addition was purchased the year following to permit better and more complete development of the area. The two parcels, together with the Clearing and Klefstad holdings, were annexed to the Village of Bensenville in 1966 and rezoned at that time for industrial usage.

Arrangements to build the railroad right of way into the property were completed in the summer of 1967, and with the availability of rail service, the complex was ready for full development later that year.

The Real Estate Capital Corporation will develop the railroad district in the same general manner that the land company had originally proposed and which had been approved by the Bensenville community. The plans call for a buffer zone of residential areas and construction of light office and research-type facilities. The buffer is designed to separate existing residential areas from industrial facilities to be located on the property.

Improvements to the district effected up to this time in a joint package with the Clearing district include drilling a deep water well, erecting a 750,000 gallon water storage tank, and installing a sanitary sewage disposal plant. The railroad has also constructed roadways and rail trackage so that fully developed sites will be available.

W. Dean Swanson Retires As Senior Industrial Engineer

Retirement claimed W. Dean Swanson, industrial engineer headquartered in Chicago, at the close of 1969. He was honored at both an open house held by his office co-workers, and on



W. Dean Swanson

Dec. 5 at a dinner in Fred Harvey's Cross Country Room in the Union Station.

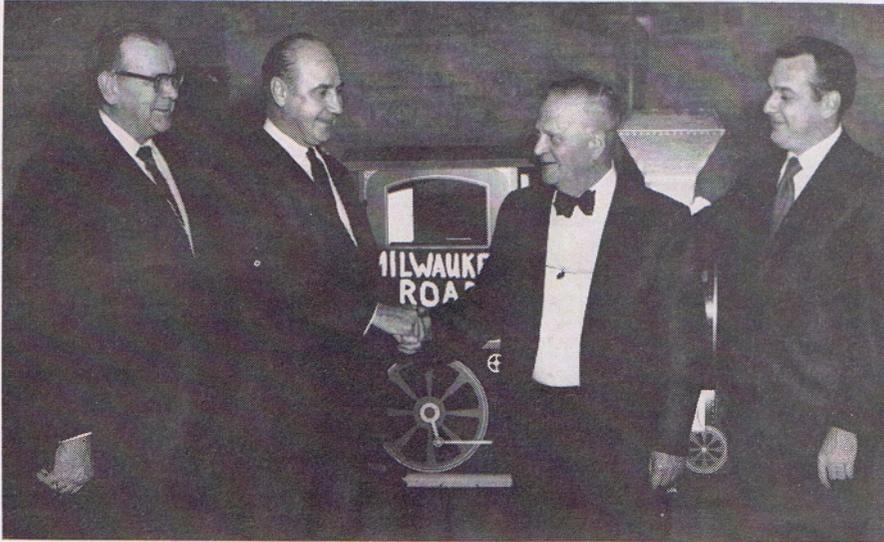
Among the 50 or so at the dinner were his son, Dr. Phillip Swanson, who is associate professor of medicine and head of the Division of Neurology at the University of Washington; his long-time friend H. H. Jacobs, district manager-sales at Mason City, Ia.; and Paul W. Scott, western director-real estate and industrial development, Seattle.

Mr. Swanson, a native of Webster City, Ia., joined the Milwaukee Road in 1928 upon graduating from the University of Iowa with an engineering degree. He had completed 41 years of service, of which 13 years were in the engineering department and 28 in the real estate and industrial development department. In the latter he had worked at Miles City, Seattle and Chicago, and upon retiring was senior industrial engineer covering territory in Illinois and Iowa.

He and his wife, Kay, will continue their residence at Elgin, Ill., for the present.

The young lovers were trying to find a secluded spot but everywhere they looked there were people. Suddenly he had an idea—he led her to the railroad station, and standing alongside a passenger coach as though seeing her off, kissed her fondly. After they had repeated the embrace on four or five platforms a sympathetic porter strolled up and whispered, "Take her over to the bus depot. From there they go every three minutes."

Postville Kiwanis Honors Agent Searls



C. C. Searls, agent at Postville, Ia., is congratulated by G. H. Kronberg, vice president-traffic, at the dinner in his honor. From left are E. W. Kozelka of the Postville Kiwanis Club and general manager of Hall Roberts Sons, Mr. Kronberg, Mr. Searls, and W. R. Hayghe, district manager-sales at Dubuque, Ia.

The retirement last November of Cluet C. Searls, agent at Postville, Ia., was the occasion for a tribute from the Postville Kiwanis Club, which sponsored a dinner in his honor at St. Paul's Lutheran Church.

Highlighting the dinner on Dec. 15, he was presented the Kiwanis Distinguished Service Award for 37 years of community service. He also received a gift of money and numerous letters, including one from President Curtiss E. Crippen expressing management's appreciation for his loyalty and devotion to the interests of the railroad and its customers.

The guest speaker was George H. Kronberg, vice president-traffic, who presented Searls with a Gold Pass in recognition of more than 50 years of service.

In his remarks, Mr. Kronberg told the audience "Clu is one of those men who has given his best to the service of our railroad, and is deserving of a kind of praise which is difficult to express. He is deserving of praise because he has not simply been on the payroll, but has taken a responsible attitude toward his company's affairs. He has made its business his business, and both have benefited in the process.

"The Milwaukee Road is proud of Cluet Searls, and the only thing I can add to this is that 'A person shows what he is by what he does.'"

Mr. Searls' retirement brought to a close three generations of railroading which began nearly 100 years ago. His grandfather, E. J. Searls, started in 1872 as a telegrapher in Indian territory, where he dispatched messages for General Custer. He later served as agent for the Milwaukee Road at Akron, Ia., for 35 years.

As Cluet recalls it, "Granddad came out to Iowa in 1872 and worked for the Illinois Central as it opened stations. That got a little monotonous, so he went down to Sioux City and hired out as a government telegrapher. He lived among the Indians for about seven years, until my dad and his brother got to be about school age. My grandmother was the only white woman anywhere out in that country.

"I'll always remember a remark he made about General Custer. He said Custer was the longest winded son-of-a-gun. He'd come in to dictate a message about 10 o'clock at night and it would take him until three in the morning to send it to Sioux City. Grandfather used to say General Sully could say the same thing in only half the number of words."

Cluet's father, Burton, was agent at Sioux Falls, S. D., and in 1907 hired him, at age 7, to help out at the station. He was paid 50 cents a week.

Searls began working officially for the Milwaukee in 1916. He was the agent at Postville for 34 years, and an agent

for the railroad 50 years, except for brief periods when he served as a telegrapher and train dispatcher.

He was born in Chatsworth, Ia., and later moved to Clear Lake, Ia., where he and his late wife were married. He has three children, Mrs. Keith Irwin of St. Petersburg, Fla., Dr. James C. of Iowa City, and Richard M. of Ames, Ia., and 12 grandchildren.

Now that he has retired Searls plans to devote his time to community service and woodworking. He is known for his artistry in cabinet making, and has developed a process of inlaying hand carved ivory initials and names so smoothly that the edges are undetectable. In fact, one man is said to have traveled from a distant state to learn his technique. He also makes grandfather clocks.

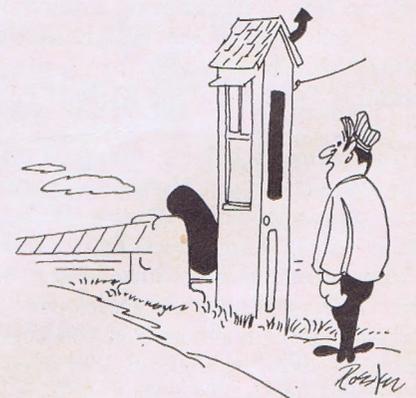
Glen W. Hyett

Glen W. Hyett, district manager of passenger sales at Chicago, died of a heart attack Jan. 7. He would have been 63 on Jan. 9.

Mr. Hyett was employed in the passenger traffic department in Chicago throughout his working career, starting in 1927. He held numerous positions in the department, and had been district manager of passenger sales for approximately 11 years.

He is survived by his wife, Eileen; a daughter, Mrs. Howard (Virginia) Ptacek of Chicago; a brother, Earl, of Charleston, Ill., who retired as freight traffic manager of the railroad in 1954; a sister, Mabel Hyett of Seattle, Wash.; and three grandchildren.

Services were held at St. Joseph's Church in Homewood, with burial in Gilman, Ill.



"Hey, Slim!"

The 1970 Population Census

Why It Is Essential and What The Government Needs to Know



The Bureau of the Census, the nation's principal fact finder and record keeper, is readying for its periodic population count of the United States. National Census Day will be Wednesday, Apr. 1.

In undertaking its most important job, the Bureau is emphasizing that the accuracy and usefulness of the census depends on the cooperation of all of America's 60 million families, as required by law.

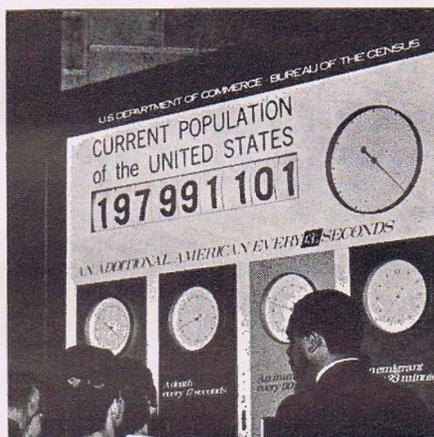
The Constitution stipulates that a census of population must be taken every 10 years as the basis for determining how many representatives each State may have in the House of Representatives. The first, taken in 1790, found a population of 3,929,214 in an area that now constitutes 18 of our States. The 18th, in 1960, gathered facts concerning 179,323,175 people in 50 States and the District of Columbia.

In addition to taking the head count at 10-year intervals, the Census Bureau prepares current estimates of population based on the previous decennial census, on birth and death rates, and on migration. In fact, it's possible to stand in front of a "population clock" in the Department of Commerce building in Washington, D.C., and see the estimated population figure of the United States at any moment. A gain of one is indicated each time the clock rolls up the next number, an event that occurred about 6,000 times a day in the summer of 1966 when the total population passed 197 million.

The first population count 180 years ago was not an easy task. Roads were poor—where there were roads at all—paper and printing facilities were limited, and many citizens who had not forgotten the prying of the British Crown were reluctant to give information. Even today, some citizens tend to view it with distrust. How essential is the census, they ask.

First of all, the information developed by the census is vital to the federal

government in planning a vast range of programs—housing, welfare, education, veterans, conservation, to name just a few. State and local governments find it essential also, since it is the only source of statistics on their particular areas—city blocks, wards, individual cities,



Visitors view the Census Bureau's 'population clock' in the lobby of the U. S. Department of Commerce building in Washington, D. C.

counties and individual states. Business firms, too, consult it widely in marketing studies—the census, in fact, is the starting point for much of the nation's marketing information.

Every census has drawn some critics' fire as being an invasion of privacy, although the charge is groundless. By law, all information given to the Census Bureau must be held in confidence and used only for statistical purposes—not even the FBI is allowed to see it.

Unknown to many people, all of the Bureau's employes, including temporary enumerators, are sworn not to disclose any confidential answers to questions, whether made by an individual or a large corporation. The law imposes a fine of \$1,000 and/or two years of imprisonment for a violation of the oath.

On the other hand, the law requires that every household answer all of the

questions asked of it, completely and honestly. The penalty for refusal is a \$100 fine or up to 60 days imprisonment. For deliberately giving false answers, the penalty is up to \$500 or up to one year imprisonment. The House, however, has voted to eliminate the prison term.

To further reduce the possibility that confidential information will leak out, the 1970 census will be taken entirely by mail. People in major urban areas—about 60 per cent of the population—will receive the form a few days before Apr. 1, together with a return envelope. Most questions will be answered by blacking in a circle with a pencil. This will enable the form to be read by an electronic scanner.

Households in small communities and rural areas will be asked to hold their form until a census taker calls. This person will check the form and help in filling out any missing data. About 400 temporary offices will be set up around the country to assist with the questionnaire.

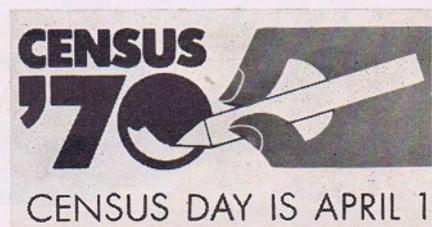
Household Sampling System

The same set of questions will apply throughout the country, using a carefully devised sampling system. In all areas, about three families in four will receive a short form listing 23 questions, while one family in five will be asked additional questions.

The short form asks the name of each person in the household, their sex, color or race, marital status, and a few questions designed to make sure nobody is left out, like people on vacation or in a hospital. It includes questions about the home; whether the living quarters are owned or rented, the value of the property or monthly rent, and the availability of kitchen and bathroom facilities.

The longer form asks for more details about the home; the age of the building, source of heat and water, and convenience facilities such as air conditioning, washing machine, clothes dryer and food freezer. For men, there is a question on military service; for women, one on the number of their children. The remainder

(Continued on page 14)



have to do mainly with the State or country of birth, education, jobs and income.

The Census Bureau estimates that it will take the average size family about 15 minutes to fill out the short form and about 45 minutes to complete the longer one.

Elaborate methods have been developed to reach every person, including people who will be away from home on Census Day. Airlines and steamship companies will distribute forms to their American passengers, while the Defense Department and the State Department will count people serving overseas in the armed forces and others living abroad.

Although statistics obtained from the census are primarily for the use of government, even individuals may find occasions when they are helpful. For example, suppose you have to provide proof of your age for passport purposes, Social Security or Medicare and can't produce a birth certificate. You can go to the Census Bureau and ask it to certify that on, say Apr. 1, 1920, you were counted at a certain place and your age was then reported as whatever it was. This certification will normally be accepted as legal for most purposes.

In the early 1960s, about 200,000 paid orders for such certificates were mailed each year to a special office in Pittsburg, Kans. In 1966, because of Medicare and a change in Social Security requirements, applications soared to more than 100,000 a month.

APPOINTMENTS

Finance and Accounting Department

Effective Feb. 1, 1970:

R. P. Heinan is appointed assistant auditor of freight accounts and overcharge claims.

F. E. Groves is appointed manager-regional data offices with headquarters in Chicago . . . **W. T. Jepson** is appointed regional data manager at Milwaukee, Wis. . . . **M. G. Kutz** is appointed regional data manager at Minneapolis, Minn.

M. S. Gilbert is appointed regional data manager at Seattle, Wash. . . . **G. G. Bayless** is appointed assistant regional data manager in Chicago.

Public Relations and Advertising Department

Effective Jan. 15, 1970:

The title of advertising agent is abolished. **L. J. Barbeau** will continue to perform the duties of this position with the new title of advertising manager, with headquarters in Chicago.

Mechanical Department

Effective Feb. 1, 1970:

R. A. Hargis is appointed assistant master mechanic with headquarters at Mitchell, S. D., with jurisdiction over mechanical matters on the Iowa, Minnesota & Dakota Division.

