

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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MARIE HOTTON
Editor

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TRANSPORTATION PEOPLE and NEWS

VETERANS DAY SALUTE

The nation's railroads have been asked to sound a two-minute blast on locomotive horns Nov. 11 in connection with Veterans Day, as they did to help celebrate "Honor America Day" on July 4. The horns are scheduled to sound at 11 to 11:02 a.m. local time. The July 4 blast was the first time in history that all active trains in the nation had sounded their horns simultaneously.

TRILLION STATISTIC

United States highway travel in 1969 totaled 1,071,000,000,000 vehicle miles, the equivalent of more than 2 million round trips to the moon, Transportation Secretary John A. Volpe has announced. Americans broke through the trillion mark in 1968 by establishing the round figure of 1,016,000,000,000 miles, he added.

"METROBUS" SERVICE

An experimental express bus service linking the Washington, D. C. hotel and business district with high-speed Metroliner trains at Union Terminal was inaugurated by the Department of Transportation on Sept. 14. The "Metrobuses" run between the terminal and the Washington Hilton Hotel, with intermediate stops at the Mayflower, the Statler Hilton, and Seventh and Independence Avenue, SW. The fare is 50 cents.

TRANSPORT FOR ELDERLY

A bi-partisan group of senators has sponsored a bill calling for federal assistance to develop transportation geared to the needs of elderly citizens. The bill would earmark \$3 million for research and demonstration

projects in such areas as the economic aspects and feasibility of "subsystems" designed expressly for older Americans and others with mobility restrictions. It is intended to ease the dependency of the elderly on their children, to benefit the business community by providing the elderly with a means of shopping travel, and to counteract isolation.

BUY BOXCARS, U.S. URGED

Senate Democratic leader Mike Mansfield of Montana has suggested that the nationwide shortage of railroad boxcars might be alleviated if the Defense Department bought its own cars, and has asked for an estimate on the cost of ownership. He said estimates indicate that the Defense Department uses about 50,000 boxcars a year.

CROSS-CHANNEL BORE

According to United Press International, an agreement will be announced this fall by England and France leading to the construction of a 33-mile tunnel under the English Channel. Envisioned is a two-track bore (two tunnels) between Folkestone and Sangatte. Trains would make the trip in 35 minutes—one every four minutes during rush hours—and automobiles would be carried aboard special cars.

CHICAGO ROADS URGE CMATS

Chicago's six major suburban railroads have joined in urging the creation by the Illinois legislature of a Chicago Metropolitan Area Transportation System (CMATS) to own and/or operate all existing public and private mass transportation facilities in the six

(Continued on page 3)

THE COVER

President Curtiss E. Crippen, right, arriving in Billings, Mont., on Aug. 6 for a dinner marking the start of Milwaukee Road freight service into Billings, is greeted at the airport by Mayor Howard E. Hultgren and presented with a key to the city. In the background are members of the Billings Blue Blazers greeting group and Milwaukee Road "Red Vesters" who were conducting a marketing campaign among Billings shippers and receivers of freight. For the story, see page 4.

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Michael Sol Collection



"We'll have that railroad cap for you in a moment, sir!"

(Continued from page 2)

northeastern counties of the state, including their own suburban operations. The railroads' application points out that to cope with the mounting problems of moving people efficiently and at less cost, only a single agency can avoid the costly duplication of services and competition for public funds which now exists between approximately 20 transportation agencies.

THE PIONEER PASSES

In accordance with action taken by the Interstate Commerce Commission, Milwaukee Road passenger trains Nos. 1 and 4, known as the Pioneer Limited, were withdrawn from service on Sept. 8. Out-of-pocket deficit from the operation of the trains had reached the level of more than \$600,000 annually. They had been in overnight service between Chicago and the Twin Cities since 1898, and in the years when railroads had the lion's share of passenger traffic were operated regularly in two sections.

EX-AAR OFFICER DIES

Robert S. Henry, who retired in 1958 as vice president-public relations of the Association of American Railroads, died Aug. 18 in Alexandria, Va. Mr. Henry, born in Tennessee, was a graduate of Vanderbilt University and attended Queens College, Cambridge. Before joining the AAR, he practiced law in Nashville and was public relations director of the NC&StL railway. He was well known as a railroad historian and the author of books about the Mexican and Civil wars.

The cheapest way to have your family tree traced is to run for public office.

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MASON CITY JAY-CEE LEADERS

have launched a membership campaign based on a football theme, with the directors divided into rival National and American league teams. Rollin Blough, secretary in the Milwaukee Road's Mason City traffic office (No. 35), is membership director of the drive. The goal of the league competition is to enroll 300 members by the end of next May. (Mason City Globe-Gazette photo)



Mrs. Beck Elected National President of WAC Veterans



Mrs. Kenneth A. Beck

Mrs. Kenneth A. Beck, wife of the shop schedule engineer at St. Paul, was elected national president of the Women's Army Corps Veterans Association (WACVA) at its national convention in Universal City, Calif., Aug. 16. The organization has 29 active chapters.

Mrs. Beck enlisted in the Women's

Army Auxiliary in February 1943 and became a member of the Women's Army Corps in September of that year. Serving with the rank of staff sergeant, she saw duty with the Adjutant General's Section at Allied Force Headquarters in North Africa and Italy from May 1943 to July 1945. Her citations include the Bronze Star, Good Conduct and WAAC Service medals, the European-African-Middle Eastern Campaign Medal with one battle star, the American Campaign and World War II Victory medals, and four overseas service bars.

She has been a member of Twin Cities Chapter of the WACVA since 1955, serving it as president and in various other offices. At the national level she has held offices since 1959, including those of hospital chairman, recording secretary, treasurer, chaplain, and second and first vice president.

Mrs. Beck is active also in Minneapolis Chapter of the Milwaukee Road Women's Club. She has served as treasurer and recording secretary, and is currently first vice president.

NOTICE—ANNUAL PASSES TO BE EXTENDED

The pass bureau of the railroad has announced that all Milwaukee Road annual passes issued to active and retired employes which are due to expire on Jan. 31, 1971 will be extended and honored up to and including Jan. 31, 1972, unless otherwise ordered.



President Curtiss E. Crippen is welcomed at the Billings airport by Mayor Howard E. Hultgren and presented with a key to the city. In the foreground are, left to right, M. G. Denney, district manager—sales headquartered in Billings; Mr. Crippen; Mayor Hultgren; and G. H. Kronberg, vice president—traffic. On hand with railroad Red Vesters are members of the Billings Blue Blazers greeting group.



THE MILWAUKEE ROAD ENTERS BILLINGS

*Red Vest Task
Force Launches
Rail Service*

BILLINGS, MONTANA, transportation crossroads of the region called the Midland Empire, is now a station on The Milwaukee Road.

Heralded by a "Red Vest" task force of traffic specialists who conducted a week-long sales drive, the Milwaukee began serving the business community on Aug. 6.

Entry to that important shipping center was cleared by the Interstate Commerce Commission, which recognized the need for maintaining competitive rail service into Billings when the merger of the Great Northern, the Northern Pacific and the Burlington into the giant Burlington Northern on Mar. 3 left that key terminal with only one railroad. To its approval of the merger, the ICC attached the condition that the Milwaukee be permitted to handle traffic to, from and through Billings.

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At the dinner marking the official entry into Billings, President Crippen presents Mayor Hultgren with a Milwaukee Road red vest.

Paving the way for Milwaukee Road service, members of the task force arrived in the city the previous Sunday and established headquarters in the Northern Hotel. The group, headed by P. J. Cullen, assistant vice president—traffic, included regional sales managers from points throughout the United States, rail-high-

way sales officers, rate and operations specialists, and officers of the Milwaukee Motor Transportation Company, the railroad's motor carrier subsidiary.

Wearing bright red vests and neckties and sporting broad-brimmed white hats, the sales force launched the marketing campaign the next morning. Briefed by

G. H. Kronberg, vice president—traffic, arrives at the Billings airport for the week-long sales effort.



September-October, 1970

Mr. Cullen and M. G. (Gene) Denney, district manager-sales headquartered in Billings, two-man teams proceeded to spend the entire week introducing the new service to some 400 shippers and receivers of freight throughout the area.

Ten men were directly involved in the sales calls, while the others provided back-up assistance in working out individual shipping needs and problems. During the course of the campaign, the purpose of the men in the red vests and white cowboy hats fanning out over the territory in a fleet of red cars received widespread publicity in the press and in television and radio newscasts.

Civic Groups Extend Welcome

Entry Day Aug. 6 was a significant event in Billings, highlighted by the arrival of President Curtiss E. Crippen from Chicago. At the airport, Mr. Crippen was welcomed by Mayor Howard E. Hultgren, who presented him with a key to the city.

Present also, along with a group of Red Vesters, was a Chamber of Commerce delegation headed by the president and executive vice president, and the Billings Blue Blazers, a civic greeting group. Upon arriving at the airport, the Blue Blazers broke out a huge banner reading "Billings Welcomes the Milwaukee Road."

Climaxing the day's activities, the railroad hosted a dinner that evening for a large group of shippers and other individuals prominent in the affairs of the city, county and the State of Montana. Among the guests were 10 members of the state legislature.

Speaking at the dinner, Mr. Crippen observed that the Milwaukee recognized from the outset that a merger of the three railroads serving Billings was both natural and logical—the kind of progress that must be made in the railroad industry. But it recognized also, he added, that such a merger would leave Billings without competitive rail service, and in a broader sense, leave the Milwaukee standing virtually alone as a competitor of the strengthened Burlington Northern.

"Plainly, a status quo position on the part of the Milwaukee Road would not be enough," he said. "The continued viability of the Milwaukee and the ultimate good of the economy throughout the northern tier of states demanded that something closer to balanced competition between the Milwaukee and the merged railroad be established."

To that end, Mr. Crippen explained, the Milwaukee had insisted from the out-



Members of the Red Vest task force from key points on the railroad and off line locations shown assembled in the Northern Hotel for the opening of the sales drive.

set on six conditions to the merger, all of which were subsequently approved by the ICC. "Access to Billings," he pointed out, "preserves to this community the advantages of rail competition. Instead of just one rate-making transcontinental railroad serving Billings, it now has the benefit of two."

Mr. Crippen noted that of the Milwaukee's 10,500 miles of railroad, 1,242 are located in Montana. "We have been a resident, fellow worker, taxpayer and near neighbor for a long time," he remarked, "considering that the earliest of our predecessor lines in Montana laid track before the turn of the century. Milwaukee Road trains began carrying traffic east to the Twin Cities and Chicago and west to Seattle and Tacoma in 1909. The Milwaukee's Montana friendships are many, and the association has been a very pleasant one."

In conclusion, Mr. Crippen commented that "Someone was heard to say recently that 'the Burlington Northern will break the Milwaukee within a year.' I say this would not be in the public's interest; this would not be in the stockholders' interest; this would not be in the shippers' interest. In fact, this would not be in anyone's interest. I am here to tell you this must not happen.

"We must not fail in our efforts here in Billings. We must make this work, and we need your help to make it work."

George H. Kronberg, vice president-traffic, who spoke briefly, thanked the gathering for the friendliness shown to the Red Vesters on their calls. He stated that the industrial and economic expansion taking place in Billings adds a new dimension to the Milwaukee's traffic potential in Montana, and that it has moved in to provide service fully com-

petitive to the Burlington Northern.

Billings, as the concentration point for a great variety of commercial and industrial activity, originates and terminates a large volume of carload freight. It is the principal distribution center for southern and eastern Montana and an intermountain region encompassing the western area of the Dakotas and extending into

P. J. Cullen, assistant vice president—traffic, familiarizes Red Vesters with their assignments. Left to right: E. A. Solvie, assistant to vice president of the Milwaukee Motor Transportation Company; Van Dunfee, regional manager—sales, San Francisco; D. C. Workman, regional manager—sales, Detroit; Mr. Cullen; and George Neu, regional manager—sales, Minneapolis.

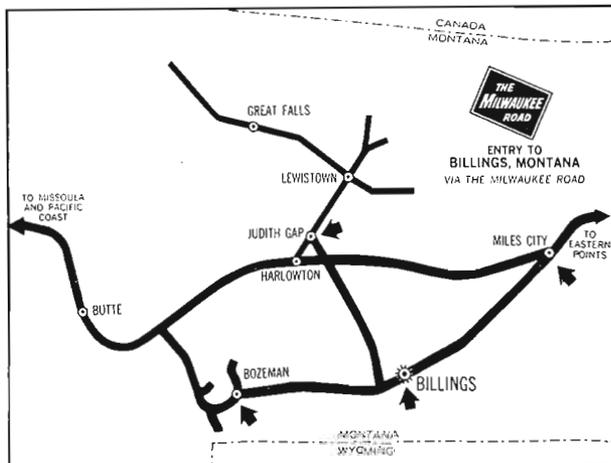


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At the traffic office, operating department Red Vesters stand by to assist the sales teams in working out service needs or to accompany them on calls. From left are I. G. Wallace, general supervisor of stations and yard offices; Agent R. N. Voller; H. J. Mahoney, assistant superintendent of the Rocky Mountain Division; and Assistant General Manager Martin Garelick, Seattle.



Map showing the Milwaukee's route serving Billings, Mont., by means of a car handling arrangement with the Burlington Northern. The interchange is effected at Miles City, Judith Gap and Bozeman, Mont., those being points common to the two railroads.

One of the red cars used by the task force to cover the sales territory shown alongside the Milwaukee's new traffic office in the Behner Building.



September-October, 1970

Wyoming and parts of Idaho.