M. L. Erickson Named Seattle Business Man of the Day



M. L. Erickson

Martin L. Erickson, public relations representative with headquarters in Seattle, was selected as KIXI and Northwest Airlines "Business Man of the Day" for Jan. 26. The announce-

ment by the radio center followed his election as president of the Puget Sound Maritime Press Association.

He is also Seattle area regional vice president of Keep Washington Green Association, Inc., the organization which helps promote fire prevention programs of the State Department of Natural Resources.

Mr. Erickson, a graduate of the University of Washington with a degree in communications, joined the Milwaukee Road in February 1968. He was previously transportation and marine editor of the Seattle Daily Journal of Commerce.

— WE GET LETTERS —

FOR AIDING RESEARCH

I want to thank you on behalf of G. D. Searle & Co. for arranging our pigeon feeding experiment at the Bensenville Yard on Dec. 3.

We would particularly like to thank Mr. Bass of Superintendent Stuckey's office for the time and trouble he took in showing us a desirable baiting location. I am glad to say that we solved the problem under consideration.

M. R. Woulfe, M.R.C.V.S.
Animal Products Research
G. D. Searle & Co.

Chicago, Ill.

ASTONISHING TRAVELERS' AID

I recently had the pleasure of entertaining guests from Europe on their first trip to the U.S.A. On their trip from Chicago to Milwaukee they were simply astonished by the assistance they received from both station and train personnel, even to the extent of notifying me by phone as to their whereabouts and arrival time.

It is indeed gratifying to know that in this day of hustle and bustle your personnel take time to offer such courteous service actually beyond the call of duty. Thank them for helping make my visitors' first trip to the U.S.A. such a pleasant one.

Paul Jacobi

Kohler, Wis.

The Milwaukee Road Magazine

Dave Sprau Collection



JEFF
KEATE



Income Tax Benefits

For the Lucky 1970 Taxpayer

As we cope with that annual mid-April phenomenon called income tax, our headache may be lessened somewhat if we consider briefly the conditions that prevailed in the Dark Ages of tax collecting.

Historians tell us that the first taxes were paid in produce, not money. Government kitties were enriched by tribute from conquered lands, and caravans sometimes traveled hundreds of miles to bring payments to rulers. Frequently large duty payments mysteriously dwindled between the farm and the king's treasury, and tax agents amassed great wealth.

As early as Biblical days, tax payments were a matter of concern and no little discomfort. "Pharaoh's Fifth" was a tax of 20 per cent of an individual's land output that was paid by the Egyptians and collected by the royal treasury. Punishment for evading payment was a severe beating with a blunt instrument known as the bastinado. The longer a subject endured the beating, the lower his taxes—when he finally was convinced to pay them.

Since the time these first taxes were levied, the quest for added revenue led governing bodies of innumerable nations to conjure up new means of obtaining revenue. Some were unique indeed.

In ancient Greece, for example, a door that opened outward onto a public path-

way was subject to taxation. In early Rome a duty was levied on togas—the more elegant the garment, the higher the tax.

The levy on clothing and personal adornment apparently was a productive one over the centuries. In the 15th and 16th centuries the wig-wearing wealthy of Britain and France paid for the privilege of wearing their perukes. This levy is said to have continued through the early days of the 13 American colonies. Unusual tariffs often had far-reaching side effects. In 17th century Holland a tax was levied on windows. As a result, Dutch architecture underwent drastic changes to the extent that homes became short of windows, light and air.

An Englishman owning a horse in 1784 had to pay a tax on his steed. A chronicle of the day tells us that one Cheshire farmer expressed his indignation by riding through the streets on his tax-exempt cow.

For a time, a duty on French newspapers levied in proportion to the number of pages resulted in the publishing of some of the largest-size one-page newspapers yet devised. And any Russian who attempted to evade a government tax on beards was relieved of his hirsute adornment by the local revenue agent turned barber.

Happily, present-day America is free from such disturbing duties. However, a

person might be able to save on income taxes by taking advantage of benefits built into the tax structure that could be overlooked. Here are some examples of deductions that may be small, but could add up to a worthwhile saving:

- Expenses of travel to get medical or dental care may be deducted, subject to limitations on medical deductions. If you use your own car, you may deduct either out-of-pocket expenses or a flat 5 cents a mile.

- Costs of travel for a church or charity are deductible. For use of your car you may deduct costs of such items as gas and oil, or 5 cents a mile.

- Medical expenses that you pay for a dependent can be claimed as your own if you provide more than half of the dependent's support, even though he has \$600 or more income and cannot be claimed as an exemption.

- One half of premiums on health insurance up to \$150 may be deducted, even though your other medical expenses are not in excess of 3 per cent of income and thus provide no deduction.

- Also, keep in mind the special rule for a child who is under 19 or a full-time student. So long as you provide more than half of his total support, you may claim him as an exemption no matter how much his income.

Now and then someone has had something good to say about taxes. "Taxes are the price we pay for civilization," said Oliver Wendell Holmes, chief justice of the U.S. Supreme Court—who never had to run for public office. And while struggling with exemptions and deductions we might give some thought to the poor citizen of the Middle Ages, who didn't even have the privilege of computing his own tax.

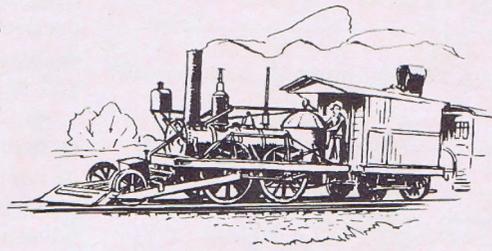
IMPACT



MAY HAVE ITS PLACE, BUT

NOT IN FREIGHT CARS

Early Railroad Had Mighty Particular Regulations for Passengers



The early railroads established codes of rules for their passengers which make one wonder if today's rules will look just as odd to generations that follow. For instance, a document preserved in the archives of the Liverpool and Manchester in England — opened Sept. 15, 1830 — lays down the following regulations:

FIRST — Any person desiring to travel from Liverpool to Manchester or the reverse, or any portion of the journey thereof, must, twenty-four hours beforehand, make application to the station agent at the place of departure, giving his name, address, place of birth, age, occupation and reason for desiring to travel.

SECOND — The station agent, upon assuring himself that the applicant desires to travel for just and lawful cause, shall thereupon issue a ticket to the applicant, who shall travel by the train named thereon.

THIRD — Trains will start at their point of departure as near schedule time as possible, but the company does not guarantee when they will reach their destination.

FOURTH — Trains not reaching their destination before dark will put up at once for the several stopping places along the route, and the passengers must pay and provide for their own lodging during the night.

FIFTH — Luggage will be carried on the roof of the carriages. If such luggage gets wet, the company will not be responsible for any loss attaching thereto.

The L&M is noteworthy because it was the first to use locomotive power wholly for traction, and was built to carry passengers as well as freight. The line was 31 miles long with double track throughout, and the average time for a passenger train to complete the trip was about 90 minutes.

Great difficulties had to be overcome in the construction, owing to the opposition of local land owners and the canal interests and the cost of crossing a large peat bog. The opening was marred by the fact that a member of Parliament was killed by an engine, but the line proved to be a great commercial success, with the result that railway projects were set on foot not only throughout Great Britain but on the European continent and in the United States. By 1835 more than 200 railway charters had been granted in this country.

TRANSPORTATION BRIEFS

MONON-L&N OK CONDITIONS

Merger of the Monon Railroad into the Louisville & Nashville has been recommended by the Interstate Commerce Commission examiner subject to conditions that include granting the Milwaukee Road operating rights into Louisville, Ky., via its connection with the present Monon at Bedford, Ind., and use of the Kentucky & Indiana Terminal facilities in Louisville. The conditions were sought by the Milwaukee to replace competition for traffic that

would be lost through the extension of the L&N to Chicago as a result of the merger and the L&N's acquisition of the Chicago-Evanston line of the Central and Eastern Illinois Railroad.

AAR NAMES RESEARCH VP

Dr. William J. Harris, assistant director-technology of the Columbus Laboratories of Battelle Memorial Institute, took over Jan. 19 as vice president of the Association of American Railroads research and testing department. The appointment was in line with a new program to extend the department's activities into new

It Happened On The Milwaukee

From George A. Richardson,
retired rodman and instrument-
man, Bethlehem, Pa.

One morning a clerk in the accounting department came to work wearing a bright pink shirt. A short time later he stepped out of the office for a few minutes and came back wearing a vivid green one. Then, in turn, four other striking colors were featured.

Naturally, everyone was curious. How could these changes be made so quickly? Suffice to say that in due course the secret was out.

First, it is necessary to know that 50 or more years ago men's clothing was not designed for comfort. Board-like shirt fronts and heavily starched collars and cuffs were worn in all seasons, something like a suit of armor. In this instance, the board-like stiffness was a help, not a handicap. A collar button was pushed through a hole in the middle of the shirt front and served as a pivot on which the jokster had mounted a stiff circular disk. The disc was embellished with six pie-like division, each a different color.

All that was necessary on his part was to walk out the door and give the disc one-sixth of a turn. His vest served as frame that prevented seeing the limited coverage of each pie-like section.

(Do you recall an interesting, amusing anecdote about something that happened on the railroad? Share it with your fellow employes. Contributions should not exceed 250 words. Address "Interesting Happenings" Editor, 824 Union Station Building, Chicago, Ill. 60606)

areas of exploration. Doctor Harris is currently president of the Engineers Joint Council, president-elect of the American Institute of Mining Engineers' Metallurgical Society, and chairman of the National Materials Advisory Board of the National Academy of Sciences-Engineering.

RAILROADS ON "TODAY"

The railroad industry will be one of the sponsors of the "Today" show on NBC-TV during 1970. The industry's television commercials — in full color — will be seen once a week on the morning news broadcast.

The Milwaukee Road Magazine

Dave Sprau Collection

RETIREMENT

Claywell, E. K. Switchman .. Crete, Ill.
Mowery, W. L. Janitor .. Jasonville, Ind.

Twin City Terminals

Davies, L. J. Machinist Helper .. St. Paul, Minn.
Homsher, B. A. Laborer .. " " "
McGraw, J. T. Laborer .. Minneapolis, "

The following employes' applications for retirement were reported during November-December 1969

General Office & System Employes

Barry, Irene M. Head Typist .. Chicago, Ill.
Cronin, L. G. Dist. Matl. Mgr. .. " "
Hadley, P. E. Sleeping Car Porter .. " "
Moore, E. J. Jr. Price Clerk .. " "
Novak, A. C. Supt of Road and Suburban Passenger Service .. " "
Swanson, W. D. Senior Ind. Engineer .. " "
Wolff, F. A. Cook .. " "

Aberdeen Division

Hilt, John Conductor .. Moberge, S. D.
Kirchgesler, W. Carman .. Aberdeen, " "
Seiler, J. J. Chief Clerk .. " "
Taylor, R. A. Sect. Foreman .. Appleton, Wash.
Todd, C. K. Wire Chief .. Aberdeen, S. D.
Winifeldt, P. G. Sect. Foreman .. Wahpeton, Minn.

Chicago Terminals

Brumfield, C. J. Telegrapher .. Bensenville, Ill.
Deron, T. F. Asst. Gen. Foreman .. Chicago, "
Friend, O. H. Engineer .. " "
Fulkerson, N. E. Loco. Engineer .. Bensenville, "
Johnson, John Stower .. Chicago, "
Knowles, L. W. Loco. Engineer .. " "
Mikulic, Elenor S. Car Cleaner .. " "
Plesnicar, A. P. Carman .. " "
Stangl, N. Frt. Car Insp. .. " "
Szaraniec, J. S. Stower .. " "
Wold, R. E. Frt. Checker .. " "
Yourkovich, C. Engineer .. Bensenville, "

Coast Division

Ahlquist, H. E. Electrician .. Seattle, Wash.
Cross, G. W. Loco. Engineer .. Tacoma, "
Gehrmann, R. O. Car Welder .. " "
Hawkins, L. J. Yardmaster .. " "
Magruder, A. L. Carman .. " "
Moore, J. P. Car Inspector .. Spokane, "
Nolan, M. J. Conductor .. Tacoma, "
Riggin, Jos. Conductor .. Spokane, "
Skaar, O. B. Carman .. Tacoma, "
Stearns, T. N. R.H. Car Foreman .. Bellingham, "

Dubuque & Illinois Division

Bouge, D. B. Switchtender .. Savanna, Ill.
Oleson, N. E. Roadmaster .. Lakeville, Minn.
Searls, C. C. Agent .. Postville, Ia.

Iowa Division

Henderson, O. J. Agent .. Wesley, Ia.

Pauli, L. S. Asst. Roadmaster .. Manilla, Ia.
Polich, J. D. Switchman .. Perry, "

Iowa, Minnesota & Dakota Division

Bolton, R. P. Carman .. Sioux City, Ia.
Gage, W. B. Asst. Mstr. Mech. .. Mitchell, S. D.
Horman, E. C. Sect. Foreman .. Wells, Minn.
Jacobsen, W. E. Sect. Laborer .. " "
O'Leary, Thomas Carman .. Austin, "
Spencer, A. J. Switchman .. Sioux Falls, S. D.
Zielenski, F. M. Brakeman .. Mitchell, " "

La Crosse Division

Allen, E. Machinist .. Tomah, Wis.
Benjamin, A. R. Machinist .. " "
Bernhardt, G. W. Drill Press Opr. .. " "
Cline, John A. Roundhouse Foreman .. Wausau, "

Cottle, L. J. Loco. Engineer .. Eau Claire, "
Day, A. L. Sig. Maintainer .. Sparta, "
Gerstenkorn, F. Engineer .. Portage, "
Hart, J. J. Car Foreman .. La Crosse, "
Holzer, A. T. Trainman .. Newport, Minn.

Milwaukee Division

Carlson, J. M. Engineer .. Milwaukee, Wis.
Giroux, W. J. Crossing Watchman .. " "
Gromacki, E. R. Stationmaster .. " "
Janschütz, V. J. Foreman .. " "
Nowicki, W. J. Clerk .. " "
Welker, R. F. Conductor .. Green Bay, "

Milwaukee Terminals & Shops

Bzdawka, W. L. Sheet Metal Worker .. Milwaukee, Wis.
Curd, F. J. Yardmaster .. " "
Graves, J. A. Laborer .. " "
Lentz, L. L. Mech. Engr. .. " "
Moore, John J. Mail Baggage Agent .. " "
Shively, F. W. Machinist-Welder .. " "

Rocky Mountain Division

Cosens, F. J. B&B Carpenter .. Deer Lodge, Mont.
Crosser, John Engineer .. Lewistown, "
Delange, W. J. Conductor .. Miles City, "
Delgado, S. B. Trainman .. Ingomar, "
Mann, C. E. Carman .. Miles City, "
Swan, F. G. Sect. Laborer .. Lewistown, "

Terre Haute Division

Chastain, F. E. Loco. Engineer .. Bedford, Ind.

George H. Borgman

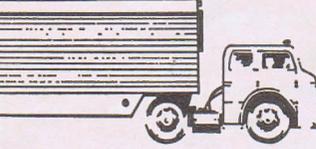
George H. Borgman, 71, retired assistant to the chairman of the board of directors, died Jan. 21 in Columbus Hospital, Chicago.

In the course of a career of more than 47 years with the railroad, Mr. Borgman had held various operating department positions in Minneapolis and Milwaukee, and in the office of vice president-operation in Chicago, to which he transferred in 1938. He was appointed assistant to chairman of the board on Nov. 1, 1957 and retired Jan. 31, 1964.

He is survived by his wife, Ladye Ruth; a son, Robert of Chicago; two daughters, Mrs. Harold Griffin of Lombard, Ill., and Mrs. Tony Tomaselli of Clearwater, Fla.; four brothers, Paul, Vincent, John and Aloysious; five grandchildren and five great-grandchildren. Funeral services were held at St. Mary of the Lake Church, with interment in Queen of Heaven Cemetery near Chicago.

MOUNTAIN CLIMBER. A group of New England businessmen have formed the Crawford Notch Steam Railroad Company to run a sight-seeing train through Crawford Notch in New Hampshire's White Mountains. The train would run from May to November over tracks of the Maine Central Railroad. Besides the train ride, there will be a railroad museum and a gift shop.

MOVING?



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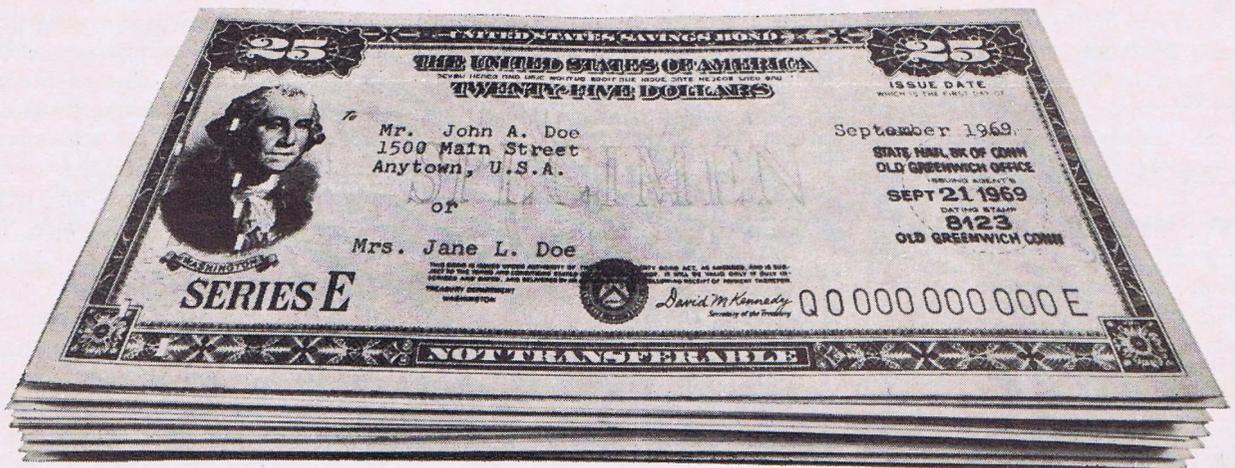
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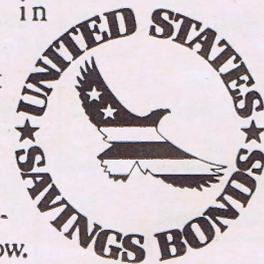
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D & I Division

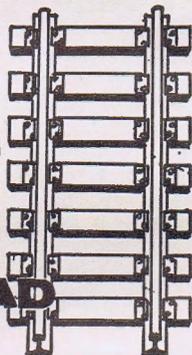
Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Roy A. Ewalt, employed in the mechanical department at Savanna, passed away at his rural home on Jan. 5 following a brief illness. Funeral services were held in the Community Church in Savanna with burial in Clinton (Ia.) Memorial Park. He had been in the employ of the railroad for 20 years. Surviving are the widow, four sons and a brother.

Mrs. Fred Orr, mother of D. H. Orr, assistant superintendent of terminals, Milwaukee, who suffered severe injuries in an auto accident in December, is progressing satisfactorily at this writing.

Genevieve K. Martin, retired clerk formerly of Savanna, passed away in a nursing home in Chicago Dec. 31, following a long illness. Funeral services were held in St. John's Catholic Church at Savanna, with interment in

ABOUT PEOPLE OF THE RAILROAD



the Catholic Cemetery. Surviving are a son and three grandchildren. Genevieve was the sister of the late D&I Conductors John and Bill Keenan.

George J. Schmaling, B&B carpenter at Savanna until his retirement in 1964, passed away at his home in Mt. Carroll, Ill., on Dec. 22. The widow and a brother survive. Funeral services were held in Mt. Carroll.

A recent letter from Retired Engineer George Arney expressed the pleasure he receives from the news items in this column, as well as in other columns containing news about old friends. Through this medium he has been able to keep in contact with many of them. Mr. Arney makes his home with Retired Conductor and Mrs. Louis Steffen at 120 ElNido, Monrovia, Calif. 91016. He retired in 1947. I hope that if I reach the age of 92, as he has, that I will be able to write as fine a letter as he did.

Retired Chief Clerk and Mrs. C. E. Kinney, Savanna, Ill., quietly celebrated their 50th wedding anniversary on Dec. 20. They were much surprised but very appreciative of the flowers, cards and other remembrances that arrived after word got around. They are the parents of two daughters, Marian and Patricia, and have six grandchildren.



HONORED BY THE OPERATING DEPARTMENT. M. J. (Marty) Konertz, chief clerk to assistant general manager, shown with a group of his long-time associates in the Chicago office at a cake and coffee party marking his retirement on Dec. 31. From left are Ashley Wilhite, chief clerk to vice president-operation; Mr. Konertz; Ronald Skalski, statistical clerk; Catherine Lowery, file clerk; Robert L. Marth, chief clerk to assistant vice president-operation and general manager; and Ted Livas, contract assistant. Mr. Konertz had more than 45 years of service on positions in the engineering and operating department offices. Upon retiring he was presented a Silver Pass by Assistant General Manager D. O. Burke. He and Mrs. Konertz will continue to live in Chicago.

Sympathy was extended to Retired Car Department Supervisor Paul Salzer, Council Bluffs, on the death of his sister, Mrs. Harry (Florence) Mills, Jan. 9 at Savanna. She is survived also by a son and two grandsons.

Retired Engineer Alvin R. Mills, Savanna, passed away in Prairie du Sac, Wis., Jan. 16. Funeral services were held in Savanna, with burial in the Argo-Fay Cemetery. Surviving are his widow, a daughter at Prairie du Sac, three grandchildren, 10 great-grandchildren and a sister in Clinton, Ia. Mr. Mills began railroading Nov. 2, 1907 as a fireman, was promoted to engineer Sept. 24, 1912, and continued in that service until his retirement Aug. 28, 1960.

Savanna Chapter of the Milwaukee Road Women's Club resumed activities for the last quarter of 1969 in October, with Mrs. Albert Lahey presiding in the absence of Mrs. L. H. Walleen. A nominating committee was appointed to present a new slate of officers, with Mrs. Grace Bertholf as chairman, assisted by Mrs. Jesse Brock and Mrs. Lane O'Rourke.

The annual Christmas luncheon meeting was held Dec. 8 in the Mark Twain Restaurant and Lounge. At the business session, officers elected for the coming year were Mrs. Lahey, president; Mrs. O'Rourke, vice president; Mrs. Brock, treasurer; and Mrs. Bertholf, secretary.

Twin City Terminals

J. J. Taylor, Division Editor
Stationmaster, Minneapolis

Arthur L. Morgan, long-time conductor between St. Paul Yard and Duluth, Minn., passed away in Parma, Ohio, on Jan. 13 at age 81. Burial was at Ladd, Ill.

Art was born at Ladd, and worked in that community as a brakeman and conductor from 1909 to 1925, at which time he transferred to the Duluth Division. He retired in 1958 and for the last several years made his home with his daughter and son-in-law, Mr. and Mrs. J. F. Schultz, in Parma.

He was the holder of a Milwaukee Road Gold Pass and a 50-year button in the Veteran Employees Association.

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

The close of the year 1969 meant retirement for two locomotive department employees, Machinist Ted Johnson and Laborer Henry Solseth. Mr. Johnson's service dated back to 1927, when he started as a machinist helper. Mr. Solseth originally worked in the store department, starting in 1942. After several years away from the railroad, he returned in 1953, working in

the St. Paul roundhouse.

Machinist Helper Mike Biedrzycki, who recently went into the Army, is still railroading. Upon completing basic training, Mike was assigned to the railroad battalion with headquarters at Fort Eustis, Va.

Sympathy was extended to the families of retired employes James Johnston, former carman at St. Paul, and Wasil Nepsha, former car cleaner at the Minneapolis coach yard, who passed away recently.

James Dahl, assistant car foreman at St. Paul, is recuperating from surgery at this writing, and planning to return to work soon.

Arthur Chilko, carman at St. Paul, was married on Dec. 13 to Carole Cavalier.

After spending 43 days in the hospital and undergoing surgery twice, Walter Mehofer is back home and on the way to good health.

December 1 marked retirement for Laborer Aage Bendiksen of the car department in Minneapolis. Mr. Bendiksen had been employed at Minneapolis since September 1948.

Chicago General Offices

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Olive Odessa of the timekeeping bureau, who became a four-time grandmother Dec. 3 upon the birth of a son, David Alan, to her daughter and son-in-law, Mr. and Mrs. Joel Cohen. Olive now has three grandsons plus a granddaughter.

Irene Staziak and husband became grandparents for the second time upon the birth of a son to Lieutenant Roger Staziak and his wife. The baby has been named Christopher.

Our sincere sympathy goes to Mrs. Joan Pajak, wife of Harry of the joint facility and bill bureau, who was fatally injured Dec. 2 when struck by an automobile. He was an employe of the Milwaukee Road for 31 years.

George C. Biang

George C. Biang, 70, retired chief demurrage inspector, died Dec. 30, 1969 of bronchial pneumonia. He made his home in Chicago. Surviving are his wife, Minnie; a son, Melvin A.; a daughter, Mrs. Edward Powers; nine grandchildren and six great-grandchildren.

Mr. Biang joined the Milwaukee Road in 1917 as a clerk in the freight station at Deering, Ill. In 1927 he was appointed agent at the Cragin station in Chicago, and served as an agent until 1947, when he became a traveling demurrage inspector. He was appointed chief demurrage inspector in 1954, and following a leave of absence due to illness, retired from that position in 1963.

OUR MEN IN UNIFORM



Richard Holen Jr., a machinist helper in the locomotive department at St. Paul who entered the Marine Corps in November 1968, was recently promoted to the rank of corporal. Following boot training at Camp Pendleton, Calif., he was assigned to the Infantry Training Regiment at Camp Horno, and upon completing the Artillery School course was awarded a Letter of Recognition for Exceptional Performance of Duty.

In May 1968, Dick was given an accelerated course in the Vietnamese language, and after graduating was sent to South Vietnam. He is stationed with the 2nd Battalion, 11th Marines, F.D.C. near DaNong, as an interpreter and scout in Intelligence.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Rose Printz, Correspondent

Julia Newcomb Magdefrau, retired general bureau head of the computing bureau, passed away Dec. 29, following a long illness during which she was confined to a convalescent home. "Maggie" retired from railroad service on Dec. 31, 1951. A memorial service was held at Immanuel Lutheran Church in Chicago on Jan. 14.

F. M. Dittmann Jr., son of the head of the miscellaneous bureau, was married on Thanksgiving Eve to Gloria Hope Scheffres. The wedding and reception took place at the Sheraton-Blackstone Hotel. The couple have since returned to DeKalb, Ill., where Fred is teaching at Northern Illinois while completing his studies toward a master's degree in geology.

A speedy recovery is wished for Ruth Rinaldi and Rose Kauckle, on leave of absence at this writing due to illness.

Congratulations to Roger Stonelake on his recent promotion to assistant head of the miscellaneous bureau.

Anne Gole was welcomed back to this office recently from that of the

assistant auditor of expenditure, as comptometer operator.

Elsa Wallace vacationed in Europe during the holiday season, and remembered the interline bureau with a card postmarked from Salzburg. She also visited the eastern sector of Berlin and was much impressed by the experience of going through Checkpoint Charlie. Munich and Vienna were on her itinerary, too, before arriving in Paris in time to see celebrants welcome the New Year.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Mr. and Mrs. Ray J. Boland celebrated their 50th wedding anniversary on Dec. 24. Ray is a car distributor in the transportation department.

Mr. and Mrs. Marlin J. Schilling are the proud parents of twin boys born on Dec. 2, 1969. Marlin is a secretary in the office of President Crippen. This makes three boys for the Schillings.

St. Francis of Assisi Church in Chicago was the setting for the wedding of Miss Patricia Kissel and Gerald Campbell on Nov. 15, 1969. Pat is the 32 Report clerk in the transportation department and Gerald is employed by the Peoples Gas Light & Coke Co.

J. C. Donahugh, secretary to L. V. Anderson, has been appointed chief clerk to Assistant General Manager D. O. Burke, replacing Marty J. Konertz, who retired Dec. 31.

John W. Greene is the new secretary to L. V. Anderson, replacing Jim Donahugh.

E. A. Witt, retired chief clerk to vice president-operation, observed his 84th birthday on Jan. 6. Mr. and Mrs. Witt live at 120 Chicago Ave., Oak Park, Ill.

TRAFFIC DEPARTMENT

Diane Oberhaus, Correspondent

On Jan. 15, Sharon Penington, the former correspondent for this news column, was the guest of honor at a surprise luncheon and baby shower hosted by the girls in the office at King Arthur's Pub. Sharon left our company on Jan. 16 to await the arrival of her first child. Best wishes went to Sharon and her husband, Steve.

Welcomes were extended to Linda Venhuizen, Chris Hawes and Kathy Ferris, who recently joined the department as stenographers.

Congratulations were extended to Dave and Claudia Meyer on the birth of their first child on Nov. 5. The baby, a boy, was named Lee David. The proud father is a traffic department trainee.

John B. Wilkerson, chief clerk in the Atlanta agency, was elected president of the Railway Traffic Clerks Club of Atlanta for 1970. John has been with the Milwaukee since October of 1968, coming from the Southern Freight Association in Atlanta.



TOMAH VETERAN RETIRES. Archie Benjamin, machinist at Tomah Shops, being congratulated by Shop Superintendent F. J. Reese on the occasion of his well-earned retirement. He is a veteran of more than 50 years of service.



SERVING THE PERRY COMMUNITY. The railroad family at Perry, Ia., is well represented in the newly-organized women's auxiliary of the Dallas County Hospital. Being installed as officers at a recent meeting are Mrs. Larry Lisle, president (from left); Mrs. Richard Bond, vice president; Mrs. M. D. Harmann, recording secretary; Fern Frans, corresponding secretary; and Mrs. Dave Salocker, treasurer. Mrs. Ron Rice served as installing officer. (Perry Daily Chief photo)



MARRIED FIFTY YEARS, Retired Engineer and Mrs. D. J. Ibach of Sioux City, Ia., were honored on their golden anniversary at an open house held by their children at the Riverside Lutheran Church. They were married in Sioux City on Nov. 28, 1919, and have lived there most of their married life. The family circle includes three sons, two daughters, 13 grandchildren and three great-grandchildren.