Among the plains cities of Montana, Billings is unique in the respect that a high percentage of part-unload traffic originating throughout the United States and destined for the Pacific Northwest includes Billings as one of several stops, and that a substantial volume of such traffic makes en route stops at other western cities served by the Milwaukee and railroads connecting with it.

The Milwaukee reaches Billings by means of a car handling arrangement with the Burlington Northern. The interchange is effected at Miles City on the east, Bozeman on the west, and Judith Gap on the north.

MMTC Handles PU&D Movement

The Milwaukee Motor Transportation Company has had a terminal in Billings for some time as a base for handling heavy over-the-road hauling. Effective Aug. 6, the MMTC operation, with a large repair facility and sizable equipment fleet, began serving as the nucleus for piggyback movements connected with the pick-up and delivery of the railroad's line-haul traffic.

Prior to the Red Vest campaign, the traffic office which the railroad has maintained in Billings for several years was moved to new and larger quarters in the Behner Building. Gene Denney is assisted there by R. L. (Randy) Burns as clerk. R. N. (Bob) Voller was recently appointed station agent, coming from Harlowton, Mont.

One important condition to the Burlington Northern merger requested by the Milwaukee involved the opening of 11 new gateways in North Dakota, Montana and Washington for the interchange of traffic with the merged lines. This arrangement, which went into effect with the consummation of the merger on Mar. 3, enabled the Milwaukee for the first time in 60 years to offer shippers a choice of gateways for routing traffic to and from points on the merged railroads west of the Twin Cities without paying penalty rates.

To be implemented soon is the condition calling for entry to Portland, Ore., via trackage rights over the Burlington Northern from the Milwaukee's terminus at Longview, Wash. This 46-mile extension will permit the Milwaukee to serve industries in the Portland Switching District through reciprocal switching, and preserve a choice of competitive service over northern routes between Portland and points east.

Bond Drive Sets Record for New Payroll Savers; U. S. Treasury Announces Bonus

The 1970 U. S. Savings Bond drive on the Milwaukee Road May 18-June 18 produced a record total of 1,569 new purchasers through the payroll savings plan. In addition, another record total of 701 employes already signed up as payroll savers increased their subscriptions.

The challenge to top the successful drives of previous years generated an all-out sales effort among the campaign workers. Every employe was contacted, and the result was a thumping 55 per cent enrollment. The campaign, carried out under C. C. Dilley, director of public relations and advertising, as chairman, was supported by key personnel in all departments.

At the beginning of the drive, participation by all employes on the railroad stood at 46 per cent, 8 per cent less than the final enrollment in last year's campaign. At the conclusion, a gain of 9 per cent was recorded. The tally raised the total number of payroll savers to 8,371, up from 6,802 four weeks previous.

The percentage increase in new payroll savers—361 per cent compared with 1969—brought the following commendation from J. M. Souby Jr., president

of the Western Railroad Association and chairman of the drive for Chicago-based railroads: "I could not let this report go to file without taking note of the increase in employe participation to a total of 55 per cent, and the almost phenomenal increase in the number of new payroll savers. This is certainly a record in which the Milwaukee Road employes can take great pride."

The 1970 campaign was the fifth in succession which produced a 50 per cent or better participation in the payroll savings program.

An extra incentive to purchase Savings Bonds followed the announcement on Aug. 24 that President Nixon had signed into law legislation increasing the interest rate $\frac{1}{2}$ per cent to long-term holders of Bonds. The bonus raises the interest rate on new Bonds, when held to maturity, from 5 to $5\frac{1}{2}$ per cent.

The increase, which is retroactive to June 1, 1970, will also result in improved yields on outstanding Series E and Series H Bonds.

Secretary of the Treasury David M. Kennedy noted that the bonus provides a means of increasing the return to long-term savers at a time of generally

high interest rates. He announced that, while the Treasury will retain flexibility to modify the bonus on future sales and extensions, all Bonds now held or newly purchased are assured of receiving the full $\frac{1}{2}$ per cent bonus through their next maturity. The improvement in yield is as follows:

- Series E Bonds purchased on or after June 1, 1970, when held to maturity, will receive an extra $\frac{1}{2}$ per cent, payable at maturity, raising the yield to $5\frac{1}{2}$ per cent from date of issue to date of maturity.
- Outstanding E Bonds that have not reached their first maturity will receive $\frac{1}{2}$ -per cent increase in yield for semiannual interest periods beginning on or after June 1, 1970, payable as a bonus at maturity.
- Outstanding E Bonds that have reached first maturity, or are extended beyond first maturity while the bonus is in effect, will have the $\frac{1}{2}$ per cent credited at the end of each semiannual interest period beginning on or after June 1, 1970, through their next maturity. The bonus is payable whenever the bonds are redeemed.
- Series H Bonds purchased on or after June 1, 1970 will yield approximately 5.12 per cent for the first 5 years and 6 per cent for the remaining 5 years to maturity, providing an over-all yield of $5\frac{1}{2}$ per cent from date of issue to date of maturity.
- Outstanding H Bonds that have been held for less than 5 years will receive a $\frac{1}{2}$ -per cent increase in yield for semiannual interest periods beginning on or after June 1, 1970, payable as a bonus in the form of increased semiannual interest payments during the second 5 years to maturity.
- H Bonds that have been held 5 years, or are extended while the bonus is in effect, will receive a $\frac{1}{2}$ -per cent increase in yield for semiannual interest periods beginning on or after June 1, 1970. The bonus will be added to semiannual interest checks through next maturity.

Secretary Kennedy pointed out that the improvements in these securities give employes of firms providing the payroll savings plan an impelling new reason to subscribe for Bonds, to increase their allotment if already enrolled, and to hold on to their present Bonds for greater financial gain.





Chairman William J. Quinn outlines the fund-raising goal at a kick-off meeting with officers and department heads.

Chicago Area Employees Campaign for "Fair Share" Giving to Crusade of Mercy

"Fair share" giving is the ambitious and worthy goal of the 1970 Metropolitan Crusade of Mercy now under way in the Chicago area. Employees of firms in Chicago communities are being urged to increase their annual contribution, in view of the growing gap between the needs of people served by voluntary care agencies and funds available to meet those needs.

Giving in proportion to need was emphasized also in pledging contributions to the Milwaukee Road Employees' Combined Fund Raising Plan, which supports the metropolitan crusade and several other service agencies. To accomplish that objective, employees living or working in the Chicago area were asked to help those less fortunate than themselves by backing the fund drive with a meaningful donation.

William J. Quinn, chairman and chief executive officer of the railroad, directed the solicitation effort, which opened on Sept. 14 and ran through Oct. 15.

Mr. Quinn, who is also heading the metropolitan drive among Chicago based railroads and railroad suppliers, outlined the fund-raising goal at a meeting with officers and department heads in Chicago on Sept. 1. Other speakers on behalf of "fair share" participation were C. C. Dille, director of public relations and advertising, who served as chairman of the company campaign; Donald A.

Wiley Jr., assistant campaign director of the metropolitan crusade; and Charles Foos, an executive of United Air Lines assigned to work for the Crusade full time.

In addressing the group, Mr. Quinn noted that as a community increases in size, the needs and suffering of the aged, the handicapped and the helpless that are always present grow in proportion. He observed that this is particularly true of Chicago, where the gap between actual need and money to alleviate it has been growing at an alarming rate. For the last three years, he pointed out, the Crusade has fallen short of its goal.

The dollar gap is now so great, he said, that this year the Crusade faces a crisis that requires a new attitude toward support. He added that if the situation is not remedied, the alternative is cutbacks in essential human care services and the closing of many agency doors.

The goal of the Crusade, which combines the appeals of the Community Fund of Chicago, Mid-America Chapter of the Red Cross and the Suburban Community Chest Council, is \$33.8 million, up 30 per cent over last year. A scrutiny of the budgets of all agencies represented established this figure as rock-bottom to keep the system going. The money is apportioned among 900 voluntary human care services in Chi-

cago and 154 suburban communities.

"Fair share" giving was defined as either one day's pay, or one per cent of annual salary, depending on earnings and personal obligations. In most companies, as on the Milwaukee Road, the Crusade of Mercy is the only charitable appeal for which solicitation is permitted. Payroll deductions for pledges make it easier to give by spreading the contribution over a period of time.

Because of the large number of volunteers who assist in the campaign—about 65,000 throughout Chicagoland—the cost of raising money is only 5 per cent.
(Continued on page 10)



C. C. Dille, director of public relations and advertising and chairman of the company fund-raising drive, left, discusses the program with Donald A. Wiley Jr., assistant campaign director of the Metropolitan Crusade of Mercy.



William J. Quinn, chairman and chief executive officer of the railroad (right), and Charles Foos, loaned executive of United Air Lines, shown with one of the campaign posters.

Railroad Retirement Annuities Increased Fifteen Per Cent

A bill raising regular railroad retirement annuities by 15 per cent has been signed into law by President Nixon. The increase is retroactive to Jan. 1, 1970, the same date as Social Security increases, and will be paid to the majority of beneficiaries on the Railroad Retirement Board's payment rolls. However, beneficiaries who received a 15 per cent increase earlier this year will not receive another increase.

Checks at the higher rate were scheduled to be mailed Oct. 1 to most of the persons entitled to it, and checks covering the retroactive increase to follow a month or two later. The Board announced that those who are entitled to increases were notified by mail.

cent. This is one of the lowest fund-raising budgets in the country. Robert E. Brooker, executive chairman of Marcor, Inc., is serving as general chairman this year, and 38 firms have loaned executives to work full time for a five-month period. The remainder are individual solicitors among their fellow employees in offices, plants and factories, and representatives of suburban com-

munity chests who contact small businesses, retail establishments, professional people, school and municipal employees and the like.

The Crusade embraces an area with a population of nearly six million. During the course of a year, an estimated one million are faced with human care problems which make it necessary to turn to voluntary welfare agencies for help.

with duties as assigned . . . **R. P. Heinan** is appointed assistant general supervisor of stations and yard offices TOFC-COFC, with headquarters in Chicago.

Effective Aug. 1, 1970:

R. N. Voller is appointed agent at Billings, Mont. . . . **W. J. Peta** is appointed assistant superintendent of the Iowa Division with headquarters at Marion, Ia. . . . **R. E. Chalifoux** is appointed trainmaster of the Chicago Terminal-Terre Haute Division with headquarters at Bensenville, Ill. . . . **H. C. Parker** is appointed trainmaster of the La Crosse Division with headquarters at Wausau, Wis. . . . **R. L. Crist** is appointed trainmaster of the Chicago Terminal-Terre Haute Division with headquarters at Bensenville, Ill.

J. P. McMullin is appointed trainmaster of the Twin City Terminal—Duluth Division with headquarters in St. Paul . . . **H. H. Quandt** is appointed trainmaster of the Milwaukee Terminal Division . . . **K. A. Anonson** is appointed agent at Milwaukee . . . **R. M. Emerson** is appointed agent at Winona, Minn.

Effective Sept. 16, 1970:

V. R. Cheesebro is appointed trainmaster of the Coast Division with headquarters at Othello, Wash. . . . **W. F. Johnson** is appointed trainmaster of the Coast Division with headquarters at Tacoma, Wash. . . . **R. C. Guse** is appointed traveling engineer-trainmaster of the Iowa, Minnesota & Dakota Division with headquarters at Sioux Falls, S. D.

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APPOINTMENTS

Law Department

Effective Aug. 12, 1970:

Gene F. Bennett, assistant solicitor for the State of Minnesota, is appointed state solicitor for Minnesota . . . **Richard R. Robinson**, assistant solicitor for the State of Wisconsin, is appointed state solicitor for Wisconsin.

Effective Aug. 18, 1970:

William T. Egan, assistant solicitor for the State of Minnesota, is appointed state solicitor for Minnesota.

Effective Sept. 1, 1970:

Randy Duncan, assistant solicitor for the State of Iowa, is appointed state solicitor, succeeding H. R. Duncan, retired.

Traffic Department

Effective Aug. 1, 1970:

Eugene E. Hammer is appointed passenger sales representative, Chicago.

Mechanical Department

Effective Aug. 1, 1970:

William Cruickshank is appointed general road foreman of engines, system—chief locomotive inspector mechanical and electrical, with headquarters in Milwaukee.

Operating Department

Effective July 16, 1970:

G. N. Mickelson is appointed special representative to vice president—operation, with headquarters in Chicago, and

Improvements in Employee Benefits:

a look at wage supplements . . . how much per employee . . . what's new in health insurance . . . retirement pensions . . . supplemental annuities . . . costs of "fringes"

Many people who work for a living are not making out as well these days as they did just a few years ago because of inflationary pressures. Families on all rungs of the ladder are finding that higher wages do not always result in greater purchasing power, and only by careful management can they build reserves for future needs.

For instance, an average family buying a home or saving for college educations might have been hard pressed last year to budget an additional \$1,272 for insurance against emergencies and a nest egg for later life. But that is what the Milwaukee Road invested for the benefit of each of the 15,636 employees on the payroll.

In round figures, the average investment per employee was \$106 a month in fringe benefits over and above wages and salaries. On an hourly basis, the cash outlay amounted to about 64 cents for every hour of each employee's working day. Added to the average earnings of \$8,715 per employee during 1969, wage supplements raised average compensation to the equivalent of \$9,987.

Because fringe benefits are taken pretty much for granted, many of us are not aware of their provisions nor of their periodic improvements. Since the question comes up from time to time—usually when illness strikes or retirement nears—let us examine some of these investments of the company dollars.