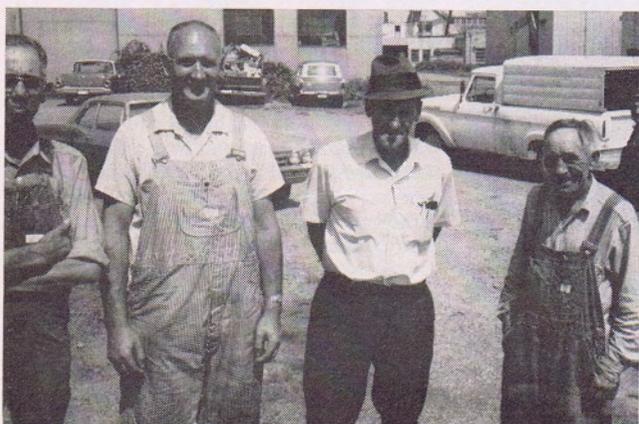
SILVER PASS SERVICE. Marko Bodovinc, freight carman welder employed in the passenger shop at Milwaukee, receives his Silver Pass in recognition of completing 45 years of service. Congratulating him is Wood Mill Foreman Leo Kuokkanen.



WITH GOOD WISHES. W. J. DeLange, Rocky Mountain Division conductor, is congratulated by Trainmaster-Traveling Engineer E. P. McLean on the occasion of his retirement. Starting as a clerk, and subsequently on brakeman and conductor assignments, Mr. DeLange retired with a total of 43 years of service.



TESTIMONY OF FIFTY-THREE YEARS' SERVICE. A Certificate of Recognition testifying to 53 years of service when he retired on July 1, 1969 is presented to Earl Broderick (right), long-time agent at Sauk City, Wis. Doing the honors is E. L. Hubbs, assistant superintendent of the La Crosse Division. Starting with the Milwaukee in 1916, Mr. Broderick had served as the agent at Sauk City since 1937.



COAST DIVISION RETIREE. Frank Shirley, section laborer at Everett, Wash. (right), who retired recently after 20 years of railroad service, was honored by his co-workers at a cake and coffee send-off. Those extending good wishes here are Section Laborer Jake Bock, Section Foreman Howard Tolbert and Roadmaster V. F. Shipley (left to right).

It Sure Paid to Be Hard-Hatted

Does it pay to be hard-hatted? Ask Dean Hanson, roundhouse foreman at Missoula, Mont., who recently "turned turtle." Presenting him with his Turtle Club of America certificate is District Master Mechanic D. A. Radabaugh as Car Foreman Frank Zawada stands by. Hanson also received a hard hat decorated with the turtle club insignia to replace the one he was wearing in the situation that made him eligible for membership. But let him tell about it:

"It happened on a windy day. I was just walking out of the roundhouse when a gust of wind blew a pane of glass clear out of the window frame. The sharp pointed corner struck the top of my hard hat and put a big gouge in it, but I wasn't hurt at all. So, be prepared for the unexpected—keep the hard hat on. Without mine, I sure would have been injured seriously."



PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

The purchasing department was greatly shocked by news of the death of Elmer Eldridge on Nov. 9. Elmer had retired recently at the age of 72, after many years with the railroad. He was a very dedicated man, and liked by everyone. Funeral services were held at Geil's in Bensenville, Ill.

Our Christmas party was a big success—all had a wonderful time. Janice Hansen and Susan Smith, who organized it, did a great job. Everyone brought something for refreshments, and the spread was delicious, particularly Pauline Burg's cookies. Afterward we opened our grab bag presents, and it was fun to watch as each was opened individually.

Milwaukee Shops

OFFICE OF SHOP SUPERINTENDENT —CAR DEPARTMENT

Eileen M. Schneider, Correspondent

Thomas Roensch, special apprentice in the passenger shop, became the proud papa of a boy, Bruce Thomas, on Nov. 4.

John Farence, carman welder in the freight shop, was presented with a granddaughter, Connie Marie, on Nov. 5. His son Thomas, a fireman on the La Crosse Division, is the proud father.

Everyone enjoyed the Christmas party held at the Homestead Inn on Dec. 12. A buffet dinner preceded dancing to the music of Art Souhrada and his orchestra, whose members work in the passenger car shops. Special thanks go to Joan Kelly, secretary to the general superintendent of the car department, whose efforts and hard work made this party such a huge success.

David Hodorowski, son of Stanley Hodorowski, chauffeur in the forge shop, who works for the AC Electronics Division of General Motors, is currently located at the field engineering site of the Grumman Aerospace Corp. on Long Island, New York, working on the Apollo Program. His name, along with those of other employees working on it, was written on a strip of paper that went to the moon and back on the Apollo 12 flight. The paper has been photographed and a print given to each employee as a memento.

We regret to report that Marlin Reek, crane operator in the freight car shops, passed away Nov. 6; Edward Schwartz, retired machine hand, passed away Nov. 28; and Harvey Steckhahn, blacksmith in the forge shop, passed away Dec. 17.

Congratulations go to Arthur "Blackie" Lewis, foreman in the freight shop, for becoming a grandfather. His daughter, Nancy Willms, who worked in the locomotive department, presented him with a granddaughter on Dec. 31.



ROCKY MOUNTAIN SEND-OFF.

Engineer John Crosser and some of his co-workers who extended good wishes when he retired recently at Lewistown, Mont., after 26 years of railroading. In front are (left to right) George Corson, H. J. Mahoney, Lou Gamel and Frank Mathern. Rear (from left) Earl Holmquist, Mr. Crosser, Harold Roselle, K. J. Anderson, Floyd Trumpower, Leon Roselle and Lyle Moore.



TWIN CITIES FAREWELL. Carman Louis Egersdorf (second from left) with co-workers who honored him at a cake and coffee party when he retired at the end of 1969. Mr. Egersdorf had been with the Milwaukee since 1947, starting as a car oiler and working in Minneapolis and St. Paul.

Iowa Division

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



Mrs. T. Schirman Jr.

Tom was commissioned a second lieutenant in the Air Force following graduation from officer training school at Lackland Air Force Base, Tex., and assigned to Vance Air Force Base in Oklahoma for pilot training. He earned his B.B.A. degree from the University of Iowa and was a J. T. Gillick Scholarship awardee.

Milwaukee Road employes who were returned to city offices at Perry in the November election are: mayor—D. E. Lee, agent at Madrid-Woodward; councilman—Cecil H. Perkins, relief yardmaster at Perry; and treasurer—Mrs. Lewis Honomichl, wife of Engineer Honomichl. Claim Adjuster G. F. Keenan was appointed to fill a vacancy on the Park Board.

Sympathy was extended to R. L. Nedrow, Cedar Rapids yardmaster, on the recent death of his father.

Yardmaster Earl F. Colby, Cedar Rapids, is recuperating from a heart attack in St. Luke's Hospital at this writing. We all wish him a speedy recovery. Relief Yardmaster Don Stoddard is filling in for Earl on the 10:30 P.M. job.

Welcomed as new switchmen at Cedar Rapids were Frank W. Walztoni, C. J. (Jack) Morgan and Lloyd Schott.

Iowa East Engineer Carl Otte returned recently from a successful big game hunting trip (so he tells us) in Wyoming.

A new employe, Mrs. Richard D. (Loretta) Day, has taken over the duties of relief clerk between Marion Yard and the Marion ticket office.

News items for the Magazine from Cedar Rapids Yard and Iowa East division employes will be welcomed at the assistant superintendent's office. This correspondent wishes to express appreciation for that cooperation, and will also welcome news sent in care of the agent at Perry.

The annual Christmas luncheon of Perry Chapter of the Milwaukee Road Women's Club held this year at the Hotel Pattee was attended by forty. Entertainment by the choir of St. Patrick's School and a Christmas reading by Mrs. Tom Relihan were enjoyed by all. Installation of new officers and year-end reports by chairmen and officers rounded out the meeting. Guests from out of town included Mrs. Floyd Bresee of Bensenville, wife of

For Successful Retirement, Plan Ahead

Mr. and Mrs. John Galloway in the living room of their retirement home. The picture was taken by Ruth Trela, secretary in the sleeping, dining, mail, baggage and express department, when she and her husband stopped in Tulsa on their vacation last year to pay the Galloways a visit.



Retirement implies change, and at a certain time of life can be a change of the most agreeable kind.

We're thinking of John Galloway, who retired last June from the position of dining car inspector after 42 years of service with our railroad. He and his wife, Josephine, now settled in a new home at Tulsa, Okla., are reaping the benefits of plans made well in advance for retirement living.

As retirement approaches, many couples ask themselves where they should live. Should they stay on where they know people, or seek a home in another part of the country where the climate or other conditions seem to be more favorable?

It wasn't a hard decision for the Galloways, who were residents of Evanston, Ill. In Tulsa they could have both, since Mrs. Galloway's family has lived there many years and their married son makes his home in Oklahoma City.

Planning several years ahead, they chose a site in a suburban area, and the type of home they wanted. Later, after construction began, they made periodic

retired machinist and a former Perryite, and Mrs. Bernadine Beavauns of Marion, sister of Mrs. Helen Reichert of Perry.

Captain of Police R. C. Emerson of Marion is sporting a walking cast on the job, following an ankle fracture received on vacation in Wisconsin. His intention was to bring back some really big fish, but a slip of fate intervened as he headed for his boat.

Lieutenant of Police S. E. Walker

(Continued on page 24)

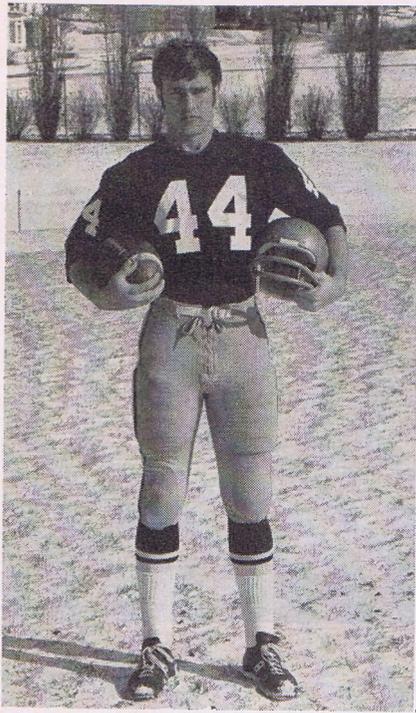
trips to check the progress, with the result that it was ready and waiting when John laid down railroad work.

The six-room ranch style home—three bedrooms, two baths and attached garage—is the perfect answer to their needs and wishes. Picture windows in the living room, dining room and kitchen look out on a wooded area and their large garden, dotted with roses and shrubs.

An intercom system throughout the house and wired to the outdoors enables them to talk to each other while Josephine does household chores and John works in the garden. Roses are his main hobby, and he had some beautiful ones at their former home. Already he has planted more than 50 that will flower this year. Of course, nature deserves some of the credit, but he also has had more time to feed, water and cultivate them than heretofore.

Mrs. Galloway's hobby is their attractive home. After their son and daughter married—their daughter lives in Detroit and both she and their son have presented them with a grandchild—she sought other interests and had a gift shop for several years. However, she was well content to give it up as John neared retirement age.

John had worked for the Milwaukee since 1927, starting as a dining car waiter. He was promoted to waiter instructor in 1951 and appointed dining car inspector in 1954. The high standard of service performed by Milwaukee Road dining car crews can be attributed in a large measure to his conscientious efforts. Upon retiring, his associates in the department honored him at a dinner in the Chicago Union Station Canterbury Room.



MOST VALUABLE PLAYER

Sportscasters are predicting a bright football future for Mike Lemay, son of E. J. Lemay, car foreman at Sioux City, Ia. Mike, a senior at Heelan High School and running back on the Heelan Crusaders, was his teammate's selection for their most valuable player throughout the 1969 season. He also made the All Area prep teams chosen by Sioux City TV channels 4 and 9, the All City team, the second All Northwest Iowa team, and received honorable mention in the poll for All State.

As his squad's star performer, Mike carried the ball 133 times for a total of 796 yards; returned 22 points for an average of 18.7 yards per return—one for a touchdown; returned 8 kick-offs, averaging 17.8 yards per return; scored 10 touchdowns plus 8 extra points, for a total of 76; lead defensive secondary in the number of tackles per game, intercepting 3 passes; and made the longest run for a touchdown—78 yards.

was recently promoted to assistant captain and transferred to the Twin Cities. Marion welcomed a new lieutenant, J. C. Christian, and family. F. Don Bailey is the new lieutenant in Perry, coming from Sioux City.

Retired Dispatcher and Mrs. Arthur Olson recently celebrated their golden wedding anniversary.

Engineer and Mrs. Paul Slater and family were saddened recently by the death of her father, John L. Hamman.

In a community effort, the high school choir and interested adults presented a performance of "The Messiah" at Christmas. Featured as one of the soloists was Mrs. George Gearhart, wife of Conductor Gearhart.

Seventy-six members of the Boone, Ia., high school symphony orchestra with their director and chaperones, rode the "City" train to Chicago re-

cently to take part in the Midwest Band and Orchestra Clinic. The Boone orchestra was one of only two high school orchestras in the United States invited to participate.

Linn O. Goff, 72, died Jan. 2 at his home in West Des Moines after a five-year illness. Mr. Goff was employed as a brakeman with the Milwaukee and as a guard with the Lewis System before retiring in 1962. Survivors include three daughters, three sons, 19 grandchildren and two great-grandchildren.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Word was received recently from Paul J. Lucas, retired assistant superintendent of motive power, of the death of one of our old retirees, John Johnson, 109 years old. Johnson was a former engineer on what was the Prairie Du Chien Division. Paul also lost three brothers during the last few months, Steve, a terminal engineer, John, an engineer on the northern division, and his brother Lawrence, who did not work for the railroad.

We have been advised that C&M Engineer Robert Catlin has retired.

Sympathy was expressed to Dispatcher's Clerk Marilyn Kling, whose mother passed away Dec. 24.

Brakeman L. W. Letteer passed away on Dec. 3, after being off work since June 1968.

Mr. and Mrs. W. C. Fiebelkorn of Beaver Dam, Wis., celebrated their 55th wedding anniversary on Nov. 28 at their home. Those attending the

celebration included their son Robert and his wife Pat and their daughter and son-in-law, the Wilbur Sprehes of Rockford, Ill., and five grandchildren, in addition to family friends. Mr. Fiebelkorn retired as chief clerk at Beaver Dam in 1963 after more than 55 years of service on the northern division.

E. R. Lepinski, agent at Fond du Lac, retired on Dec. 31. He had been in service since Feb. 12, 1923 as agent and towerman.

I M & D Division

SIoux CITY AREA

Sophia P. McKillip, Correspondent

Office of District Manager-Sales, Sioux City

Retired Assistant Engineer M. A. (Mike) Bost, formerly of Mason City, passed away at Itasca, Ill., where he and Mrs. Bost moved within the past year to be with their son. Mr. Bost retired from the Milwaukee Road in 1952. He was 82 years old, born in Excelsior, Minn., and moved to Mason City in 1928. He is survived by his wife, Ethelyn; son Robert; two grandchildren and four great-grandchildren. Funeral services were held at Osseo, Minn.

Sympathy was extended to Switch Foreman Paul R. Behrens, Mason City, on the death of his wife, Eva, 51, in Mason City on Dec. 7. She is survived also by two sons, James and Randy, a brother and sister.

Ray Bolton, carman welder on the Sioux City rip track, retired on Oct. 31, bringing to an end a career on the railroad of over 46 years. Ray began working for the Milwaukee on Dec. 23, 1922, and along with his regular assignments, had been the derrick engineer on the Sioux City wrecking outfit since Nov. 19, 1926. Ray is well known throughout the system, and certainly all who know him wish him and his wife Frances many years of happy retirement.

Frank H. Clark, retired agent, Kadoka-Scenic, S.D., died at Rapid City on Nov. 13. He is survived by his wife, one son and two daughters.

Retired Section Foreman August Weiland, 95, died on Dec. 14 at Yankton, S. D. August retired with 65 years of service. He was the father of Engineer Elmer A. Weiland, Sioux City, and cousin to John P. Weiland, roadmaster at Marion, Ia. He is survived by his wife and by 14 children, 21 grandchildren and 29 great-grandchildren.

Charles A. Foote, retired city freight and passenger agent, 71, passed away at Sun City, Ariz., after a short illness. Charley began his service with the Milwaukee on Nov. 14, 1920 and retired on Sept. 20, 1961. He was a member of the Veterans of World War I, Knights of Columbus of Sioux City, and the Iowa Traveling Men's Association. Funeral was held at Sun City. He is survived by his wife, two daughters and one grandchild.

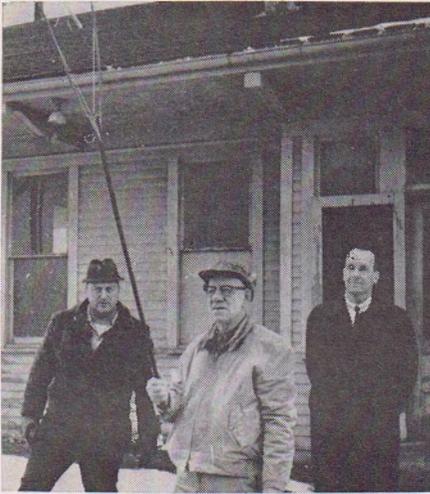
SERVICE PASSES AWARDED

Gold 50-Year Passes

Belter, C. G., bureau head Chicago, Ill.
Culliton, Sr. J. D.,
ret'd. switchman..Oak Park, Ill.
Hampton, G. J., agt-opr. Bensenville, Ill.
Kirchgesler, W., carman Aberdeen, S. D.
Knowles, L. W., ret'd. engineer Momenca, Ill.
O'Connell, T. F., acct. chief clerk ... St. Paul, Minn.
Stevens, Eunice, supt's. sec'y. Savanna, Ill.

Silver 45-Year Passes

Abrams, N. P., asst. cashier Chicago, Ill.
Beattie, C. M., conductor St. Paul, Minn.
Connery, J. P., chf. crew caller Chicago, Ill.
Friend, O. H., ret'd. engineer Chicago, Ill.
Fuerst, A. H., carman Dubuque, Ia.
Kasak, J. Glen, car foreman .. Sioux Falls, S. D.
Konertz, M. J., ret'd. chf. clk. to
asst. gen. mgr. .. Elmhurst, Ill.
Melzer, R. E., asst. to mgr.-
CPR&MS. Morton Grove, Ill.
Peck, W. E., car foreman Minneapolis, Minn.



"HOOPING IT UP," Chester Weaseman, operator at Sturtevant, Wis., hands out his last train order before retiring on Dec. 31. Standing by are Roadmaster D. E. Ringlbauer (left) and N. D. Owen, assistant superintendent of the Milwaukee Division. Mr. Weaseman had been with the Milwaukee since 1923, working at Sturtevant throughout most of his service.

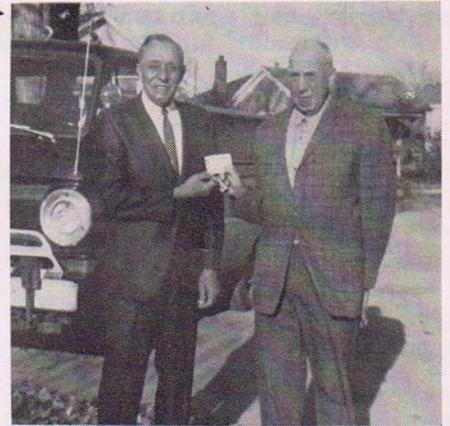


CELEBRATING THE HOLIDAYS, Perry Chapter of the Women's Club held its traditional Christmas luncheon at the Pattee Hotel. About 40 members attended. Those shown here are (seated from left) Mmes. L. W. Roland, Oliver Jensen, Elizabeth Barth, Hazel West, (standing from left) Sylvan Powell, Elsie Honomichl, Jack Wenzel, Eva Small, Earl Green, Harry Boyens, Dick Kyras and Glenn Linn. For more about the festivities, see the Iowa Division news. (Perry Daily Chief photo).

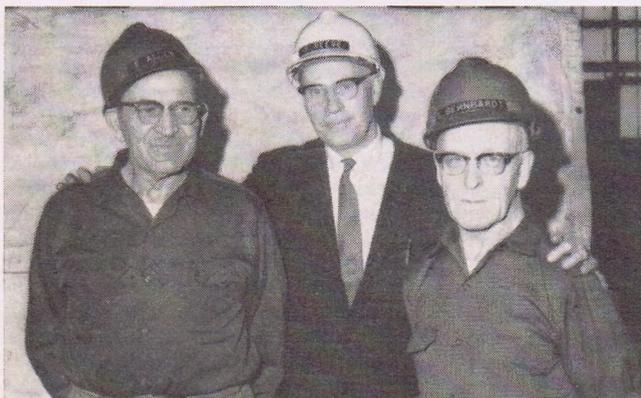


FORTY-FIVE YEARS OF SERVICE are recognized with the presentation of a Silver Pass to Nathan P. Abrams, assistant cashier in the Chicago regional data office (center), by Regional Data Manager J. F. Millard with Assistant Manager M. E. Gilbert standing by. Before transferring to the regional data department Mr. Abrams was assistant chief clerk in the office of the general superintendent of the Chicago Terminals.

A VETERAN OF FORTY-FIVE YEARS' SERVICE, Retired Section Foreman Clarence A. Marking of Roundup, Mont., receives his Silver Pass with the congratulations of Roadmaster K. D. Natzel. Mr. Marking retired last September after working on the railroad since May of 1924.



SEEING DOUBLE. Mr. and Mrs. Joseph Wuerl are the proud parents of these bouncing twins. This is their first picture, taken at St. Joseph's Hospital, where Donald Edward (left) and Barbara Anne were born on Nov. 9. Both weighed in at more than six pounds. Dad is head car record clerk at Muskego Yard.



JOINING THE RETIRED RANKS AT TOMAH, Machinist Everett Allen and Gordon Bernhardt, multiple drill press operator, are shown (left and right) as Shop Superintendent Frank J. Reese wished them good health and good luck. Allen and Bernhardt retired on Nov. 28, 1969.



JUST MARRIED. Carolyn Dombrowski, revising clerk in the Milwaukee regional data office, and David Alouis Cartwright shown at their marriage in St. Catherine's Church Nov. 29. Following the ceremony, a reception was held at Le Carousel Supper Club in Menomonee Falls, Wis.



	Fourth Quarter		Twelve Months	
	Ending December 31		Ending December 31	
	1969	1968	1969	1968
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$72,002,181	\$74,762,270	\$278,347,807	\$278,029,799
PAID OUT IN WAGES	32,105,016	30,790,381	128,912,405	120,606,114
PER DOLLAR RECEIVED (cents)	44.6	41.2	46.3	43.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,523,523	3,410,203	14,288,053	13,478,562
PER DOLLAR RECEIVED (cents)	4.6	4.6	5.1	4.8
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest ..	34,639,570	36,518,257	146,730,057	141,333,111
PER DOLLAR RECEIVED (cents)	48.1	48.8	52.7	50.8
Net Income (Loss)	1,734,072	4,043,429	(11,582,708)	2,612,012
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	271,781	274,534	1,065,012	1,071,149
1969 under 1968 ...	2,753		6,137	

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Retired Engineer Alfred Bertilson passed away in St. Olaf Hospital at Austin on Nov. 4. He had more than 50 years of service when he retired, since which time he had operated a garage in Austin with his sons. Surviving are his widow, Minnie, two sons, Kenneth and Donald, and a daughter, Mrs. Mildred Clawson of Austin.

Retired Engineer Oren F. Blabaum of Austin passed away at Rochester, Minn., on Dec. 7. He is survived by a daughter, Mrs. John VanArsdale, Hopkins, Minn.; three sons, Fred, Montevideo, Minn., Robert, Largo, Fla., and Allen, Austin; three step-

daughters, Mrs. Joe Mitchell, Mrs. Donald Graves and Mrs. Melvin Olson; and a stepson, Donald Selix, Yakima, Wash.

Engineer Loren Brimacomb, Austin, passed away at his home from a stroke on Dec. 8. He was 62 years of age. Surviving are his widow, Ella; a daughter, Mrs. Jerome Kirpach, Bethel, Minn.; a son, Gary, Austin; four grandchildren, his mother and three sisters.

Marshall Anderson, driver for the Milwaukee Motor Transportation Company of Austin, concluded more than 36 years of service with the Milwaukee Road upon retiring Dec. 31. Marshall started in 1933 in the store department, from which he transferred to the newly formed MMT operation in the



Marshall Anderson

Austin-Albert Lea area in 1960. He and his wife have five children, all married and with children of their own. They plan to spend a good deal of time at their cabin on Cedar Lake near Albert Lea, taking life easy and doing a little fishing. A coffee party was held in Marshall's honor in the MMT office on December 31.

Word has been received that Retired Traveling Engineer Ralph Replogle of Clear Lake suffered a stroke during the Christmas holidays while visiting his son, Dr. Robert Replogle, in Chicago.

Jay W. Bailey, time reviser in the superintendent's office at Austin, is now the holder of a Silver Pass, having completed 45 years of service on Oct. 17 (see picture in the Magazine). He started in 1924 as a file clerk at Mason City, worked as trainmen's timekeeper for several years and later in the office of the district accountant at Minneapolis and the superintendent's office at Mason City. Transferring then to Sioux City, he held positions as time reviser and chief clerk, and transferred to Austin when the divisions were consolidated in 1956. His wife, Esther, is steno-clerk in the division engineer's office at Austin.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Mrs. Harry (Anne L.) Hawkins, one of the first women employed by the Milwaukee at Great Falls, Mont., died there on Jan. 22 at the age of 75. She is survived by her husband, a retired structural craftsman for the Great Falls Iron Works.

Mrs. Hawkins was the daughter of pioneer residents of Great Falls and a graduate of the Great Falls High School. She started as a clerk in 1917, shortly after the railroad entered Great Falls, and spent her entire working years there, retiring in 1960. Upon her retirement, and for many years before, she was secretary to the division freight agent.



A Silver Pass, in token of 45 years of continuous service, is presented to Jay W. Bailey, time reviser at Austin, Minn. (second from left), by H. J. Swank, chief clerk to the superintendent of the Iowa, Minnesota & Dakota Division. Standing by are Time Revisers John Newlin and Don Bednar (left and right).



Mr. and Mrs. Michael Herman

Donna M. Brown, daughter of Mr. and Mrs. John Brown of Harlowton, was married recently to Mr. Michael Herman in the Federated Church. Mr. Brown, switchman and yardmaster at Harlo, gave her in marriage, and his son David was an usher. The church was decorated with gladiolas, carnations and roses, and Donna was a lovely bride in a trailing empire-styled gown of re-embroidered lace sparkling with sequins. A reception was held afterward in the Fellowship Parlor of the church.

Lyle C. Ingalls, retired section foreman, age 70, passed away. Burial was in the Straw, Mont., cemetery. He was born in Hastings, Minn., came to Fergus County at age 17, hired out with the Milwaukee Road in 1920 and retired in 1964. His service with us was on the North Montana district.

Old timers may remember Kathryn Shellaberger who passed away recently. Her life started in an old mining camp of Wickes, Mont. Her father, Thomas Peacock, hired out with the Milwaukee after we assumed control of the old Jawbone Railroad. Living quarters for the family was box cars until Alex Francisco, section foreman, gave permission to live in a section house. Later a depot was built at Lennep, where they lived. So went the life of the "good old days".

Former Harloite rating honorable mention for football prowess in college is Mike Edwards, son of Engineer Harold Edwards. Harlo high schoolers from Milwaukee families who are on honor rolls include Peggy Stewart, Carol Daggett, Keith Winsky, Tamara Fleming, Coleen Murphy, Marilyn Peccia, Jan Girard, Atha Griffith, Janet Hunter, Linda Tronnes, Janet Griffith, Robert Trapp, Ron Tuss, Art Winsky. Seventh and eighth graders include John Daggett, Nancy Mahoney, Mike Murphy, Suzie South, Jim Widdicombe, Debbie Cox and Susan Stoltz.

King Satake passed away at age 46. He was born at Harlowton and rail-roaded all his life, except the time he served in WWII. Burial was in Harlowton cemetery.