Taking last year's expenditure for example, wage supplements paid for health, welfare and group insurance premiums totaled approximately \$5,600,700. Added to this were provisions for retirement annuities, unemployment insurance and sickness benefits. In 1969, the company paid out more than \$14,288,000 for railroad retirement and unemployment insurance taxes. Altogether, the package came to almost \$19,889,000.

As is always the case in group plans, the returns were far greater than could be realized by the employee had he invested in an individual plan. Take health insurance for example—the plan covering railroad employees and their dependents is one of the most comprehensive and substantial ever written.

Recent improvements applying to the majority of employees included increases for needs such as X-rays, laboratory examinations and surgery, and upped the major medical maximum feature from \$10,000 to \$20,000.

The same principle applies to company-paid life insurance. Under the group plan, an employee is insured for \$6,000 during his active years with the railroad, and for \$2,000 in his retired years. Both policies are payable at death to his beneficiary.

The unemployment insurance pays cash benefits to qualifying employees during sick leaves as well as during periods of unemployment. The amount depends on individual circumstances, but the compensation may cover as many as 26 weeks in a calendar year, and an additional period after 10 years of service.

For retirement benefits, the company matches dollar for dollar an employee's payroll tax under the Railroad Retirement Act. In addition, the tax for supplemental pensions rose this year from 2 cents an hour to 7 cents, following a

re-evaluation of the funding program. However, the increase did not affect the rate paid by employees, since the supplemental tax is paid solely by the company.

Current Railroad Retirement Act pension checks reflect recently enacted legislation increasing retirement benefits 15 per cent, retroactive to Jan. 1, 1970. Pending legislation calls for an additional 5 per cent beginning Jan. 1, 1971. Prior to the current increase, railroad retirement pensions averaged \$225 per month, and a maximum of \$295 per month for employees who retired at the normal retirement age. The plan covers total and permanent disability, and also occupational disability. The latter benefit is not available under Social Security.

The higher taxes for railroad pensions in comparison to Social Security are reflected in the residual payment provision, which guarantees the return to the employee or a designated beneficiary of the full amount, plus accumulated interest, of contributions paid in by the employee. Moreover, unlike Social Security, the railroad retirement program places no restrictions on dual pension benefits, nor on the earnings of a retired employee who may wish to work at another job outside the railroad industry.

The cost of wage supplements in 1970—payroll taxes, health and welfare and other fringe benefits—will be about double the amount the company paid 10



years ago. The figures do not include such basic "fringes" as paid vacations and holidays, and birthday holidays for union employees.

Benefits in other forms include scholarships for employees' children, free transportation for employees living in suburban communities served by the railroad, and tuition refunds to employees who are furthering their education. These, too, represent contributions over and above strictly wages.

W. T. Barrington Ends Career As General Accountant

Retirement claimed Walter T. Barrington, general accountant in Chicago, on July 31. The finance and accounting department held open house in his honor, at which his friends joined in extending their good wishes.

Mr. Barrington had been employed in the accounting department throughout his railroad career, which began in 1935. He held a number of clerical positions prior to 1942, when he entered the Army. Upon being discharged in 1945, he returned to the railroad and in 1952 was made a special accountant. In 1958 he advanced to accountant, and in 1960 was appointed assistant general accountant of the railroad. He had served as general accountant since 1964.

Mr. Barrington and his wife, Bess, will continue to live for the present in their home at Palatine, Ill. They plan to travel this fall, visiting relatives and friends in California and other points west.



Mr. and Mrs. Barrington, at the open house in his honor, display one of his retirement gifts—a framed testimonial to his long-time membership in the following of the Chicago Cubs.

"Homes Now" Speeds Adoption Process for Child-Loving Prospective Parents



The child above is called "Debbie." She is a lovely, intelligent, healthy black baby who is waiting for adoptive parents to open their hearts and give her a home.

There was a time when adopting a child was difficult, even prohibitive. The waiting period was full of uncertainty, and the rigid requirements eliminated many adults who could have given a child what it needs most—a sense of belonging and the security of family life.

But times have changed. Today in metropolitan Chicago alone there are more than 500 black and racially mixed babies without parents who need homes—not next month, not next year, but *now*.

"Homes Now" is the name of a spe-

cial project of the Illinois Children's Home and Aid Society to find homes for these children. Adoptive parents of all races are considered. The Society believes that "home" is a place where material possessions are less important than human concern and warmth, and to speed the adoption process has dispensed with as much red tape as possible. The points stressed are the ability to provide love and good care, combined with a stable income, room for one more, and the energy to keep pace with a growing child. The requirements are flexible.

You need not own your own home, and it is not necessary to have a large income.

You need not be within a certain age range.

Both parents may work, as long as arrangements are made for the child's care during their absence.

Single, widowed, or divorced adults may adopt a baby if they can provide a good home for the child.

In some cases, the Society will help financially if it means that one of these children will have a permanent home.

To reach more prospective adoptive parents, the Society recently opened a recruiting office in Chicago at 7906 Cottage Grove Avenue, with Mrs. Sylvia Ragland as program coordinator. For additional information on "Homes Now" call Mrs. Ragland—the number is 651-3900—or the Society's headquarters at 1122 North Dearborn Street, dial 944-3313.

William E. Swingle

William E. Swingle, 67, retired assistant to vice president-operation, died at Sparks Manor Hospital in Fort Smith, Ark., on Sept. 6.

Mr. Swingle retired July 31, 1968 following a career of 50 years with the railroad. He started in 1918 at McGregor, Ia., and later held operating positions at Marquette and Dubuque. During World War II he was agent at Camp McCoy, Wis. After the war he held positions as trainmaster and assistant superintendent, and as superintendent with headquarters in Minneapolis, Terre Haute, Miles City and La Crosse.

He was located in Chicago as assistant general manager prior to becoming assistant to vice president in 1963. He and Mrs. Swingle had made their home in the vicinity of Harrison, Ark. (Valley View Street, City Carrier #4, 72601), since his retirement.

He is survived by his wife, Augot, three sons, two daughters and 13 grandchildren. Services were held in Menomonie, Wis., with interment there in Halverson Cemetery.

The ability to lie differs among people. For example, a short-armed fisherman isn't as big a liar as a long-armed one.

The Milwaukee Road Magazine

Michael Sol Collection



Vert-A-Pac freight cars carrying a shipment of Vega 2300s to the Pacific Northwest via the Milwaukee Road as they were unloaded at the automobile distribution facility in Kent, Wash.

Vert-A-Pacs Make First Service Run to the Pacific Northwest

The newest method of shipping automobiles by rail—in giant Vert-A-Pac boxcars which carry 30 sub-compacts in a vertical position—was demonstrated Aug. 17 at our railroad's automobile distribution facility in Kent, Wash.

The automobiles, carried with the front bumper down, comprised the first regular shipment of Chevrolet's new Vega 2300 to the Pacific Northwest.

President Curtiss E. Crippen and other officers of the railroad from Chicago and Seattle witnessed the unloading of the cars with representatives of General Motors.

The Vert-A-Pac, high-roofed and 89 feet long, carries twice as many automobiles as a standard tri-level automobile rack car. The design, the product of General Motors-Southern Pacific joint planning and research, offers more efficient transportation handling. The side walls form ramps when lowered, and in their upright position protect the automobiles from damage or vandalism en route.

Approximately half of the new automobiles manufactured in the United States are now shipped by rail from assembly plants, mostly on bi- or tri-level freight cars capable of carrying 8 to 15

automobiles, depending on their size. A new and more efficient method of shipping the sub-compact Vega was sought.

One of the ideas suggested—that of vertical loading in closed rail cars—met the primary requirements of reducing the

Vegas' exposure to damage while improving transportation handling. Each long side of the Vert-A-Pac is divided into five compartments, each holding three automobiles. The compartments are hinged at the bottom, and thus become

President Curtiss E. Crippen, left, and Charles Dodd, logistic engineer for General Motors, inspect a Vega 2300 in position to be backed off the ramp.



ramps for loading and unloading.

Lift trucks are used to raise and lower the ramp doors. When the automobiles are moved onto the ramps, their wheels drop into wells, and securing locks work automatically when the doors are raised.

Vert-A-Pacs stand 18 feet 4 inches above rail. Since this is the height limit allowed for overhead clearance, the cars cannot be used to transport longer automobiles in full vertical position. However, engineers are studying variations in the system which would accommodate standard size automobiles. While the Vert-A-Pac was designed specifically for the Vega, it can be used for other automobiles approximately the Vega's dimensions.

Bryntesen, Station Passenger Agent in Chicago, Retires



H. J. Bryntesen (right), retiring on July 31, receives the good wishes of C. C. Dilley, director of public relations and advertising.

Harold J. Bryntesen, station passenger agent at the Chicago Union Station, concluded his service with the railroad on July 31, retiring at the age of 62. His associates in the passenger department offices held an open house in his honor.

Mr. Bryntesen first joined the passenger department in 1924, starting in the rate bureau. In the years that followed, he continued to serve the traveling public while holding various other positions, with the exception of a short term of employment with the Chicago Union Station Company and three years in the Army during World War II.

In 1939 he became assistant manager of the reservation bureau, and in 1945, upon returning from the Army, was appointed passenger agent in the Union Station, in which capacity he served until his retirement.

K. L. Clark, Track Engineer, Retires; Honored in Chicago



Mr. and Mrs. Clark accept the good wishes of their friends at the open house in the Chicago engineering department office when he retired.

K. L. "Ken" Clark, engineer of track, ended a career of more than 33 years with the Milwaukee Road on July 31 to get a head start on retirement living. In tribute to their long-time co-worker, the engineering department in Chicago held open house in his honor and a luncheon in the Union Station Canterbury Room.

Mr. Clark, a graduate of the University of Missouri, joined the department in 1937, following several years' service with the Wabash Railroad and as an inspector and engineer on the Fort Peck Dam. In 1943 he was appointed a division engineer and after holding that position at various locations, in 1951 was named principal assistant engineer in the Chicago general offices.

While located in Chicago, Mr. Clark supervised the construction of the automatic classification yards in the Milwaukee, Chicago and the Twin City termi-

nals. In 1958 he was appointed division engineer of the Dubuque & Illinois Division and the year following transferred in the same capacity to the Chicago Terminals-Terre Haute Division, returning to the Chicago office as engineer of track in 1967.

Mr. Clark and his wife, Ruth, are moving to West Lafayette, Ind., near the home of their daughter, whose husband is a professor at Purdue University. Their retirement plans include devoting more time to collecting carnival glass, a hobby of long standing which has resulted in a collection rated among the top ten in the country.

M. J. Pritchard, Senior Buyer, Joins the Retired Ranks

An open house in purchasing department headquarters in Chicago marked the retirement on July 31 of Morgan J. Pritchard, senior buyer. The send-off rounded out a career of more than 46 years of service with the Milwaukee Road, of which 33 were in the purchasing field.

Mr. Pritchard, a native of Milwaukee, joined the railroad there in 1923 as a clerk in the materials division. He transferred to the purchasing department in Chicago in 1937 as an invoice clerk, and moving up through various positions, became an assistant buyer. He was appointed a buyer in 1951 and named senior buyer in 1969.

Among his various assignments in recent years, Mr. Pritchard was responsible for the railroad's purchases of ties and other lumber products. In that capacity, he was active in the Railway Tie Association and the American Wood Preservers Association. He and Mrs. Pritchard will continue to make their home in Glenview, Ill.

At the open house in his honor, M. J. Pritchard, center, receives wishes for many happy years of retirement from President Curtiss E. Crippen, right, and H. H. Melzer, general manager of purchases and material.



Chicago Business Opportunity Fair Pairs Buyers and Sellers of Goods and Services



Chatting at the Chicago Urban League booth are Charles Fisher, service coordinator for the Chicago Committee of Urban Opportunity Training Division (from left); Miss Mary Evans of the CCUO; Terrence D. Samuel, specialist with the Chicago Urban League, West Side Project; and James P. Reedy, general solicitor of the Milwaukee Road.

The Milwaukee Road was one of approximately 300 top business firms in the Chicago area which joined with 1,000 black-owned businesses to participate in the third annual Chicago Business Opportunity Fair at Navy Pier Sept. 11 through 13.

The fair is organized to develop contacts between the black business community and major purchasers of goods and services for the purpose of increasing the equity of black suppliers in the commercial market. The buyers, representing billions of dollars in purchasing potential, ranged from Abbott Laboratories to the Zenith Radio Corporation. In recognition of the fair's importance in the growth and development of the inner city economy, Mayor Richard J. Daley proclaimed the week of Sept. 6 Chicago Business Opportunity Fair Week in Chicago.

This year's fair was organized and sponsored by Montgomery Ward & Company, in conjunction with the Chicago Economic Development Corporation, the Cosmopolitan Chamber of Commerce, the Chicago Urban League, and a coalition of Chicago corporations. The opening on Sept. 11 with a kick-off breakfast and ribbon cutting ceremony received radio, TV and press coverage. The key-

note speaker was John H. Johnson, president of the Johnson Publishing Company and editor of *Ebony*, *Tan*, *Jet* and *Black World* magazines.

Booths of the buying firms occupied more than 50,000 square feet of space in Navy Pier's north hall. The Milwaukee



L. J. Barbeau, advertising manager of the Milwaukee Road, mans the railroad's booth at the fair.

Road booth, manned by J. W. Burcham, public relations representative in Chicago, and L. J. Barbeau, the road's advertising manager, was sought out by owners and representatives of 80 inner city firms. Opportunity referral material furnished to them included information to contact heads of departments in charge of procuring the products and services they offer, and job opportunities for interested parties.