Thomas Jay Stewart, 19, son of Agent E. W. Stewart at Harlowton,

Carloadings

JANUARY 1970 compared with January 1969

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1970 over 1969	JANUARY		INCREASE	
		1970	1969	1970 over 1969	% of increase
7.8%	Grain	5,908	4,616	+ 1,292	+ 28.0%
3.4	Grain mill products	4,761	4,694	+ 67	+ 1.4
3.0	Primary iron or steel products	2,487	2,393	+ 94	+ 3.9
1.7	Nonmetallic minerals; except fuels	2,698	1,710	+ 988	+ 57.8
1.2	Primary forest products	4,168	2,642	+ 1,526	+ 57.8
.6	Beverages; except malt liquors	854	790	+ 64	+ 8.1
.5	Soybeans	836	543	+ 293	+ 54.0
.5	Fresh fruits and vegetables	671	475	+ 196	+ 41.3
.4	Potatoes, other than sweet ..	567	421	+ 146	+ 34.7
.0	Small packaged freight shipments	30	25	+ 5	+ 20.0
19.1%		22,980	18,309	+ 4,671	+ 25.5%
	loading of these commodities DECREASED in 1970 under 1969	JANUARY		DECREASE	
		1970	1969	1970 under 1969	% of decrease
7.8%	Lumber or dimension stock	3,241	3,566	- 325	- 9.1%
7.1	All other paper or allied products	5,873	6,184	- 311	- 5.0
4.6	Motor vehicles	1,502	1,522	- 20	- 1.3
4.4	Meat, fresh, chilled or frozen	2,640	3,599	- 959	- 26.6
4.2	Coal	7,438	7,461	- 23	- .3
3.7	All other chemicals or allied products	2,451	2,898	- 447	- 15.4
3.5	All other food products (incl. sugar)	2,085	2,287	- 202	- 8.8
3.5	All other wood products (incl. plywood)	1,780	2,226	- 446	- 20.0
3.5	All other primary metal products	1,347	1,377	- 30	- 2.2
3.2	Canned fruits, vegetables and seafoods	2,051	2,142	- 91	- 4.2
3.1	Freight Forwarder & Shipper Assn. traffic	1,851	2,017	- 166	- 8.2
2.8	All other transportation equipment	2,183	2,534	- 351	- 13.9
2.7	Stone, clay or glass products	2,132	2,553	- 421	- 16.5
2.5	Pulp or pulp mill products	1,150	1,351	- 201	- 14.9
2.1	Industrial chemicals	887	1,166	- 279	- 23.9
1.9	Waste or scrap materials	1,956	2,031	- 75	- 3.7
1.8	Fabricated metal products	1,081	1,156	- 75	- 6.5
1.5	Electrical machinery or equipment	972	1,379	- 407	- 29.5
1.4	Petroleum, natural gas or gasoline	1,440	1,442	- 2	- .1
1.3	All other machinery; except electrical	577	636	- 59	- 9.3
1.2	Malt liquors	1,111	1,396	- 285	- 20.4
1.0	Dairy products	922	999	- 77	- 7.7
1.0	Farm machinery or equipment	820	1,096	- 276	- 25.2
.6	All other farm products (incl. sugarbeets)	827	1,545	- 718	- 46.5
.5	Coke oven or blast furnace products	532	596	- 64	- 10.7
.4	Metallic ores	163	237	- 74	- 31.2
.2	Livestock	148	166	- 18	- 10.8
9.4	All other carload traffic	5,486	6,077	- 591	- 9.7
80.9%		54,646	61,639	- 6,993	-11.3%
100.0%		77,626	79,948	- 2,322	- 2.9%



"GO" Operator Finishes Working Career

The traditional cake and coffee party and good wishes from her co-workers in the passenger station at Milwaukee marked the retirement on Dec. 19 of Mrs. Adele Hedding, operator in the "GO" telegraph office. Those shown with her are Ruth Zirwes, of the passenger department (from left); Bill Reetz, assistant chief "GO" operator; Florence Ullrich, chief telephone operator; Eva Koreen, Milwaukee Division stenographer; and Cleone Gilles, relief messenger-operator.

This was in addition to a dinner party at the Maryland Hotel held in her honor by signal and communication employes. The turnout of more than 50 included wire operators at other locations who had worked with her over the "GO" call line. Adele had been employed in the communications office since 1951, coming from Marion, Ia., where she was a Morse operator for Western Union. She is a sister-in-law of W. J. Whalen, the Milwaukee's retired vice president-operation.

club that a senior citizen group will evolve from the dinner, and Extension Homemaker's Clubs will work on such a plan. The committee for the dinner included Mesdames L. V. Hinrichs, E. E. Steiner, H. F. Sandman, R. Golden, Glen Sarff and Sadie Glover.

On Nov. 29 the club held its annual bowling party at the Red Rock Lanes. Several door prizes were given out, as well as prizes for high bowlers, low bowlers and oldest woman and man bowler. The latter two were won by Claude O'Brien, retired PFI agent, and Mrs. Sadie Glover.

The Milwaukee retired group held their Christmas party on Dec. 17. Instead of a gift exchange, members made a cash donation to the Retarded Children's Association. Each member brought cookies for the lunch, and those left over were divided up so the members went home with an assortment of Christmas cookies.

Mrs. Earl Steiner has been elected president of the Milwaukee Women's Club for the year 1970.

Mrs. Gladys Almli and Mrs. Tenny Babcock were hostesses for the Ladies Auxiliary to the BRT Christmas party. Mrs. E. R. Martin was installed as president for the year 1970. A white Bible was presented to the lodge by Mrs. M. F. Gudmundson, honoring Mrs. Mary C. Zuelke, our active charter member.

Retired Roundhouse Foreman Hobart Aggers occupies his spare time in pursuit of his woodworking hobby. He has made several what-not shelves with intricate scroll work cut out on his jig saw as gifts for friends and relatives.

On Dec. 13 the Milwaukee Service Club held its annual Christmas party at the Eagles Club. A delicious prime rib dinner was served to 208 persons. Retired Yard Foreman W. J. Norton served in his usual role as chef, assisted by Marty Kelm and D. L. Sullivan. Grocery bingo followed the dinner.

Retired Carman and Mrs. Jake Hilderman had a visit from Mollie's mother, Mrs. Mary Beahm of Tacoma, Wash. Her visit afforded an opportunity to have a family picture taken of the five generations, great-great-grandmother Beahm, great-grandmother Mollie Hilderman, grandfather Hal Hilderman, a former brakeman on the Musselshell District, father Larry Hilderman, and Larry's three-month-old son Scott Gregory.

Congratulations to Mr. and Mrs. Frank Stevens on their marriage Dec. 6. Mrs. Stevens is the former Yvonne Kransky, daughter of Engineer and Mrs. H. E. Kransky. They will make their home in Miles City, where both are attending Miles Community College. . . . Also to William H. Bartley and his bride. Mr. Bartley is the grandson of Retired Conductor W. H. Bartley Sr. of Miles City and Sun City, Ariz. The young couple will make their home in Albuquerque, where he is attending the University of New Mexico. . . . And to Mr. and Mrs. John Rich-

passed away in Helena, where he was enrolled in a vocational school studying to be an airplane mechanic. He graduated from Harlowton High School last spring. Burial was in Harlowton.

Leonard Wirth, 71, passed away in Corvallis, Ore. He was born at Tomah, Wis. He served us as brakeman there about four years before moving to Harlowton, where he continued braking. In 1936 he moved to Corvallis, where he went switching for the SP&S. He was a brother of Arnold Worth of Harlowton.

EAST END

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

Miles City Chapter of the Milwaukee Road Women's Club had a series of social events recently. On Thanksgiving Day it hosted a dinner to all senior citizens who were away from their families and would have been spending the holiday alone. Eighty-seven persons accepted the invitation. This was the first event sponsored by the club that was open to non-Milwaukee persons. It is the hope of the



Engineer C. Yourkovich, who retired last November (see the Chicago Terminals news), displays the railroad-spiked plaque presented to him by co-workers. From left: Switchman Joseph Jazeb, Assistant Superintendent Webster, Yourkovich, and Switchmen R. J. Willmer and R. Agness.

mond on their 25th anniversary. A celebration was held in their honor at Marmarth, N. D., on Oct. 19. John is a retired roundhouse foreman. He and Ann have been making their home in Mobridge since retirement.

Switchman Donald E. Smith was pictured in the local paper recently holding the citation which accompanied the awarding of the Bronze Star to his son Douglas, a private in the Army. Doug earned the Bronze Star for meritorious service in Vietnam between Sept. 15 and Nov. 1. He was employed in the car department prior to his enlistment.

In a recent "Keep Montana Green" poster contest sponsored by the Miles City Jaycees, Dana Haggerty, son of Engineer and Mrs. Wayne Haggerty, won first place in the senior division. His entry will be sent into state competition.

Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, who is a student at Sacred Heart High School, was named a 1969 national winner in the annual Achievement Awards competition by the National Council of Teachers of English.

Sympathy is extended to the following: The James O. Jacobson family, Mr. Jacobson having passed away Nov. 22. He retired from the railroad in 1957 due to ill health . . . The Charles F. "Ferd" Daly family. Mr. Daly was a carman for the railroad, and had been in ill health the last couple of years. He passed away Dec. 9 . . . To the family of Mary Ellen Kasten, mother of Division Lineman R. J. Kasten . . . The Irvin T. Hook family. Mr. Hook passed away Nov. 9 in Roundup at age 86. He had been a clerk for the railroad until his retirement in 1957 . . . And to Mrs. John Rawlings of the Custer County Rest Home, who received word that her son Jack passed away Nov. 24 at his home in Fullerton, Calif.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Engineer Jim Britzius has retired after 42 years of service. He began his employment with the railroad in Harlowton in 1927 and made his last trip Dec. 20. He and Mrs. Britzius have made their home



Jim Britzius

in Three Forks for 27 years and plan to continue to live here.

Funeral services were held Dec. 15 for Brakeman-Conductor William Paul Israel, 60, who died unexpectedly at his home in Three Forks. Interment was in Sunset Hills Cemetery at Bozeman. Mr. Israel, who was born at Laken, Kans., came to Montana in 1916 and lived in the Broadview, Nye and Absarokee areas until 1937, when

AGENT BECK RETIRES AFTER 55 YEARS



Agent Jerry Beck

Agent S. A. (Jerry) Beck, Ortonville's "Mr. Railroad," is pictured here sending one of his last messages over the wire from the Minnesota depot. He retired on Dec. 31.

Jerry had been with the Milwaukee since 1913, starting as a station helper at Buffalo Lake, Minn. He worked after school and evenings, and became an operator when he was 16. Outside of taking off two winters for high school, he served the company for 55 years.

Over that span he was stationed at Ortonville twice, the first time from 1927 until 1936, when he transferred to Bowdle, S. D. Later he worked at a number of other agencies, including Linton, N. D., and returned in 1958, after giving up the agency at Montevideo.

Jerry's career was colored by a number of adventures that made news. While going about his business, he was held up at gun point twice, at Appleton in 1921 and at Ortonville in 1934. At Ortonville he was robbed of the railroad's cash and kidnapped in his own car. While National Guard troops were searching box cars for his remains, Jerry did some fast talking, with the result that his abductors released him on a dark country road in the vicinity of Milbank. They were later apprehended and convicted under the then new Lindbergh Law.

Jerry has two brothers who were agents also, Foster at Wheaton and Willard at Olivia. As of his retirement, the three had a total of 158 years with the railroad, and all without a reportable injury. (Ortonville Independent photo)

he moved to Oregon. He returned and settled in Three Forks in 1943. Surviving are his wife, Anna; a son, Charles M. of Butte; two daughters, Mrs. Paula Howard of Libby and Lyanna Hosking, Three Forks; two brothers and seven grandchildren.

Retired Conductor Stanley H. Collum, 63, passed away recently in the Bozeman Deaconess Hospital. Burial was in Mayn Cemetery at White Sulphur Springs. Mr. Collum was born in Ladd, Ill., and at the age of eight moved with his family to McLaughlin, S. D. He had lived in White Sulphur Springs prior to locating in Three Forks in 1928. Survivors include his wife, Hazel, a son, Stanley E. of St. Paul, and two sisters.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to Crew Caller M. V. Tubbs, whose wife passed away Dec. 6, 1969. Also to Trainmaster Tom Curley, whose wife passed away Nov. 29; to Switchman G. J. Donahue, whose son died Dec. 12; and to Tower Operator Wilma Boynton on the loss of her father.

Have also received information that Retired Yardmaster M. Mathison from our Western Avenue district passed away recently.

Bill Clerk John Duffey was moved recently from Dupage Memorial Hospital in Elmhurst to Hines Veterans Hospital. I am sure he would like to hear from his friends. . . Train Clerk Elmer Fatz is also confined to a hospital at this writing.

Switchmen J. M. Breen and J. Sniezewski retired at the end of December. We wish them good health and many years to enjoy retirement living.

Congratulations to Signal Maintainer Frank Ringler and wife on the addition of a baby girl to their family Dec. 30.

Yard Foreman J. D. Culliton Sr. retired on Dec. 31 after 52 years of service in the Chicago Terminal freight yard. John expects to stay at his home in Oak Park, but plans to do some traveling.

Congratulations to Yard Clerk Jack Verstege, who recently became a grandfather.

A party was held at Bensenville Nov. 24 for Engineer C. Yourkovich, whose retirement was effective at the end of the month. About 50 of the night men were there and honored Charlie at a smörgas-type luncheon. As



Walter J. Nowicki, bill and expense clerk in the regional data office at Milwaukee, is honored by co-workers upon retiring Dec. 15 after more than 52 years of service (see the Milwaukee Terminals news). From left are Assistant Regional Manager Alice Sobczak, Nowicki, Regional Manager F. E. Groves and Assistant Manager R. J. Symicek.

a farewell gift, the terminal night forces and his friends on C&M Division crews presented him a portable TV set together with a railroad spike mounted on a plaque that attested to his service extending from July 24, 1920 to Nov. 29, 1969. The plaque carried a tribute composed by Switchman R. Agness which cited Charlie as "The engineer who never fouled a switch or ran a red board, and never missed a switchman's signal in all of his years of service on the good old Milwaukee Road."

Theodore Lindvig Jr., 44, the oldest son of Theodore Sr., retired terminal engineer, passed away suddenly on Dec. 22 of a coronary occlusion. Funeral services were held in Oak Park, with burial in Acacia.

Ted Jr. was a Navy veteran of World War II, following which he had re-enlisted for an additional two years of duty. He held numerous citations for bravery under fire, including the Presidential Unit ribbon, the WW II Victory and American Area ribbons, the Asiatic Pacific Area 7-Star ribbon, the Phillipine Liberation 25-Star ribbon, and several others. He had worked briefly for the Milwaukee as a switchman in the Chicago Terminal, and had 10 years of railroad service with the North Western. Surviving, in addition to his parents, are his wife, Mary Ann, two sisters and two brothers.

Milwaukee Terminals

REGIONAL DATA OFFICE

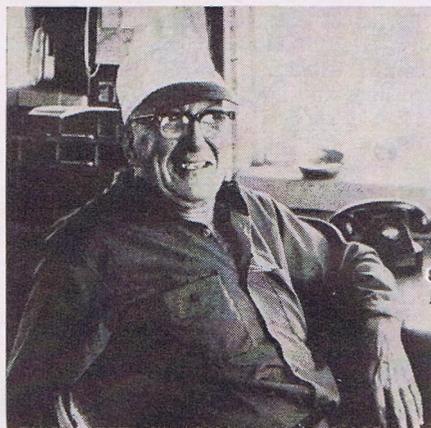
Pearl Freund, Correspondent

On Dec. 13, a large group of employees and family members gathered at the Tyrolean Towne House to honor Walter J. Nowicki, who was retiring after 52 years and 8 months of continuous service. He started with the Milwaukee on April 16, 1917 as a billing clerk, transferred to night work as a revising clerk and assistant chief clerk, and then changed back to day work as a revising clerk. During the course of his employment he held positions as chief bill clerk, icing and reconsigning clerk, supply clerk, bindery man and general clerk, and finish-

ed his service as a bill and expense clerk. Following the dinner at the Tyrolean, Walter was presented with a gift of money and on his last day of employment, Dec. 15, was honored at a cake and coffee break. He and Mrs. Nowicki plan to travel, though not extensively. They have been married more than 39 years, and have five children and ten grandchildren.