Participation in the fair has increased each year since it was organized. A unique feature is free counselling service for sellers in areas such as accounting, administration, marketing, financing and the like. Agencies offering the services include, in addition to local organizations, the U. S. Department of Commerce, Illinois Department of Business and Economic Development, U. S. Small Business Administration, Talent Assistance Program, and special loan counselling agencies. The 1971 fair will be sponsored by Commonwealth Edison.

35TH RRA ANNIVERSARY

August 29 was the 35th anniversary of the passage of the Railroad Retirement Act. The legislation to "establish a retirement system for employees of carriers subject to the Interstate Commerce Act and for other purposes," was the first of its kind in the United States. During the 35 years, more than \$20 billion has been paid under the law to more than 3 million railroad employees and members of their families.



J. W. Burcham, public relations representative in Chicago, arranges hand-out literature at the Milwaukee Road booth.

RETIREMENT

The following employes' applications for retirement were reported during July-August 1970

General Office & System Employes

Barrington, W. T. Gen. Acct. Chicago, Ill.
 Becker, C. Intermittent Clk. " "
 Berscheid, Sylvia Clerk " "
 Bryntesen, H. J. Station Pass. Agt. " "
 Clark, K. L. Engineer of Track " "
 Dietrich, L. I. Asst. Bureau Head " "
 Drews, J. E. Clerk " "
 Hackell, R. E. Asst. Bureau Head " "
 Horatt, M. M. Dictaphone Opr. " "
 Kelly, J. L. Cashier " "
 Lapinski, B. Asst. Cashier " "
 Maloney, R. W. Cashier " "
 Miller, Grant Clerk " "
 Moon, E. H. Reservation Inf. " "
 Neenan, Elizabeth Teletype Oper. " "
 Normoyle, H. M. Comp. Opr. " "
 Solie, J. H. Waiter " "
 Thiel, B. L. Comp. Opr. " "
 Tiedje, R. C. Aud. Pass. Accts. " "
 Walker, E. Waiter " "

Aberdeen Division

Goplen, L. E. Sect. Foreman Hettinger, N. D.
 Hadley, R. W. Conductor Aberdeen, S. D.
 Meier, Adam Sect. Foreman Roscoe, " "
 Peterson, P. C. Signal Foreman Webster, " "

Chicago Terminals

Brandwein, F. J. Loco. Engineer Chicago, Ill.
 Colombo, L. F. Electrician " "
 Elford, E. G. Loco. Engineer " "
 Harrette, C. D. Track Laborer " "
 Henberger, E. H. Track Insp. " "
 Jacks, G. A. Car Mechanic " "
 Makowski, L. Carman " "
 Opal, J. C. Caller " "
 Roth, E. F. Pipe Fitter " "
 Rule, D. B. Electrician " "
 Schwede, M. J. Storekeeper Bensenville, "
 Wallace, Viola Coach Cleaner Chicago, Ill.

Coast Division

Brooks, A. E. A.A.R. Write Up Tacoma, Wash.
 Patarochin, F. Track Laborer " "
 Ulorichie, P. J. Sect. Laborer Auburn, "

Dubuque & Illinois Division

Fuerst, A. H. Carman Savanna, Ill.
 Koser, O. Conductor " "

Iowa Division

Miller, Ed Sect. Foreman Perry, Ia.
 Zarecky, A. L. Carman Cedar Rapids, "

Iowa, Minnesota & Dakota Division

Bailey, E. V. Steno-Clerk Austin, Minn.
 Kusler, Alvin Sect. Laborer Tripp, S. D.
 Loftus, J. W. Roadmaster Yankton, "
 Sullivan, R. C. Agent Chamberlain, "
 Wood, C. H. Sect. Foreman Lesterville, "

La Crosse Division

Horkan, F. E. Laborer Winona, Minn.
 Kerr, R. P. Loco. Engineer Wausau, Wis.
 Mezera, M. Sect. Laborer Prairie du Chien, "
 Noyes, G. H. Grinder Janesville, "

Milwaukee Division

Battista, S. Sect. Laborer Iron Mountain, Mich.
 Heinrichs, J. N. Agent Plymouth, Wis.
 Race, H. C. Engine Watchman Channing, Mich.
 Rockwell, V. L. Agent-Opr. Union Grove, Wis.
 Sandman, F. J. Agent Bangor, "

Milwaukee Terminals & Shops

Clark, R. M. Brakeman Milwaukee, Wis.
 Cotey, M. G. Conductor " "
 Eisemann, O. R. Air Brake Mech. " "
 Kowalkowski, D. Welder " "
 Kuester, H. F. Machinist Helper " "
 Mebus Baggage Man " "
 Meyer, M. A. Layout Man " "
 Ondrejka, H. Machinist " "
 O'Neill, O. R. Carman " "
 Romais, W. G. Machinist Helper " "
 Schiltz, R. L. Machinist Helper " "
 Warren, B. Sect. Laborer " "
 Welch, A. W. Welder " "

Rocky Mountain Division

Moser, C. F. Fireman Harlowton, Mont.
 Nurse, G. L. Conductor Deer Lodge, "
 Peterson, A. T. Brakeman Miles City, "
 Stephenson, E. A. Motor Car Opr. Avery, Ida.
 Zeigler, R. W. Cashier Great Falls, Mont.

Terre Haute Division

Cracraft, F. C. Loco. Engineer Joliet, Ill.
 Uhrin, John Brakeman Terre Haute, Ind.

Final Rites for W. L. O'Brien, Retired Company Director

William L. O'Brien, a retired director of the Milwaukee Road, passed away at his home in Chicago on Aug. 17. He was the retired president of the Fred J. Ringley Printing Company of Chicago, and had served on the railroad board from December 1945 to October 1966.

Funeral mass was said at St. Philip Neri Church, Chicago. Surviving are his wife, Eleanor; two daughters, Mrs. Philip A. Delaney and Eleanor; a brother and two sisters.

Herbert A. Robinson

Herbert A. Robinson, 62, sales representative in San Francisco, died Aug. 19. Memorial services were conducted at the Chapel of the Hills, Los Gatos, Calif.

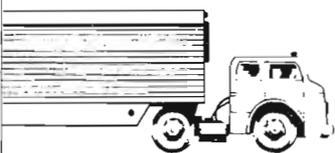
Mr. Robinson, a native of Seattle, joined the railroad there in 1946, starting in the traffic department as a secretary and later holding various clerical and traffic positions in Seattle. He was appointed sales representative at San Francisco in 1956.

He is survived by his wife, Katherine, and a son, Philip P., San Jose, Calif.; two daughters, Mrs. Bonnie Frank of San Jose and Mrs. Linda Guthrie, Anchorage, Alaska; and three grandchildren.

It is hard to realize these days that this country was founded partly to avoid taxation.

The pet population in the United States is nearly three times greater than the human population. About \$3 billion was spent last year for food, lodging, care and the grooming of dogs, cats, goldfish, turtles and other pets.

MOVING?



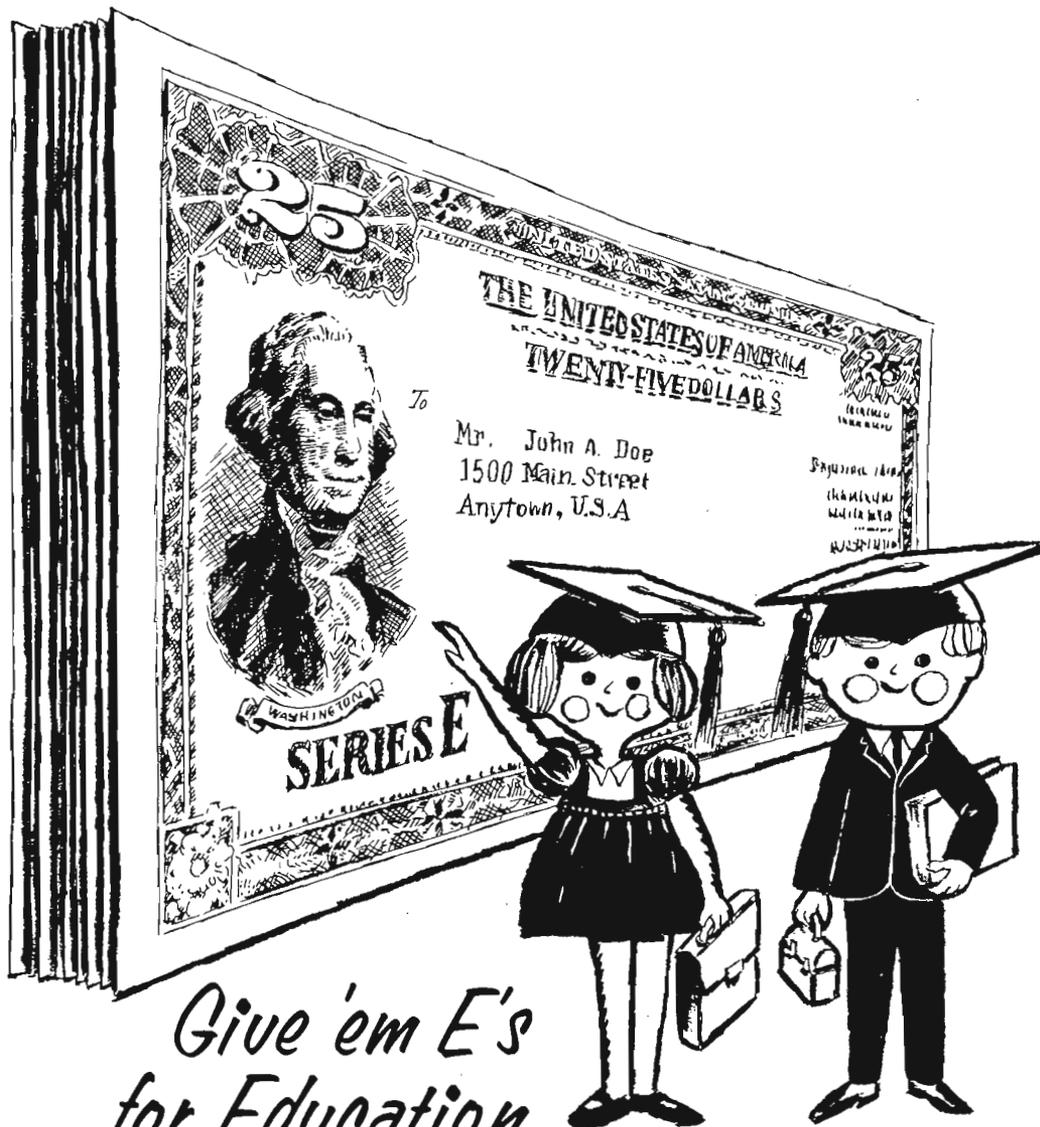
Clip out and mail →

TO CHANGE YOUR ADDRESS
 When you move, please notify
 CIRCULATION DEPARTMENT
 THE MILWAUKEE ROAD
 MAGAZINE
 824 UNION STATION BUILDING
 CHICAGO, ILLINOIS 60606

PLEASE PRINT OR TYPEWRITE

MILWAUKEE ROAD MAGAZINE: Please change the address to which The Milwaukee Road Magazine is sent to me as follows:

SIGNATURE		DATE	
SOCIAL SECURITY ACCOUNT NUMBER		INITIALS 1	INITIALS 2
		LAST NAME	
STREET ADDRESS			
CITY		STATE	ZIP CODE
<input type="checkbox"/> ACTIVE EMPLOYEE		<input type="checkbox"/> RETIRED EMPLOYEE	



*Give 'em E's
for Education
through the Payroll Savings Plan!*

If your Child's Age is:	Value* of E Bonds at Age 18 through monthly investments of:			
	\$18.75	\$37.50	\$56.25	\$75.00
At birth	\$6,458	\$12,915	\$19,373	\$25,831
1 year	5,928	11,856	17,784	23,712
2 years	5,424	10,848	16,271	21,695
4 years	4,487	8,974	13,461	17,949
6 years	3,639	7,277	10,916	14,554
8 years	2,870	5,740	8,610	11,480
10 years	2,174	4,347	6,520	8,694
12 years	1,543	3,085	4,628	6,170

* Assuming extensions at an interest rate of 5%

La Crosse Division

WISCONSIN VALLEY

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

Ray Kerr climbed aboard the engine for his final run on the Hiawatha on July 31, retiring at the close of his day's assignment. His 50 years of service brought to an end railroading in the Kerr family. His father was an engineer, and several uncles along the Valley line were also long time railroaders.

Ray began railroading as a wiper-call boy in the Wausau roundhouse and entered engine service in 1923. Reminiscing, he recalled the early years and how he enjoyed a swim in Star Lake, near Sayner, after firing the boiler on the steam engine on the Star Lake run. His plans include gardening, fishing, spending more time with his three grandsons, and traveling—by train, if possible. He is also interested in photography and has scrapbooks filled with pictures, some of which were taken by his father.

EAST END

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

Retired Fireman Albert V. Muriset, age 86, Okauchee, passed away on Aug. 10. He is survived by his wife, Helen, a daughter, grandchildren and great-grandchildren.

Section Foreman H. P. Kriel retired Aug. 1 with 45 years service. There was a dinner on July 30, and a large group of his friends attended to wish him a long and happy retirement. The Kriels are traveling the East Coast at this writing and visiting a son in Atlanta, Ga.

Retired Conductor W. P. (Zoma) Clark, age 71, died at Watertown on Aug. 26 after a brief illness. Mr. Clark retired in April 1969 after 50 years service. He is survived by his wife, three daughters, two sons and grandchildren.