The wives of Regional Manager F. E. Groves and Assistant Manager R. Symicek, together with Assistant Manager Alice Sobczak, served Christmas cookies and coffee to the force on Dec. 11. Both were delicious, and many thanks are extended to Nadeen, Jan and Alice.

To wind up the holiday festivities, the employees enjoyed a catered lunch in the office lunchroom Dec. 17. The beautiful tree and decorations arranged by Wally and Dori Henkel, Ruth and Judy Kerr, Mary Ann Neuman,



MILWAUKEE TERMINALS RETIREMENT.

Edward W. Baumann, No. 1 man on the yardmaster's seniority roster in the Milwaukee Terminals, as photographed by Engineer Donald W. Crull when he retired recently after 51 years of service. Starting in 1918 as a switchtender, Baumann became a switchman, and subsequently served as a phone director, assistant general yardmaster and night general yardmaster before being appointed to his long-time position at Glendale Yard.

Sharon Rakowski and Karen Mustard were certainly appreciated by all.

Not to be overshadowed by the Christmas season, our hunters who were out stalking deer in November merit mention. Wally Henkel, bill clerk, brought in a doe from the Horizon area, and David Nowicki, 17-year-old son of Edward T. Nowicki, Agency bill clerk, shot a large buck.

Ronald Grimm, a new employee assigned to handling mail, has been promoted to the bill and expense clerk position vacated by Walter Nowicki. Ron has served his time in the Navy, including nine months in Vietnam. He was formerly employed at the Biron Paper Mills in his home town of Wisconsin Rapids.

Ray Klapa, revising clerk, departed Jan. 4 for another trip to New Orleans. Historical interest, the French Quarter and the southern climate rate a return visit, where he is concerned. However, being a railroad buff, the train trip places near the top attractions.

Willard Kinast, cashier department, has embarked on a new hobby — compiling data, pictures, autographs and first issues into an Apollo 11 Moon Landing scrap book. The book has already appreciated considerably in both historical and monetary value.

AGENCY

The employees in the agent's office celebrated the holidays on Dec. 23 with a luncheon at Moser's, where the smörgasbord is fabulous.

Jos. M. Hoerl, assistant chief clerk, has returned to work after a long absence due to eye surgery.

MUSKEGO YARD & PASSENGER STATION

Grace M. Johnson, Correspondent
Office of General Superintendent

Yardmaster George Johnson's son, Switchman Gregg Johnson, who is now in the Navy, was married Nov. 9 in Boston to Debra McInnes. The family attended the wedding.

We offer sympathy to the families of Retired Switchtender Harvey Garber, who died Nov. 12 at the age of 83 years; C&M Conductor S. (Slim) Letteer, who died at the age of 58 after a long illness; Switchman Lester Gutknecht, who died Dec. 6; Retired Switchman Mike Sayers, who died Jan. 13; Retired Engineer Art Engel, who died Dec. 6; and C&M Conductor Charles Patz. Also to Switchman Warren Bailey on the death of his father, and Switchman James Ovokaitis on the death of his mother.

Switchman Gilbert Schnabl got his boy, Bradley Gilbert, on Nov. 17, and so did Caller Larry Baltutis, a Junior, on Jan. 16.

Switchman Wally Braatz' son Ronald was married Nov. 22 to Kay Westenberger at Holy Rosary Church, New Holstein, Wis.

Switchman Marv Topping's boy Michael has been discharged from mil-

(Continued on page 32)

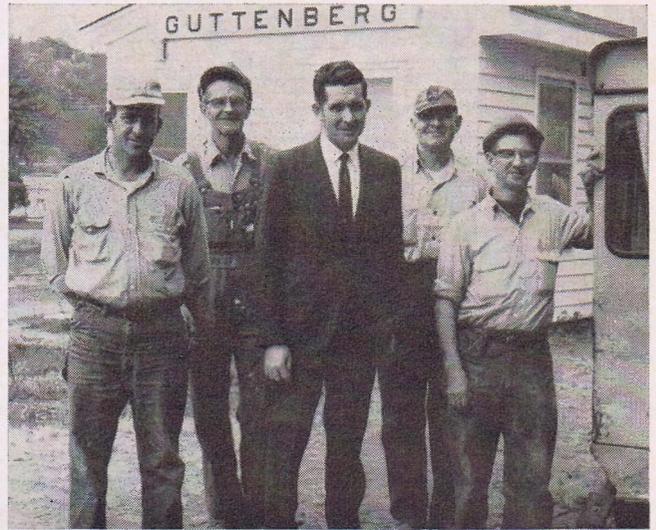


CERTIFICATE OF RECOGNITION of his many years' service, with good wishes from President Curtiss E. Crippen upon his retirement, is presented Joseph A. Kulisheck (right) by W. T. Jepson, manager of the Minneapolis regional data office. Mr. Kulisheck had almost 50 years of seniority when he retired recently as assistant cashier at the Minneapolis data center.



HONORED JOB'S DAUGHTER. Barbara Jo, the daughter of S. A. Butler, assistant to superintendent of the Milwaukee Division, was recently elected Honored Queen of Job's Daughters, Bethel No. 52 at Pewaukee, Wis. She is a junior at Arrowhead High School in Hartland, where the Butlers make their home.

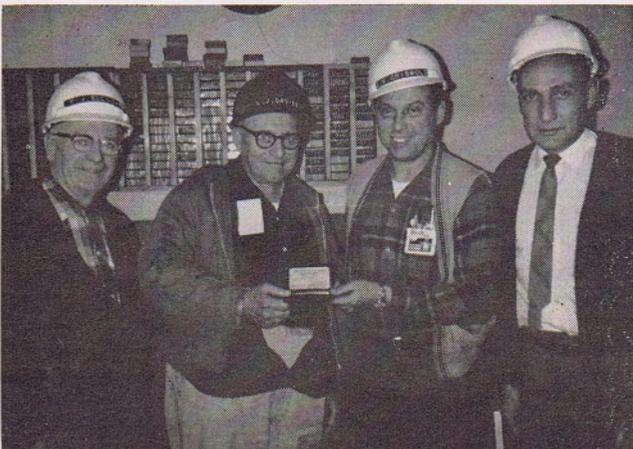
MAINTENANCE OF WAY RETIREMENT. Foreman A. W. Koehn (right) with co-workers in the maintenance of way department who wished him well when he retired recently after 34 years of railroading. From left are C. A. Hess, A. E. Minger, Roadmaster D. O. BeVelle and G. Ellenbolt. Mr. Koehn started in the track department at Clayton, la., and finished up his service as foreman at Guttenberg, la.



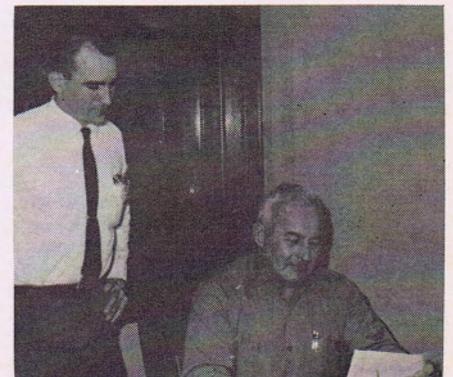
FIFTY-YEAR VETS RETIRE. Engineer W. J. Smallwood (left) and Conductor Harry F. Nicholson of Ottumwa, la., who retired in late 1969, are congratulated by E. F. Hatzenbuhler, trainmaster-traveling engineer. Both are veterans of more than 50 years of service. Smallwood started as a fireman in 1919 and had been an engineer since 1943, while Nicholson, who began his career in maintenance of way, became a brakeman in 1922 and conductor in 1927. Prior to retiring, Nicholson served the Brotherhood of Railroad Trainmen as chairman of the Iowa State legislative board.



IT'S A GOLD PASS for T. F. O'Connell, chief clerk in the material division at St. Paul (center), who rounded out 50 years of service on Nov. 15, 1969. Presenting it is H. H. Melzer, general manager of purchases and material, while E. F. Volkman, manager of material, stands by. Mr. O'Connell's entire service has been in the material division in Minneapolis and St. Paul.



RETIRES WITH GOLD PASS. Lloyd J. Davies, machinist at the St. Paul roundhouse, is presented a Gold Pass by Third Shift Foreman J. V. Gisvold upon retiring Dec. 1, 1969 after 50 years of service. Offering congratulations are General Car Foreman P. J. Sullivan and P. A. Biedrzycki, chief clerk to master mechanic (left and right). Davies had been employed at St. Paul since Nov. 13, 1919.



FETED ON ABERDEEN DIVISION. John Collings, retiring as chief carpenter with headquarters at Aberdeen, S. D., turns over the duties to his successor, Harlan Pottinger. Fellow employes and other friends gave him a rousing send-off Dec. 13 at a dinner party in the Aberdeen Elks Club.

itary service after being wounded twice in Vietnam. Michael is also a switchman, and we hope he will return to work soon.

Yardmaster Fred Curd retired Dec. 16, and Switchman O. K. Strong on Dec. 31st.

It is rather late for deer hunting news, but we do have some to report. La Crosse Division Brakeman Vern Clemmons got an 8-point buck, and La Crosse Conductor Clyde Brinkman got a party deer, as did Switchman Donald Christian and Switchman Harry Gore. La Crosse Conductor F. G. McMahon got a spike buck and a party doe, and Switchman Louis Lusher got a deer and a bear, which leads to some interesting speculation.

Switchman Wayne Kabitzke has transferred to the police department, and last but not least, we can envy Switchman Dave Cammack, who will spend his vacation in the Bahamas.

La Crosse Division

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

The retirement last year of Al Newman, section foreman at Winona, Minn., was marked in December at a party held in the Commodore Club, La Crescent, Minn. About 90 fellow employes and friends attended, including F. H. Ryan, formerly superintendent of the La Crosse Division and presently division superintendent at Milwaukee, who was master of ceremonies. Mr. Newman was presented with a monetary gift.

His retirement concluded a railroad career of 48 years, starting in November 1921 with a section crew. He had been a foreman since 1925, holding that position first at Minnesota City and at Kellogg from 1931 to 1935, when he began his long tenure of service at Winona.

Retired Conductor Charles Otto, 83, passed away in a local hospital on Nov. 6. He is survived by his daughter, Mrs. Jerry Larkin of La Crosse, a sister, Mrs. Anna Haley of Pomona, Calif., eight grandchildren and eight great-grandchildren. Burial was in the Catholic cemetery at La Crosse.

MADISON AREA

Albert Auck, MMT driver, and his wife became grandparents when a son, Jeffrey David, was born to their daughter and son-in-law. This is the first grandchild for the Aucks, which could explain why Grandpa Al has been "popping his buttons" since Dec. 5.

A beautifully decorated club room was the setting for the annual Christmas party given by Madison Chapter of the Women's Club for their members, families and guests on Dec. 13. The well-attended event began with a potluck supper followed by a social evening, during which Ernest Burmeis-

ter, retired engineer, filmed the action with his movie camera. Engineer and Mrs. Sam Varese flew to Hawaii recently for a vacation and visit with their son and family who are stationed there. Being familiar with the island, their son was able to show them many points of interest. We extend our sympathy to Richard Seiden, night roundhouse foreman, whose wife passed away Dec. 11 after a long illness. Installation of 1970 officers of the Women's Club will find Mrs. Everett Hubbs, president, turning the gavel over to the newly-elected president, Mrs. Ernest Burmeister. Serving as vice president will be Mrs. Loretta Green; recording secretary, Mrs. Franklin Love; corresponding secretary, Mrs. William Westby; treasurer, Mrs. John Leitz; and historian, Mrs. Frank Lemanski.

WISCONSIN VALLEY

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

Numerous parties, including showers, brunches, a bridal luncheon and rehearsal dinner preceded the recent marriage of Conductor and Mrs. James Hack's daughter, Jacquelyn Jean, to Richard L. Brown in St. James Catholic Church at Wausau. The bride's brother Jack was a groomsman and her brother Thomas was an altar boy. Following the beautiful ceremony, a reception, dinner and dance were held at the American Legion clubhouse. The young couple are shown above toasting each other prior to the wedding march. Their wedding trip was to Okinawa, where the bridegroom is stationed with the Air Force.

Retired Roundhouse Foreman and Mrs. Paul Jensen left Wausau recently by auto for a leisurely journey on which they visited with friends and relatives in La Crosse, Madison, Milwaukee, Grand Rapids and down through the Smokies while en route to West Palm Beach, Fla., where they



Mr. and Mrs. Richard L. Brown

will make their winter home. They have purchased an apartment at Villa "B", 2601 Barkley Drive West, and will return to spend the summer months in Wisconsin at their cottage on Lake Emma near Rhinelander.

Born, a boy, Gary Jr., to Brakeman and Mrs. Gary E. Zindorf.

Retired Engineer Ralph Hintze Sr. has returned from a jet trip to Fresno, Calif., where he spent several weeks with his son, Frank. He enjoyed many automobile trips along the west coast and plans to return for visits to other spots which time did not permit on this trip.

Winter activities of Wausau Chapter of the Milwaukee Road Women's Club included distributing baskets of fruit and delicacies to the sick, shut-ins and widows. A potluck lunch was held in December, at which members exchanged gifts. Mrs. Gerald Loomis, who resigned as president after serving two years in that office, was presented with a gift from the membership. Officers for 1970 will be Mesdames H. F. Brostrom, president; R. E. Chamberlain, first vice president; William Adamsheck, second vice president; M. J. Boernke, secretary; Harry Schreiner, treasurer; and Mildred

Conklin, corresponding secretary.

With real Christmas spirit, Roadmaster and Mrs. Harold Brostrom, together with three other families and 28 young people, participated in preparing and serving a traditional Christmas feast at the First Methodist Church, Wausau. Mrs. Brostrom was largely responsible for the planning and preparation of the turkey dinner, which was publicized for elderly people in the Wausau area who otherwise may have spent Christmas Day without the pleasure of friends and good food. Transportation to and from the church was provided by the young people, and dinner was also taken to homes of shut-ins.

Retired Conductor J. M. Beauparlant, 69, passed away Nov. 6 after a brief illness following major surgery. Survivors, besides his widow, include a daughter and two sons. Funeral services were held in St. Francis Xavier Catholic Church and burial was in St. Francis Cemetery, Merrill.

Retired Conductor Daniel E. Callahan, 81, died Nov. 21. For many years prior to retiring in 1955 he was conductor on the morning and evening passenger trains between New Lisbon and Minocqua-Woodruff. He was the son of the late Edward Callahan, roadmaster of the Valley Division between New Lisbon and Wausau. Funeral services were held in St. James Catholic Church.

EAST END

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

Fireman and Mrs. T. G. Farence are the parents of a baby girl, Connie Marie, born on Nov. 5. Grandfather John Farence is a carman welder at Milwaukee Shops.

Retired Engineer Frank M. Gorski, 80, passed away on Nov. 10. He was a member of the Knights of Columbus and a Veteran of World War I.



Joshua Green, western director of the Milwaukee Road, addresses members of the railroad family in the Seattle area at their annual Christmas luncheon in the Washington Athletic Club. For details, see the Coast Division news.

January-February, 1970

WHO SAYS IT'S A DULL JOB?



Agent Jim Blauw shown in the Avalon station when he retired.