LA CROSSE AND WEST

Corinne Bauer, Correspondent
Superintendent's Office, La Crosse

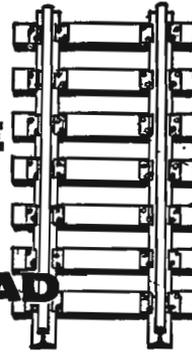
Bert Gray, retired Tomah section foreman, celebrated his 96th birthday on July 13. He was born in 1874 in Richland County, grew up there on a farm owned by his parents, and began working for the railroad on the section at Oakdale. He soon was made foreman, and in that capacity worked at Raymore (today old Camp McCoy) and later at Camp Douglas before moving to Tomah around 1908. Upon retiring he had been with the railroad more than 45 years.

Bert has five children, all living, 15 grandchildren, 35 great-grandchildren and one great-great-grandchild. His two sons, Louis and George, are Milwaukee Road men. Louis, now retired, was roadmaster at La Crosse, and

George holds the roadmaster's position at Green Bay. Between the three, they have almost 130 years of service. Age has affected Bert's sight and hearing, but he is active mentally and enjoys company. For the last few years he has been a resident of the Tomah Nursing Home.

Retired Conductor Ben F. Petersmeyer passed away suddenly at his home in Minneapolis on Aug. 30. Mr. Petersmeyer retired in 1958 after more than 40 years in train service. He is survived by his wife and two children. Burial was in Fort Snelling Cemetery.

ABOUT PEOPLE OF THE RAILROAD



MADISON DISTRICT

Kathryn Skidmore, Correspondent

Linda Smith, daughter of Signal Maintainer and Mrs. Herb Smith, Milton Junction, has returned to her studies at the University of Wisconsin after working summer relief assignments in the Janesville freight office.

Wishes for a speedy recovery go to Signal Maintainer Howard Hoefs, who is convalescing at his home at this writing, following surgery.

Friends of B&B Foreman Eddie Lins will be happy to learn that he is well on the road to recovery after being on the sick list for several months and that he plans to return to work in the near future.

Congratulations to Janesville Roundhouse Foreman and Mrs. H. A. Roever, who became grandparents for the sixth time when Julie Ann Leary was born to their daughter and son-in-law Aug. 20 . . . to Janesville Car Foreman and Mrs. O. L. Roberts on the arrival of their second grandchild, Craig Douglas, born to their daughter and son-in-law, Mr. and Mrs. Ray Cummings . . . to Madison Roundhouse Foreman and Mrs. H. O. Gordon, who welcomed their new grandson, Kelly Brian, and to Clerk Hart Hendrickson and his wife on the arrival of grandchild number eight.

With the Colors: Alan Ray, summer relief roundhouse laborer and son of Engineer and Mrs. H. J. Ray, has joined the Air Force and is presently stationed at Lackland Air Force Base.

Thomas J. Conway, a January graduate of the University of Wisconsin with a degree in business administra-

tion, enlisted in the Marine Corps and left Aug. 23 for the base at Quantico, Va., where he was assigned to officers candidate school. Tom is the son of Assistant Agent and Mrs. John Conway, Madison, and has worked various clerk assignments in Madison and Portage as summer relief since 1966.

MUSN Thomas A. Rand recently completed band school at Little Rock, Va. After a two-week leave in August, he was assigned to play the drums with Navy Band 197, his first tour of duty taking him to Guantanamo Bay, Cuba.

Tom is the son of the data office's Grade A revising clerk, C. N. Rand, and a 1967 graduate of Stoughton High School, where he was a member of the school band, excelling in percussion instruments. Before entering the Navy he was a student at Whitewater State University.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

The old Minneapolis diesel house on 26th and Minnehaha, which once hummed busily with the activities of diesel repairs, has been torn down, and work will be handled at the Minneapolis coach yard. Passenger car repairs previously done at the coach yard will be taken care of at the Minneapolis depot.

Caroline, daughter of Minneapolis Car Foreman Bill Peck, received her bachelor's degree in Education from the University of Minnesota at the summer graduation.

Carl Matson, retired storehelper, stopped in for a visit and to inform his friends that he has moved after many years in South Minneapolis to North Minneapolis—2900 Brighton Ave. NE.

Myron Gibbs retired as sectional stockman in the materials division at the Minneapolis coach yard with 43 years' service. He started with the Milwaukee Road at Tomah, Wis., and worked for a time on the supply train before transferring to Minneapolis. He and his wife are making their home in Waukon, Ia.

Paul Biedrzycki, locomotive chief clerk, and family vacationed in the East and visited son Mike. Mike, the third generation Biedrzycki Milwaukee Roader, is a machinist helper at the St. Paul roundhouse presently stationed with the Army at Fort Eustis, Va.

Terre Haute Division

M. K. Verdeyen, Correspondent
Yardmaster, Terre Haute, Ind.

In the years that I have worked for the railroad and received a paid vacation, I never went anywhere; stayed at home, hunted, fished and played golf. That was not a dull way to spend a vacation, I thought, but my wife, who does not golf, hunt or fish, thought

The Milwaukee Road Magazine

Michael Sol Collection



RETIREMENT RECRUIT. Fred J. Sandman, retiring recently from the agency at West Salem, Wis., receives good wishes from Conductor W. M. Hamele as the Morning Hiawatha stops at Sparta. Sandman retired after 45 years of service on the Milwaukee and the La Crosse divisions of the railroad. He had handled the West Salem agency, including Bangor and Rockland, since 1961. (Bangor Independent photo)



KID BASEBALL CHAMPIONS OF SIOUX CITY in the post-season playoff were the Exchange Clubbers coached by L. J. Fossum, regional data manager at Sioux City (rear, left). Over a two-year span, the team has chalked up 44 wins and 3 losses. There are 48 kid teams in the city league. Mr. Fossum, a director of Kids Baseball, Inc., has coached the Exchange Club for five years. His son Joel (second row, left) pitches and his son John (rear, right) is an assistant manager.



CERTIFICATE OF RECOGNITION of her many years' service with the Milwaukee signed by President Curtiss E. Crippen is presented to Lola Thomson, who retired this year as disbursement clerk in the Seattle regional data office. Doing the honors is M. S. Gilbert, regional data manager. Lola retired with almost 25 years of service in the Seattle agency and data offices.



GOLD PASS VETERAN. Earl Long, roadmaster on the Iowa, Minnesota & Dakota Division, receives a Gold Pass in recognition of more than 50 years of service with the Milwaukee. Presenting it at division headquarters in Austin, Minn., is Division Engineer F. F. Hornig.



MARRIED AT MILBANK. The wedding picture of Mr. and Mrs. Robert Loehrer, who were married recently in St. Lawrence Catholic Church, Milbank, S. D. The bride is Peggy O'Shoughnessy, daughter of Engineer Dan O'Shoughnessy of the middle Aberdeen Division.

September-October, 1970

LOW SCORER. Champion of the Perry Golf and Country Club's annual city tournament was Engineer E. J. Collins (left), shown with the runner-up, Dr. E. L. McClintock, local dentist. Collins represents the second generation of his family to work for the Milwaukee. His father was an engineer on the Iowa Division also, and his son, Jim, worked as an extra brakeman this summer during his vacation from college. (Perry Daily, Chief photo)



A "Lucky" Strike Earns Turtle Club Citation

It's great to be healthy and able to smile, as is Merlyn K. Kruse, carman at Davies Yard in Milwaukee (center), receiving here a Turtle Club certificate with the congratulations of Assistant Shop Superintendent J. V. Sands (left) and District Safety Engineer C. J. Winters. He is also wearing a new hard hat imprinted with a turtle, but he'll never forget his old one. Things could have been very bad for Kruse the day he was cutting up a freight car at the scene of a derailment and a quarter section of one side tipped suddenly and knocked him to the ground. The piece weighed approximately 2,000 pounds and fell from a height of six feet. Kruse walked away from it with only a strained neck muscle and shoulder bruise, but the big split in his hard hat showed only too clearly what could have happened.



differently. This year we went to Daytona Beach, Fla.

I did not realize how this world has grown, with super highways, motels and restaurants. It is almost unbelievable how far you can travel and not stop for a stop sign. We used Daytona as our headquarters, visiting points of interest in the surrounding area. We enjoyed ourselves, but it's hard to beat the way I have been spending my vacations.

Robinson, Ill., where the Professional Golf Tournament was held in September, had a Terre Haute Day, which entitled guests to a round of golf, carts, cocktails and a buffet dinner. L. S. Hunter, retired road conductor, and I were recipients of this hospitality. Our golf scores—well, we are not bragging, but in the cocktail and dinner line we represented Terre Haute proudly.

I. J. Jones, yard clerk, has left the Milwaukee to accept employment in the traffic department of a firm in Newport, Ind. We wish him success in his new job.

Bill Hewitt, former yard clerk, has exercised his seniority to the messen-

ger job in the freight house. Bill has been on a leave of absence for several years.

Our sympathy to the families of the following who passed away: Mrs. Kenneth Chumley, wife of retired yard clerk; Mrs. Clara Funk, mother of Engineer George Funk; and Harry A. Rood, retired crane operator.

Chicago General Offices

AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent



T. N. Bahwell

Our gratitude for many years of good and faithful service are extended to Ted Bahwell, Lloyd Staver and Joe Shemroske. Ted Bahwell, bureau head of the A.F.E. accounts section, who had been on leave of absence for his health, retired July 30. He started with the Milwaukee Road in March 1924 as a timekeeper in the auditor of expenditure's office. Many of his friends gathered at his home to present him with a gift and their good wishes.

Lloyd Staver, assistant engineer, who started with the Milwaukee in February 1926, retired Aug. 31. He worked in various departments before transferring to our office in July 1966.

Joseph Shemroske, bureau head, also retired on Aug. 31. Joe started his service in the auditor of capital expenditure's office in August 1928. He and Mrs. Shemroske and family will make their home in Pinellas Park, Fla.

An open house was held for Messrs. Staver and Shemroske on Aug. 28, at

which their many friends extended greetings and presented them with remembrances.

A warm welcome was extended to the new employes in this office. They are Donna Wucki, clerk in the accounts section, who came to us from the auditor of passenger accounts office, and Ruben Weikum and Mark Barends, who bring with them experience in the auditor of capital expenditure's department of the Burlington Northern. Both men are assistant engineers in the A.F.E. and valuation sections.

Congratulations were extended to Miss Marion Frank (your correspondent), head file clerk, who was presented an award for her second year's work in the Junior Achievement program.

Lt. Roger Stasiak, son of Irene, clerk in the A.F.E. accounts section, recently was awarded the Bronze Star for meritorious service on duty in Vietnam.

Best wishes to Stanley and Linda Bahwell. Stanley, son of Ted, retired bureau head, married Miss Baccasella on Aug. 8. A reception was held at the Frontier Lanes in Elgin, Ill.

OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Ruth Schuhrke, Correspondent

We are happy to announce that Mrs. Vernice Fay, lead sorter in the traffic statistical bureau, and Theresa Jones, clerk in the freight claims bureau, are both recovering nicely after their recent illnesses.

Nancy Waichulis, correction poster, and her husband, John, are the proud parents of Anthony, born July 29. Kathy Wicklander, bookkeeper in the freight claims section, and her husband, Raymond, also have a son, Jeffrey Raymond, born Aug. 21.

Ann Sundin, typist in the traffic statistical bureau, retired recently, and Sylvia Berscheid retired shortly afterward. Sylvia was guest of honor at a party given by her co-workers.

We take this opportunity to welcome Ray Smith to our freight claims bureau. Ray is doing our typing for us.

James Lynch, bureau head of the traffic statistical bureau, is a grandfather the second time around. His daughter, Sharon, gave birth to a baby girl Aug. 21. The new arrival is Cynthia Phyllis.

Vacations are in full swing at this writing. Gertrude Krause and Joe Kunovich, clerks in the local and interline bureau, motored through the Southeastern States. Gertrude and her husband planned on sightseeing in Washington, D. C., and then driving to Florida, while Joe enjoyed a visit in Washington. Hazel Hettinger, balance clerk, and her husband, Willard, of Union Station, left Sept. 19 for a trip to Mexico. They planned to visit Mexico City, Acapulco and other spas during their two-week stay.

Melinka Tepavcevic, clerk in the station accounting bureau, planned to

The Milwaukee Road Magazine

SERVICE PASSES AWARDED

Gold 50-Year Passes

Beringer, H. J., cashier Minneapolis, Minn.
Coombs, F. M., engineer Butte, Mont.
Hart, C. J., retired carman Onalaska, Wis.
Hoerl, J. M., asst. chief clerk Milwaukee, Wis.
Krawowski, J. T., engineer Chicago, Ill.
Kuedde, H. G., typist-acct. mach. opr. Chicago, Ill.
Lartz, W. J., chief clerk Savanna, Ill.
Morgano, John, laborer Savanna, Ill.
Rackow, Emil, foreman Chicago, Ill.

Silver 45-Year Passes

Gaiswinkler, H. M., lead review clerk Chicago, Ill.
Gretler, E. E., special accountant Glenview, Ill.
Halliger, E. J., chauffeur Tomah, Wis.
Larkin, K. M., time revisor La Crosse, Wis.



ROCKY MOUNTAIN RETIREMENTS. Brakeman A. T. Peterson (right) and Yard Clerk Joe Brady, who retired recently at Miles City, Mont., attend a cake and coffee party in their honor. With them is Trainmaster-Traveling Engineer P. M. McLean. Both men had 1943 seniority dates.



WHAT'S A NICE GIRL like Pat Parich doing with a drag race trophy? Well, it was like this explains Pat, a stenographer in the Chicago general freight office. She and her husband were out at the Oswego (Ill.) Raceway—her husband races occasionally—when a funny thing happened. She found herself entered in the Volkswagen competition, and funnier than that, she won. Taking it in are stenos Brenda Vahey (from left), Kris Gerstein, Lynn Nelson, Kathy Ferris (Magazine correspondent), Merle Marris, Alice Dorgan, Carol Meyer and Chris Hawes.



YOUTH LEADERS. Jack W. Leslie (right) and Kenneth G. Hoglund of Deerfield, Ill., call at the public relations office of the Milwaukee Road to enlist support for the pollution control program in the Chicago suburban area. Leslie is chairman and Hoglund is research chairman of Youth for Environmental Salvation activated last year among students at the Deerfield High School.

IM&D RETIREMENT. R. C. Sullivan shown (center) as he retired recently as agent at Chamberlain, S. D., after 43 years of service on the IM&D Division. Visiting him are Superintendent W. K. Peterson (right) and Division Engineer F. F. Hornig. Mr. Sullivan has been located at Chamberlain since 1952, and will remain there to enjoy his hobbies of hunting, fishing and woodworking.



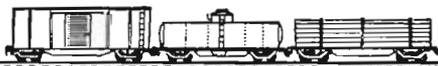
BACK FROM VIETNAM, Larry Lyons, son of Conductor and Mrs. Dean Lyons of Perry, Ia., displays an interesting souvenir of his 10-month tour of duty. He is now working toward a master's degree in the teaching field, which he left to join the armed forces. (Perry Daily Chief photo)



FIFTY-YEAR SERVICE RECORD. Leon M. Esser secretary to the manager of materials, is presented a Gold Pass in recognition of her 50 years of service in that department of the railroad at Milwaukee Shops. Extending congratulations are H. H. Melzer, general manager of purchases and material, Chicago (left), and E. F. Volkman, manager of materials, Milwaukee. Miss Esser began her working career on June 23, 1920, in what was then called the stores department, as a stenographer.



Carloadings



JANUARY-AUGUST 1970 compared with same period in 1969

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		INCREASED in 1970 over 1969	EIGHT MONTHS		INCREASE	
			1970	1969	1970 over 1969	% of increase
10.8%	Grain	54,058	53,270	+ 788	+ 1.5%	
6.6	All other paper or allied products	47,634	47,406	+ 228	+ .5	
4.0	Motor vehicles	13,397	13,326	+ 71	+ .5	
3.3	All other food products (incl. sugar)	16,956	16,921	+ 35	+ .2	
3.1	Coal	59,475	55,319	+ 4,156	+ 7.5	
2.7	Grain mill products	35,870	35,135	+ 735	+ 2.1	
2.5	Nonmetallic minerals; except fuels	33,874	33,623	+ 251	+ .7	
2.4	Freight Forwarder and Shipper Assn. traffic	17,907	16,811	+ 1,096	+ 6.5	
1.9	Waste or scrap materials ..	17,759	16,730	+ 1,029	+ 6.2	
1.8	Primary forest products	34,760	33,799	+ 961	+ 2.8	
1.7	Fabricated metal products ..	10,105	9,912	+ 193	+ 1.9	
.6	Soybeans	8,280	5,764	+ 2,516	+ 43.7	
.6	Fresh fruits and vegetables..	5,979	5,864	+ 115	+ 2.0	
.6	Beverages; except malt liquors	7,241	7,166	+ 75	+ 1.0	
.1	Small packaged freight shipments (LCL mdse.) ..	229	208	+ 21	+ 10.1	
42.7%		363,524	351,254	+ 12,270	+ 3.5%	

% of Total Revenue obtained from commodities shown	loading of these commodities	NUMBER OF CARLOADS				
		DECREASED in 1970 over 1969	EIGHT MONTHS		DECREASE	
			1970	1969	1970 under 1969	% of decrease
8.6%	Lumber or dimension stock..	32,243	35,548	- 3,305	- 9.3%	
3.6	All other chemicals or allied products	21,238	21,560	- 322	- 1.5	
3.4	Meat, fresh, chilled or frozen.	18,376	23,660	- 5,284	- 22.3	
3.4	Stone, clay, or glass products.	23,068	27,267	- 4,199	- 15.4	
3.3	All other wood products (incl. plywood)	18,680	19,280	- 600	- 3.1	
3.1	All other primary metal products	10,604	12,410	- 1,806	- 14.6	
2.9	Primary iron or steel products	20,474	21,358	- 884	- 4.1	
2.5	Canned fruits, vegetables and seafoods	14,779	15,511	- 732	- 4.7	
2.4	Industrial chemicals	10,271	11,286	- 1,015	- 9.0	
2.4	All other transportation equipment	16,725	18,551	- 1,826	- 9.8	
2.1	Pulp or pulp mill products ..	10,711	10,757	- 46	- .4	
1.5	Malt liquors	12,142	13,704	- 1,562	- 11.4	
1.4	Petroleum, natural gas or gasoline	11,774	12,957	- 1,183	- 9.1	
1.4	All other machinery; except electrical	5,189	5,662	- 473	- 8.4	
1.4	Electrical machinery or equipment	9,307	10,598	- 1,291	- 12.2	
1.0	Farm machinery or equipment ..	7,421	8,313	- 892	- 10.7	
.9	Dairy products	6,877	7,419	- 542	- 7.3	
.5	Potatoes, other than sweet..	4,424	4,528	- 104	- 2.3	
.5	All other farm products (incl. sugarbeets)	4,518	7,589	- 3,071	- 40.5	
.5	Coke oven or blast furnace products	4,634	4,942	- 308	- 6.2	
.2	Livestock	1,050	1,227	- 177	- 14.4	
.2	Metallic ores	1,805	1,809	- 4	- .2	
10.1	All other carload traffic	51,447	52,856	- 1,409	- 2.7	
57.3%		317,757	348,792	- 31,035	- 8.9%	
100.0%		681,281	700,046	- 18,765	- 2.7%	

visit her sister and daughter in Los Angeles and then try to break the bank at Las Vegas.

Shirley Kutil, claim investigator in the freight claims bureau, visited relatives in Los Angeles, as did Edward Doyle, assistant head of that bureau.

Nina Clark, correction poster, is planning a tour of the New England States this autumn, with a stop in New York City to shop and take in some plays.

Al Adams and Dennis Lovick, claim investigators, left the railroad to return to school Sept. 18.

A. V. Gallagher, retired chief clerk of this office, and his wife, Margaret, are moving to Winterhaven, Fla., to enjoy their retirement. They planned to leave the first part of October.

TRAFFIC DEPARTMENT

Kathy Ferris, Correspondent

The GFD's sixth annual golf outing held Aug. 22 at the Tally Ho Country Club in Mundelein, Ill., was a huge success. Special awards were given to Bob Bennett and also to Len Kirchoff. Get ready for next year, boys!

We would like to welcome some new members to our general freight department who have joined since our last issue of the magazine: Frank Curtin, who transferred from Galewood to join the "task force" at the rate desk, Robert Meinke, our new distribution clerk, and Donald Buckley, our new file clerk.

Diane Oberhaus, our department's former Magazine correspondent, had a pleasant surprise when the girls presented her with a gift and served cake at an informal baby shower on July 23. Diane left July 24 on maternity leave.

A hearty welcome back goes to Frank Findley, one of our general



J. A. Shemroske, assistant bureau head in the office of the auditor of capital expenditure, Chicago, and L. G. Staver, assistant engineer in the same office (left and right), are honored at an open house as they take up retirement. Wishing them well is J. G. Kirchen, auditor of capital expenditure. For details, see Correspondent Marion Frank's news.

The Milwaukee Road Magazine
Michael Sol Collection

managers of pricing, who has returned to the office after a stay in the hospital. We would also like to welcome back Wally Klosowski, our tariff supervisor who has been with the Milwaukee Road since Oct. 22, 1922. Wally, it's good to see your smilin' cigar again!

We are sorry to report the death of Mrs. W. C. (Bill) Klomp, wife of our retired assistant to general passenger agent in Chicago. Her death occurred Aug. 4 in Hemet, Calif., where they made their home at 1560 Westmont Ave. (92343)

PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

A farewell party was held for Morgan J. Pritchard, who retired on July 31 after completing 47 years of service (see article elsewhere in the Magazine). Morgan started working for the railroad in 1937 in the stores department in Milwaukee. He retired as senior buyer.

Everyone enjoyed coffee and cake at the office party, at which well wishers presented Morgan with money and other gifts. He was a congenial co-worker and will always be remembered as such.

We welcomed two new stenographers to our department. They are Pat Sarna and Nancy Neumiller. Nancy has worked for the railroad before, in the sales department. She left when she married, but decided to come back, and we are happy to have her with us.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jane Marski, Correspondent

After 51 years of faithful service, Agnes McGrath closed her career as a typist on Sept. 11. Her co-workers observed her retirement with an open house in her honor. Agnes plans to visit her sister in New York, but for the time being wants to do "just nothing."

Wedding bells rang on July 29 for Pat Gast, who became Mrs. Richard Lindemann at Concordia Lutheran Church. Following the ceremony a reception was held at Johnny Weigert's. We wish them much happiness.

Brenda Veach is wearing a beautiful diamond ring presented to her on July 10 by Jim Messina.

A thank-you dinner was given by Agnes Touhey on July 10 for her co-workers who honored her in February upon her retirement as secretary to the auditor of equipment accounts. The dinner was delicious, and Agnes, as usual, was a gracious hostess.

Judy Neace took a leave of absence after her hospitalization on July 24. At this writing she is feeling much better and we are looking forward to her return soon.

Following her leave to welcome a baby daughter, Florence Seif is back with us and hard at work in the car record bureau.

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Military Wedding for a Vietnam Hero



Swords are held high by injured Army buddies from Fitzsimons Army Hospital for newlyweds Mr. and Mrs. Gale E. Wagner. (Kansas City Star photo by Paul Renshaw)

Eight Army buddies in dress blues were on hand for the June wedding of Gale Wagner, brakeman on the Dubuque & Illinois Division, and Miss Mary Frances Cusumano in Christ Presbyterian Church, Kansas City, Mo. The men had become close friends while being treated at Fitzsimons Army Hos-

pital in Denver for injuries received in Vietnam.

Three came from the hospital, two from Kansas City, and the others from Chicago, Texas and Louisiana.

The wedding had been arranged to permit four of the groomsmen to remain seated because of their injuries, but it didn't go off as planned. All stood throughout the ceremony and afterward formed a saber arch as the couple left the church, although one groomsmen was on crutches and another had to raise his saber with the wrong arm.

Gale, an enlisted man, attended officer's candidate school at Fort Benning, Ga., and was mustered out of the Army as a captain. He was sent to Vietnam in January 1968, and injured in a mine blast six months later. Sent home, he spent more than a year in the Denver hospital recovering from his wounds.

He and his bride had been sweethearts since they attended Raytown High School in Kansas City, and she visited him frequently during his convalescence. She is now teaching at the high school. Gale, who holds seniority on the D&I Third District, was more fortunate than some of his buddies and recently passed his railroad physical. He is a nephew of Conductor T. J. Coulter.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Ray Hackell retired recently as assistant bureau head of the interline bureau. Ray started with the Milwaukee Road on Oct. 21, 1920 in the office of the freight auditor, and transferred to the passenger and ticket accounting office on June 22, 1922. He was appointed assistant bureau head in 1965.

AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Congratulations to Helen Buschick of the accounts payable bureau. Helen can now retire from the "Sweet Adelines," a singing group, and join the "Grandmothers' Club." She became a grandmother on Aug. 21 when her son, Philip Webb, and his wife, Gerri, welcomed a son at Lake Forest Hospital. He has been named Philip Anthony.

Sharon Mundt of the joint facility & bill bureau is on a maternity leave awaiting the birth of her first child.

Two of my granddaughters, Nancy, 16, and Carol, 12, played the Hammond Organ at the Illinois State Fair

and received honorable mention. Nancy received 87 points and Carol 84 points out of a possible 100. Nancy received a silver medal awarded as second prize at the Fair two years ago.

Congratulations to Jon F. Jolle, son of Fern Jolle of the paymaster's bureau, who served in Vietnam with the 173rd Airborne Division at Ahn Khe. He was a sergeant and squad leader while there and on his return went to Fort Lee, Va., as a specialist officer. From there he transferred to the Armed Forces Examining and Entrance Station, Chicago, for its mechanized reporting system project. The following citation was given to him on July 22, upon the presentation of an Army Commendation Medal:

"Sergeant Jon F. Jolle, United States Army, distinguished himself by meritorious service successively as the supply sergeant and as the noncommissioned officer in charge of the station's statistical reporting function, Armed Forces Examining and Entrance Station, Chicago, Ill., from October 1969 to July, 1970. His performance of duty throughout this period was characterized by exceptional initiative and professionalism. Applying a

comprehensive knowledge of supply procedures and regulations, he worked tirelessly in providing logistical support and effective supervision of supply activities. In addition, he ably assisted in the proper maintenance of the central filing system and diligently completed special assignments which assisted in the preparation of statistical reports. Upon his selection as the station's statistical reporting supervisor, Sergeant Jolle quickly grasped the overall aspects of the mechanized reporting systems' functions and conducted a training program for subordinates which resulted in a greatly reduced weekly cumulative percentage of error rates and the timely and accurate submission of daily reports. Sergeant Jolle's commendable achievements, loyalty and devotion to duty are in keeping with the finest traditions of the United States Army and reflect great credit upon himself and the military service."



MRS. WILLIAM JOHN QUINN III. Miss Mary Lee Zimmerman and William J. Quinn III, eldest son of the chairman of the board of the Milwaukee Road, were married Sept. 5 in St. Mary's Catholic Church, Alton, Ill. A reception at the Lockhaven Country Club followed. They are making their home in St. Louis, where Mr. Quinn is a sales representative with General American Transportation Corporation. The bride is the daughter of Mrs. Fred Zimmerman and the late Mr. Zimmerman of Alton. She was graduated from Monticello College and also attended the University of Oklahoma, and is now employed by American Airlines as a stewardess.