When Jim Blauw retired last December at Avalon, Wis., he was asked if the job of a small town agent isn't rather boring. Not so, answered Jim, who had been the agent there 31 years.

Looking back over 45 years of railroading, Jim recounted some of his early experiences on the Baltimore & Ohio and later as a towerman and relief agent at small towns on the Milwaukee Road. He was appointed agent at Avalon in 1939 and had worked there ever since.

"Avalon is a good paying station," he pointed out. "Up to a few years ago, when the stock yards were still here, we used to have real cattle roundups. Now it's grain. We have one of the largest elevators in this part of the state. About

300 cars of corn and grain move out every year, going to Canada and many points of the world."

Maintaining the station in spic and span condition was one of the things that kept Jim busy. Gardening is one of his hobbies, and his lawn and flower beds were about the neatest on the railroad. In summer there were always flower boxes outside the windows, and in winter the waiting room was green with potted plants.

Jim also gets a kick out of refinishing old furniture, which gave rise to Avalon's reputation as "the station with the homey touch." Some of the furnishings came from his own home, such as his rolltop desk and an antique organ in the waiting room. Among other things, he refinished all of the office furniture, removing layers of paint and varnish to expose the natural wood.

Since 1941 Jim has been a regular contributor of Avalon news to the Clinton (Wis.) Topper, the local paper. For 25 years he wrote also for the Janesville Gazette, but gave that up when he retired. His wife, Grace, retired in 1968 after 30 years as relief agent and crossing flagman.

Retirement will give Jim more time for gardening and other hobbies. Restoring antiques can be profitable, he found, and already he has had several buyers. He regularly furnishes bouquets for the Emmanuel Reformed Church of Clinton, where he has been active through the years in many capacities. He still plays the chimes there on Sunday and records sermons on tape, which he replays for shut-ins. (Clinton Topper photo)

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL ADJUSTER: Roy Jorgensen, assistant general adjuster, and Mrs. Jorgensen spent the holidays in Denmark, sightseeing in Copenhagen and visiting relatives in Esbjerg on the west coast.

LOCAL FREIGHT OFFICE: Charles Joynt, assistant agent, who vacationed in Reno at Thanksgiving, spent the Christmas holidays with his family in Mason City, Ia. . . . Ruth

Cooke, our interchange clerk, spent a Christmas vacation with her daughter and family in Portland. We know the grandchildren enjoyed having grandma at Christmas time . . . Maureen Gibbs has returned from a vacation touring Los Angeles and visiting friends and relatives in San Jose and Sacramento . . . A big vote of thanks goes to Mrs. Hartery and Mrs. Olson and other members of the Milwaukee Road Women's Club for the delicious lunch they served on Dec. 11 in the Union Station club room to employees of all departments. Their effort in our behalf was most appreciated.

REGIONAL DATA OFFICE. The re-

gional data and local freight offices held their annual Christmas party on Dec. 23 with a lovely buffet luncheon . . . Roy Kester enjoyed his vacation in Lewistown, Mont., visiting his father and other relatives.

As Christmas approaches, everyone should read and re-read Dickens' "Christmas Carol," to help them capture the true meaning of the season. This was the advice offered by Joshua Green to some 135 members of the Milwaukee Road family who attended the annual Christmas luncheon at the Washington Athletic Club on Dec. 16. Mr. Green, our western director who became 100 years "young" on Oct. 16, also played Santa Claus at the party, since the gifts—one for each person present—were from him. Paul Scott, western director of the real estate and industrial development department and chairman of the party, acted as master of ceremonies and introduced the main speaker, Captain Glenn Austin of the Salvation Army, who had an interesting Christmas message. Following this, John Pomeroy and his charming wife presented some very interesting entertainment in the form of tricks of magic. The program, which began with all present singing "Jingle Bells," ended on a similar note with "Silent Night," putting everyone in the mood for the true spirit of Christmas.

Michael H. Donovan, 85, who worked many years at St. Maries, Faragut and Spokane as a conductor and yardmaster until he retired in 1949, died Dec. 5 at Tri-State Convalescent Home, Clarkston. At St. Maries, he served four terms as mayor. Survivors include a daughter, two sons, three brothers and four sisters.

J. W. "Billy" May Sr., a long-time employe of the Milwaukee Road who retired in 1932, died at a nursing home in Cle Elum, Wash., on Dec. 19, two days after his 99th birthday. Survivors include his wife, Mary, a patient at the nursing home; two sons; a daughter; three grandchildren and eight great-grandchildren. Mr. May, a native of Roanoke, Mo., was a pioneer homesteader in the Moses Lake area.

Aberdeen Division

EAST END

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

Conductor Bob Hausauer and his wife of Ortonville have a rewarding way of spending Christmas. Each year they "adopt" a couple of little Indian children over the holidays, take them into their home and give them a real family Christmas. This year there were three little sisters who didn't want to be separated, so they took all three, ages 7, 9 and 10. The week was spent letting the children shop for each other and giving them good, solid meals, and you just know that Bob and his good wife also filled in on the depleted wardrobes of the three youngsters. What a wonderful way to spend Christmas!

Brakeman Mike Baker was home for the holidays. He is going to be stationed at Monterey, Calif., now for one year.

Katherine McKeown, the daughter of Clerk Byron McKeown, who is a junior at St. Catherine's in St. Paul, is studying at psychology laboratories in Europe at this writing on an interim tour with students from Macalaster and Gustavus Adolphus Colleges of Minnesota. While in Europe "Kacky" will also visit Scotland, England, France, Austria, Germany and Switzerland.

Retired Ticket Clerk Arnold Moe and his wife recently celebrated their 50th wedding anniversary at their home in Montevideo. The son and daughter hosted the party and the nine grandchildren were also present.

Retired Agent Fred Fleming of Ashton, S. D., and his wife, celebrated their golden wedding on Nov. 5 and report that the mail was heavy for several days.

Retired Agent Leo Jorissen passed away at Danube on Nov. 12. The wife of Retired Conductor Tim Collins passed away in Minneapolis on Jan. 1. Florence, the widow of Agent Foster Beck, died of a heart attack at her home in Montevideo on Nov. 6. Retired Dispatcher Albert Nelson of Montevideo died at the age of 81. Retired Section Foreman Henry Keuseman of Norwood died Dec. 22. Retired Passenger Brakeman H. C. (Buzz) Humphrey died in his sleep Dec. 9.

At Richfield High School, the 1969 football captain was Bob Hodorf, son of Engineer John. Recently chosen the 1970 captain is Larry, the son of Engineer Habegger.

Retirements have been happening thick and fast. At Aberdeen, Chief Carpenter John Collings got a real send-off when his friends and constituents gave him a rousing farewell party. Charlie Todd, wire chief at Aberdeen for the past 50 years, has turned his desk over to Bill Huger. Present for that farewell party were Merv and Mae Nimbar, who came all the way from Chicago. Roundhouse Foreman Elmer Ward of Montevideo was the center of attention at a belated retirement party at which Traveling Engineer-Trainmaster Phil Anderson was the emcee.

Conductor Bob Osum's wife appeared in an ad for Gino's Pizza that was in the Dec. 15 issue of LIFE magazine. She makes a good picture!

The new section foreman at Montevideo is Lowell Picha, who was extra gang foreman the last couple of summers. Clarence Eliason took over the foreman position at Appleton, Minn., when Ralph Taylor retired recently.

Kevin John is the new little brother of Brakeman Jim Vacek's little son Danny.

Paul Kronebusch, South Minneapolis roundhouse caller, took the pension on his 65th birthday—Christmas Day. Paul, who recently underwent heart surgery, is up and able to do all his own housework at this writing.

Foreman Baker Calls It a Day After 47 Years



Roundhouse Foreman Bill Baker poses for a photographer for the Janesville Gazette, which headlined his retirement.

W. E. (Bill) Baker, second trick roundhouse foreman at Janesville, Wis., was honored there by about 50 friends and fellow employes at a dinner party marking his retirement on Dec. 31 after 47 years with the Milwaukee Road. Among gifts presented to him was a plaque from the foremen's association certifying to his many years of membership.

Bill started with the Road in 1923 at Madison, S. D., following in the footsteps of his father, who was a boiler-maker also. His brother, Charles W., made it a threesome. Charlie, who became a traveling boiler inspector on the west end of the railroad, is retired now and making his home at Long Lake, Minn.

Bill's 47 years covered jobs at a number of locations. He had served as foreman at Miles City and Great Falls, Mont., also at Menasha, Wis., and twice at Janesville—from 1946 to 1951 and on his last assignment since 1962. During their years at Janesville, he and his wife formed many community ties, with the result that they have decided to remain permanently. It is also close to Rockford, Ill., where their son Darwin and his family make their home.

Bill's retirement plans call for spending more time enjoying his hobbies, which include hunting, fishing, and puttering at his woodworking projects.



FORTY YEARS AGO IN THE MILWAUKEE ROAD MAGAZINE

Who do you know or remember in this picture taken in May of 1930—almost 40 years ago. It was dug up by F. J. Kuklinski, assistant to assistant general manager, who had just joined the railroad and was among the group of dedicated

bowlers shown here ready to leave Milwaukee to participate in the annual all-employee bowling tournament held that year in Kansas City. Five of the teams finished in the money, with Mr. Kuklinski placing seventh in the two-man event.



YOU CAN'T WAVE THE FLAG TOO MUCH in the opinion of Georgianna V. Kuchvalek, a keypunch operator in the Chicago electronic data processing department, who has presented the Milwaukee Road with this beautiful star spangled banner. Accepting it for the company is G. A. Kellow, vice president-management services. The flag, measuring 5 by 8 feet, will be flown over Milwaukee Shops. Georgianna cited the story of our national anthem in the booklet presented to Milwaukee Road employees at Christmas time as having prompted the gesture. "At this critical time in our country's history—with our men away at war—more people should fly our flag," she says. She is a daughter of Joseph Kuchvalek, a retired freight car inspector with 45 years of service.



TOMAH'S FUTURE CHAMBER OFFICE AND TOURIST CENTER A retired passenger coach which the Milwaukee Road has presented to the city of Tomah, Wis., will soon be the new home of the Greater Tomah Area Chamber of Commerce. Under a plan approved by the city, the chamber will remodel it to use as offices and a tourist information center. The coach, located in a park-like area near the Milwaukee Road depot, serves to publicize Tomah as the home of the Milwaukee's maintenance of way shop operations.



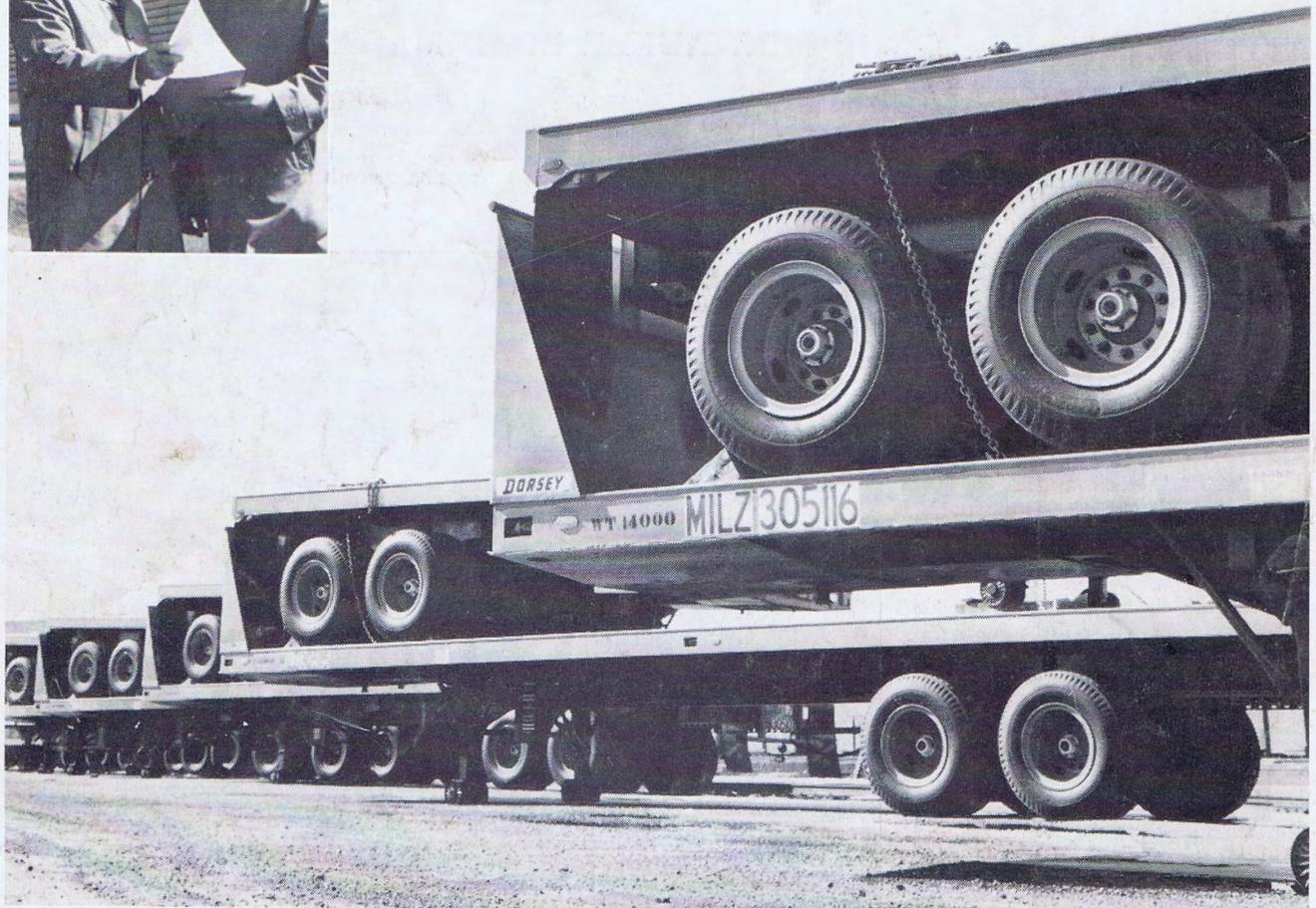
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The Milwaukee Road
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MILWAUKEE, WIS.
Permit No. 2784

New Trailer Fleet for Piggyback Traffic



Trailers ride piggyback, trailer on trailer, as they are delivered to the Milwaukee Motor Transportation Company at Piggyback Park near Bensenville, Ill. Shown checking them in (inset) are C. E. Goldsmith, manager of MMTC operations, right, and Assistant Manager T. E. Hartnett. These were part of an order for 600 new trailers acquired recently by the motor subsidiary of the Milwaukee Road, increasing its fleet of heavy

duty equipment by 40 per cent. Included in the total were 200 dry vans, 250 refrigerated units, 50 drop-frame trailers, 50 flat beds, 30 open tops and 20 half-side open tops. All are 40-foot units painted in the MMTC's vivid orange, with dark red lettering. During 1969, for the 10th consecutive year, Milwaukee Road piggyback and container traffic showed a solid gain, rising 10 percent over 1968.