(Gene) Miller and Retired Engineer and Mrs. Tom Rellihan. Each was featured in an article in the Perry Daily Chief. The Millers spent most of their married life at various stations on the line, the greater part being at Rhodes, Ia., where he was telegrapher and later agent. Their only daughter lives in Perry.

Mrs. and Mrs. Rellihan have spent their married life in Perry, since he was assigned work out of Perry the many years he was with the railroad. Mrs. Rellihan has had a busy life lending a helping hand where it was needed, and writing poetry as an avocation. Since retiring, this couple has made a contribution to the community by visiting the ill, helping those who are having a "bad day," and doing things they see that need doing—spending their time to make a better world for those less fortunate.

Relief Operator and Mrs. Clare Behlings of Perry announced the engagement and approaching marriage of their daughter, Kathryn (Kathy), to Howard Wheeler of Redfield. The wedding was planned for Sept. 19.

Conductor and Mrs. Glenn Jacobsen announced the engagement and the marriage next summer of their daughter, Gladys—Miss Perry of 1970—to Gregory Scott Miller of Woodward, Ia. She is presently attending beauty school in Des Moines.

Marcia McDowell, daughter of Retired Switchman and Mrs. Earl McDowell and granddaughter of the late Signalman McDowell, was awarded the first place trophy in competition with 430 entrants in the first annual festival of accordion and guitar players at Loretta Heights College in Denver. Her presentation was a guitar solo of "Harlem Nocturne."

Francis C. Lee, formerly of Perry and son of Retired Carman and Mrs. Ray Lee, has retired from the Air Force after serving 23 years. He is now assistant director of the educational programs of Chapman College in Northern California.

July 17 witnessed the marriage of Jerry Salzgeber of Perry to Karla Hansen of Des Moines. Jerry is the son of Engineer and Mrs. Orville Salzgeber and grandson of Retired Engineer and Mrs. Percy Salzgeber.

Michelle Shearer, daughter of Engineer and Mrs. Kenneth Shearer, married Werner Hellmer of Durango in the First Christian Church at Perry on July 26. Both are graduates of the University of Dubuque. She is employed at the U. S. Post Office in Dubuque and he is a second lieutenant in the Marine Corps.

Final rites were held Aug. 25 for Retired Clerk Paul Quinn after only a short illness. He and Mrs. Quinn had been enjoying retirement in their new home on West 2nd Street and had returned just a short time before from a visit in Illinois with their son and daughter-in-law and grandson.

August 25 marked the untimely death of Mrs. M. D. (Arline) Crandell of Newton, daughter of Retired Engineer and Mrs. Bernie Olson of Perry. In addition to her parents, she is survived by her husband, two sons and a sister.

Mr. and Mrs. Joe Murphy welcomed a son in late August. The new arrival should bring much happiness to this close family. Joe is the son of Yard Clerk and Mrs. Ray Murphy of Perry and grandson of the late Conductor Joe Reel.

Conductor Wilbur (Coop) Cooper of Marion retired recently after 47 years of faithful service. Starting on Mar. 5, 1923, he worked freight out of Savannah, was a conductor on troop trains during World War II, and in later years was in passenger service out of Marion. For many years he was a regular conductor on the City of Denver-Portland. Coop and his wife, who celebrated their seventh year of wedded life on Sept. 5, invite all to pay them a visit. Their retirement plans include fishing trips to Minnesota and periodic visits with relatives in California. One of Coop's hobbies is collecting pencils with advertising on them. He has a large collection and is interested in trading with others who follow this hobby.

A straight line is the shortest path between a mud puddle and a little boy wearing a new pair of shoes.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Herb Race, engine watchman at the Channing roundhouse, retired recently to start taking life easy at the age of 63. He had been with the railroad since 1947, serving at Channing as a trucker and clerk and as a relief clerk at stations on the Middle District before taking the roundhouse position. A party was held in his honor at the Sagola Township Sportsman Club, of which he is president. Herb plans to remain in Channing to follow his hobby of raising Black Angus cattle and to do some fishing in the wilds of the Upper Peninsula.

Iowa Division

MIDDLE AND WEST

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

When he retired on June 2 as station agent at Perry, Bruce DeVoe was only one year short of a half century of working for the Milwaukee Road. His first and last service was in Perry, but he had worked at many places in between. He was introduced to railroad-ing at an early age by his father, who was an agent and train dispatcher for 63 years.

Mrs. DeVoe is the daughter of a former railroad engineer, so a railroad life was familiar to both of them. They take an avid interest in railroad history, and have a collection of railroadiana that many fans would envy. They plan to keep their home in Perry and travel to visit friends in many places, and of course, visit their son Richard and family in Inglewood, Colo.

Two Perry couples recently celebrated their 60th wedding anniversary—Retired Agent and Mrs. Eugene

IM & D Division

SIoux CITY AREA

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



Mike Lemay

Mike Lemay, son of Car Foreman and Mrs. Ed Lemay, Sioux City, who graduated from Heelan Catholic High School this past June, was listed as a fourth team outfield selection on the 1970 Iowa Daily

Press Association's all-state high school baseball units. Readers of our magazine may remember a previous news item about Mike when he pitched a perfect game in Sioux City's Little League at the age of 12.

Retired Conductor Avery F. Hansen, Sioux City, Ia., passed away in July after a six month illness. He was employed for more than 50 years and retired in 1965. He is survived by his wife, a son and three grandchildren.

Retired Sectionman Russell Johns, 63, passed away recently at his home in Sioux City from a heart attack. He is survived by four brothers and three sisters. Funeral services were held at the Riverside United Methodist Church.

Retired Conductor Earl L. McGarvey, 62, Mason City, Ia., died on July 7. He is survived by his wife, one son and two sisters. Funeral services were held at St. Joseph's Catholic Church in Mason City.

Retired Yardmaster John R. Bankson Sr., 87, Sioux Falls, S. D., passed away also. He was employed by the Milwaukee from 1941 to 1948. He is survived by his widow and a son, John Jr. of Chicago.

Some changes have been made recently in the agencies on the IM&D Division, with R. R. Miner, agent at Canton, S. D., going to Chamberlain, S. D. In talking to Roy, he stated he is looking forward to some good fishing at Chamberlain in his spare time. He was replaced at Canton by Ray Kuckleburg, formerly of Murdo.

B. R. Tipp, formerly sales representative at Miles City, Mont., returned to the IM&D Division as chief clerk at Sioux Falls, S. D.

Pink and blue ribbons are in evidence around the Sioux City area, as well as cigars and candy. We congratulate Lt. and Mrs. Steve Bear, Sioux City, Ia., on the arrival of Amy Jo Aug. 3. Also Yard Clerk and Mrs. Bill Forsling, Sioux City, upon the birth of John Edward Aug. 7.

Ray A. Kolhoff, district manager-sales at Sioux City, who is president of the Transportation Club of Sioux City, attended the Traffic Club International convention in Denver Sept. 13-15 as a delegate of the Sioux City club. After the convention Ray and his wife, Edna, toured the area around Denver.

September-October, 1970



FAMILY FUN. Locomotive department supervisors in Milwaukee and their families, shown picnicking in Humboldt Park the Sunday of Aug. 16, had a high time. Supervisors from other locations were invited to join the fun. The outing had been planned since February, with Roundhouse Foreman Tom Taylor of Madison (then working in Milwaukee) as the principal organizer. Taylor was also chef for the cook-out—grilled bratwurst, barbecued chicken and ribs, and fresh sweet corn swimming in butter. There were games for the children, softball and horseshoes for the adults, and a portable phonograph for dance music. In short, it was a real nice clambake and they all had a real good time.

COURT VICTORY.

Roger C. Wilhelm, secretary to assistant general manager at Seattle, shown as he won the singles title in a tennis tournament held recently at Moses Lake, Wash. Congratulating him is Dove Alporque of Hawaii, No. 1 ranked player at Big Bend College, who lost the match. The trophy is one of many Wilhelm has collected at tournaments in the Puget Sound area.



AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Carman Art Winkels and his wife and daughter took advantage of Northwest Orient Airlines' pass privileges made possible by the fact their daughter, Suzanne, is employed by it, and flew to Europe this summer, touring Germany by auto and visiting the Rhine River Valley and the Black Forest region. They visited relatives in Germany and then went on to tour Rome and London. In Rome they had a public audience with Pope Paul, and in London they saw Queen Elizabeth, Prince Phillip and Prince Charles on their way to a session of Parliament,

and also had an opportunity to shake hands with television's Ed Sullivan. Art works in the Austin car shop.

Timothy Allen Dahlby arrived on Aug. 6 at St. Olaf's Hospital in Austin. He is the first born of Assistant Engineer and Mrs. Ed Dahlby of Austin.

Jerome Walter, son of Conductor and Mrs. Russ Walter of Austin, is on the dean's list at California State College at Hayward. He attained this standing with a 3.4 grade point average.

Esther Bailey, steno in the division engineer's office at Austin and wife of Retired Time Reviser Jay Bailey, was honored at a kaffeeklatsch on July 31, her last day of work after more than 11 years with the Milwaukee Road.

Safety Shoes Thwart Power Mower Mishap

Before revving up his power lawn mower one day this summer, Merle Haring, chauffeur in the materials division at Savanna, Ill. (left in the picture), observed the usual precautions for operating the rotary type. In Merle's case, this includes wearing steel-tipped safety shoes instead of street shoes. A good idea? Read on.



While mowing on a slope, he slipped on some grass cuttings and his right foot slid under the housing of the blade—thousands of toes are amputated or mangled this way every year. Merle was almost afraid to look, but again a safety shoe had done the job it was designed for. While the leather cap was gone—chewed up by the blade—the steel cap was intact, with only a few nicks to show where it had thwarted the cutting action. The incident brought him a certificate of membership in the Golden Shoe Club—being presented here by Storekeeper Elmer Bahr—and the golden key chain with medallion given to individuals who have warded off injuries by means of the safety shoe habit.

Mrs. Kemma Johnson, who worked full-time for the railroad in past years, and more recently worked part time, stepped into Esther's shoes.

Earl L. McGarvey, 62, retired conductor from Mason City, passed away in a Mason City hospital on July 7. Mr. McGarvey worked as a conductor in Mason City from 1933 until his retirement on June 14, 1969. He is survived by his wife; one son, Patrick E., Chaska, Minn.; and two sisters, Mrs. Larry Delsing and Mrs. Harry Gilbert, both of Redding, Calif.

L. J. "Lefty" DeSomery, retired assistant engineer, passed away at his daughter's home in Stamford, Conn., on Aug. 23. Burial was at Charleston, Miss. Lefty started with the Milwaukee at Minneapolis in May 1920 and retired at Austin on Aug. 31, 1964. Since that time he had made his home in Mississippi, but had returned to Austin on several occasions during the summer to help out in the engineering department and to visit.

Ford D. Bacon, retired Austin switchman, passed away at St. Nicholas Hospital in Sheboygan Falls, Wis., where he made his home. He retired in 1966. He is survived by his wife, Helen, a brother, Roger F. of Alameda, Calif., and a sister, Mrs. Elliott Young of Lyle, Minn.

The Milwaukee Road-MMTC fifth annual golf tournament was held at Austin's Ramsey Golf Course on Aug. 30, with 61 entries. This year the championship trophy went to La Crosse, with Russ Bakkum firing a respectable 77 into the wind to take the title. Noel McGuire of Austin was runner-up with a 78. The balance of the championship flight field was Bob Hinkles, Marquette—81; Gene Groh, Medford, Minn., and Arlon Tesch, Austin—82; G. C. Williams, Minneapolis,

and Jim Rushton, Austin—84; and Gene Smith, Austin, Don Peterson, Minneapolis, and Walt Eau Claire, Mason City, bunched at 85.

First flight winner and the runner-up were Austin's Buzz Smith and Craig Bradash. Second flight, A. B. Kalland and W. K. Peterson of Austin, first and second respectively, in a play-off. Third flight, Jim Lingbeck and Dick Jahr of Austin in a tie—Jim won the toss. Fourth flight, Bill Hayghe, Mason City, first, and Duffy Nunley chipped in to win a tie for second over Chuck Buzicki of Mason City. Fifth flight, won by Pat Cochlin in a playoff with Connie Masyga, which went to two extra holes; both players from Austin.

The ladies had a match also, with 16 entries from Mason City, Charles City, the Twin Cities and Austin. Mrs. Howard Rafferty won the championship and Mrs. Noel McGuire took the first flight. Both ladies are from Austin.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

The Galewood freight office now has central air conditioning, and we are thankful to the Milwaukee Road for thinking about its hard-working employees being cool and comfortable.

Sympathy was extended to the family of Ray Bishop, chief clerk, upon the death of his mother, Helen, after a long illness. Mrs. Bishop was the widow of Norman Bishop, who was agent at Division Street.

John F. Millard was honored at a farewell party given by the regional data office and freight agent's forces.

Mr. Millard was promoted to the position of assistant auditor of freight accounts and overcharge claims at the Fullerton Avenue office. After the presentation of an attache case, wallet, and pipe ash tray, all were treated to cake and coffee. W. T. Jepson from Milwaukee is our new regional data manager.

Johnny Ewing, carload notice clerk, underwent surgery and is recuperating at home at this writing. Bob Colburn, car records, is on sick leave also.

Rory Lynn, six-year-old daughter of our new chief rate clerk, Rocco Losito, underwent serious surgery Aug. 10, and as of this writing, is still in Central DuPage of Winfield Hospital, Winfield, Ill. She says, "Keep those cards and letters coming!"

Thirty-first wedding anniversaries were celebrated Aug. 26 by Ted and Sophie Zielen, and on Sept. 2 by Bernard and Bess Halverson.

Wedding bells rang for Sgt. John and Corinne Boyle Mullaley on July 19 in Grace United Church of Christ in River Grove. Corinne is the daughter of Stanley F. Boyle, 35-year employe of the railroad and mayor of the Village of River Grove. The newlyweds are now in Colorado Springs, where John is finishing his last six months of two years' service. He spent one year in Vietnam.

Tina Decker Ostien was married in a small church ceremony on July 28. Tina is one of Galewood's young bill clerks.

Moving to Kentucky is Ursula Michler, one of our new young bill clerks.

Paul E. Nelson is the new cashier at Healy Station.

Phil Scorza, rate clerk, returned from three weeks in Europe all enthused over his Pan American 747 flight to Rome. He touched nine different countries throughout Europe, trav-



THE BEST OF EVERYTHING for a happy retirement are the wishes expressed to Leona Dietrich, assistant bureau head of the general statistical bureau in Chicago, by W. C. Wilson, auditor of expenditure (left), and M. J. Schlee, assistant to auditor of expenditure. Leona, who had 37 years of service with the Milwaukee, was honored at an office party and presented with many personal gifts as well as cash by her co-workers.

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Michael Sol Collection

eling first class for 21 days on the Eurorail Pass he purchased in the USA for \$110.00.

Sympathy was extended to the family of Ray Walla, per diem clerk, who passed away after a long illness. He was in to visit the week before he died.

Returning from a tour of duty in Vietnam is N. T. Guthrie, formerly Galewood car records IBM operator.

Pat Hester is a new young face around our office, doing booking and comp work.

Eleanor P. Mahoney, your correspondent, is now with the Road four months and enjoying her work very much.

BENSENVILLE

Delores Barton, Correspondent



Sonia Abraham

Sonia Abraham, 13, daughter of Freight Service Inspector Andy Abraham and wife, of Roselle, is one of the top twirlers in the Velvet Viking Junior Drum and Bugle Corps of Glen Ellyn which won the grand

national championship in the American Youth on Parade competition held at Notre Dame University July 31-Aug. 1. The victory marked the first time a corps has won the national championship consecutively.

The group went into the competition as international champions, the title it won last year in Canada after winning both the junior and senior events in the American competition. Sonia, who has been baton twirling about three and a half years, helps instruct classes at the Hoffman Estates Park District.

At the 52nd American Legion Department of Illinois convention held at the Palmer House in Chicago July 23-24, Chicago Terminal Engineer William A. Gosse was acclaimed first place winner in compiling and writing a one-year comprehensive Legion Post history. Entries were judged by a panel of members of the Illinois American Legion Historians Association. The Illinois Department is comprised of 25 districts with 1,061 Legion posts and 191,000 members. Bill served as Post historian for Franklin Park Post #974 in 1969-70 and currently is 3rd vice-commander and public relations officer for that Post.

James E. Bachelor, who retired in 1949 as machinist at the Bensenville roundhouse, passed away on June 1. He was the father of Martin Bachelor, painter at the Bensenville roundhouse, and grandfather of Barbara Quill of the car department at Bensenville. Sympathy was extended also to the family of Retired Engineer John Zapfel, who passed away Aug. 9 in Orlando, Fla.

Dr. Kenneth L. Fisk, retired company physician, was an honored guest

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One Hundred Per Centers for Health Research

Milwaukee Road employes on the Second District of the Dubuque & Illinois Division have joined the legion of men and women concerned with the battle against multiple sclerosis. Thanks to the solicitation efforts of Locomotive Engineer P. M. Sowle, every employe on the district responded to the National Multiple Sclerosis Society's recent fund raising appeal.

Signifying their 100 per cent contribution is a Citation of Merit from the society's chapter in Dubuque, Ia. The award, which was presented at the annual picnic for victims of multiple sclerosis in the Dubuque area and their

families, cites the employes for "distinguished service to our fellow Americans . . . and for hastening the day when this crippling disease eventually will be brought under control."

Of the 142 victims of multiple sclerosis in the Dubuque area who benefit from programs administered by Dubuque Chapter of Multiple Sclerosis, four are directly connected with families on the D&I Second District. Engineer Sowle, whose wife has this health problem, is one of the loyal group of volunteers who make up the front line in seeking support for the chapter's fund raising and other activities.

G. W. Riley, assistant superintendent of Dubuque Shops, represents employes on the Dubuque & Illinois Division Second District in accepting the merit citation from Mrs. Nola L. Gracie, eastern Iowa chairman of the National Multiple Sclerosis Society.



at the Fenton High School in Bensenville on Aug. 9.

Bob Mueller, former C&M Division fireman and son of District Master Mechanic E. J. Mueller, has opened dental practice at Vista, Calif.

Tom Schoeneck, son of Assistant Superintendent Ken Schoeneck and wife, was married in Texas on Aug. 16. Tom works as relief yard clerk during the summer months.

Rocky Mountain Division

EAST END

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

Paul Braut, grandson of Retired Carman and Mrs. John Braut, was awarded the Most Valuable Player trophy for the 1970 Legion baseball season at Miles City. Besides pitching, Paul played right and left field, was one of the team's leading hitters, and was credited with 17 strikeouts in one game.

A week-long reunion of ex-Legion ball players from the beginning of Legion play up to the present was held in

Miles City in July. Many members of the Milwaukee family attended. Retired Ticket Clerk Ira "Shorty" Rodgers, a coach for many years, received a standing ovation from the crowd.

Several members of the local Eagles lodge engaged this summer in a project to improve the cooking facilities at the city water plant, where many people gather for picnics. Included in the group were Retired Yard Foreman Bill Norton, Engineer Mel Timberman, Carman Martin Kelm, Retired Carman Al Kelm and Conductor K. M. Peterson.

Dana Haggerty, son of Engineer and Mrs. Wayne Haggerty, and a recent high school graduate, displayed a number of his paintings and art work in a local furniture store this summer. Dana works with water color, oils, plastic paste, tissue paper, razor blades, canvas board, oiled wood and even tree bark. He is planning to major in art this fall and eventually teach and paint.

Retired Roundhouse Clerk and Mrs. Arnold B. Running celebrated their 50th wedding anniversary on Aug. 14. A couple of weeks prior, members of both sides of the family gathered in



MANAGER OF ARRL NETWORK IN MONTANA

Harry A. Roylance, electronics equipment maintainer headquartered at Harlowton and operator of amateur radio station W7RZY, recently was elected section communications manager of the American Radio Relay League in Montana. The duties entail responsibility for the cooperation of the members in activities such as message handling, microwave experimentation, and emergency and civil defense communications preparedness; the maintenance of technical and operating proficiency throughout the section, and the appointment of league members as leaders in specialized amateur fields. In addition to his ARRL activities, Harry is a county communications officer for Civil Defense.

the Black Hills for a reunion and celebration of the occasion.

Retired Machinist H. M. Aggers and wife, with their granddaughter Pamela Lathrop, returned Aug. 19 from a six-week trip on which they traveled more than 4,000 miles. Their itinerary covered points in Wyoming, Utah, Nevada, California, Oregon and Washington. Included were stops in Los Angeles for a visit with Mrs. Aggers' son, Billy Ford, and family, and at North Bonneville, Wash., to visit her sister and brother-in-law.

Hal Anderson, grandson of Retired Conductor and Mrs. A. P. Anderson, was one of 19 high school students forming a singing group who made a five-week tour of Europe this summer to give performances in major cities.

Mrs. A. E. Gray, wife of Engineer Gray, who is president of the Montana Ladies Auxiliary to the Veterans of Foreign Wars, recently attended a conference of state Auxiliary presidents in Kansas City.

Marcia Haggerty, granddaughter of Retired Engineer and Mrs. B. O. Haggerty, has been awarded an honor scholarship from Montana State University. She is a senior majoring in micro-biology.

Navy Seaman James R. Bundy, son of Engineer and Mrs. C. C. Bundy, is now serving aboard the amphibious assault ship USS Okinawa.

Mrs. R. H. Zuelke, wife of Engineer Zuelke, attended the UTU auxiliary convention in Columbus, Ohio, as the

delegate from Miles City. She was accompanied by her daughter Mary Helen and mother-in-law, Mrs. H. E. Zuelke. After the convention they went on to the east coast, stopping in Washington, D. C., and New York City, and visited in New Jersey with the elder Mrs. Zuelke's son Earl, a commercial artist working in New York.

Mrs. John Braut, wife of retired carman, was visited this summer by her sister, Mrs. Inga Myland of Stavanger, Norway, whom she hadn't seen in 43 years.

Miss Jane Opp, granddaughter of Retired Section Laborer and Mrs. Jacob Opp, was the Miss Montana contestant in the Miss America pageant on Sept. 12.

Local TV station KYUS recently ran the film "Danger Lights," a 1929 feature of which a good part was made in the Miles City area. After the showing the manager invited viewers to call in if they recognized anyone in it, and he would re-run that portion. He has agreed to show it again, giving a little advance publicity so more may have an opportunity.

Congratulations to Signal Inspector and Mrs. Larry Natzel on the birth of their second daughter Aug. 24; to Conductor and Mrs. K. M. Peterson on the birth of their first grandson July 29; and to Retired Machinist and Mrs. Jack Fulks on the birth of their first great-grandson.

Sympathy is extended to the follow-

ing on deaths in the family: The William Curries—Mr. Curry, retired machinist, passed away July 12 . . . The family of Mrs. Helen Gluyas, mother of Yard Clerk William R. Gluyas . . . The Anders Magnesen family. Mr. Magnesen, a retired brakeman, passed away July 23 and his wife, Gladys, on Aug. 2 . . . The family of Agnes Miller, wife of Retired Baggage-man T. P. Miller . . . The family of Vera M. Cooper, mother of Mrs. William Virag . . . The family of Mrs. Anna Erickson—she was the widow of Erick Erickson, a former B&B foreman . . . The family of Mrs. George Reid, mother of Engineer H. I. Reid . . . The family of Jean Freimark—Jean was the daughter of Retired Chief Clerk E. C. Carlson . . . The family of Florence Shine Hanzlik, daughter of the late W. P. Shine, retired conductor. Her mother is still living in Miles City . . . and to the family of Thomas Chappell, a former Milwaukee employe who passed away Aug. 2.

HARLOWTON—GREAT FALLS

E. H. Mielke; Correspondent
Roundhouse Foreman, Harlowton

Pleasantly surprised on their 51st wedding anniversary were Mr. and Mrs. James Poulos with a gathering of the clan. James and Christine Flint were married in Billings, Mont., on July 5, 1919. The family includes three sons, Harry of Spokane, a former Carman at Harlowton retired on account of disability; John of Salt Lake City; and Louis of Oakland, Calif.; and a daughter, Helen, wife of Foreman Fred Fulks of Harlowton. James started railroading with the NP as a carman at Laurel, Mont., in 1916, came to the Milwaukee's car department at Harlowton in September 1923, and retired on Oct. 1, 1962.

Larry Varland, son of Roundhouse



Mr. and Mrs. James Poulos of Harlowton, Mont., celebrate their 51st wedding anniversary. See Correspondent Ed Mielke's items.

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Clerk Wesley Varland, and a former roundhouse hostler at Harlowton shops, has received a scholarship from the California Congress of Parents and Teachers. He will apply it to a course of study in the field of counseling and guidance.

Harold Backen, a former carman at Harlowton, passed away recently. Burial was in the Harlowton cemetery. Mr. Backen was born near Oslo, Norway in 1870, came to Big Timber, Mont., in 1900, returned to Norway in 1905 to marry Mary Aspelund, and returned to ranch in this area until he came to the Milwaukee in 1943. He retired in 1953. His wife passed away in 1962.

New Milwaukee Roaders include a son in the family of Brakeman Lee Burrington and a daughter in that of Roundhouse Laborer Ray Vernia; also a grandson for Yard Clerk Ella Hunter, a granddaughter for Roundhouse Electrician Wally Stetson, and a grandson for Roundhouse Foreman Carman Anderson.

Operator R. N. Voller has been assigned as the new agent for our entry into Billings, with headquarters in downtown Billings. Bob was at Harlowton the last two years.

James Trapp, former roundhouse foreman, was on the welcoming committee for the Model T cross-country racers who came through here. Jim had his restored Model T at the rest area.

Pamela Sue Steinhauser, daughter of Cashier and Mrs. Robert Steinhauser, and Leonard Walla of Sidney, Mont., were married in Zion American Lutheran Church, Lewistown, Mont., June 17. They are making their home in Harlowton.

Roundhouse Laborer Roger Lindsley and Karen Shepherd, daughter of former Machinist Helper and Mrs. Bill Shepherd, were married June 27 in the Federated Church in Harlowton. The ceremony was very pretty with all the trimmings.

Retired Section Foreman George Rhone passed away in Iowa this past year at age 85. He retired in 1948.

Ray Grensten, retired section foreman of Great Falls, who is so good with news to me from further up the North Montana area, has moved to Lewistown, Mont., "to be near the good fishing."

Alvin Pitman, retired station agent, passed away at Lewistown at age 57. Interment was in Sunset Memorial Gardens near Lewistown. He is survived by his wife, Ada, four sons, his mother, a brother and sister and five grandchildren.

It was hot and dry out in our country this summer. At this writing we have extensive forest fires in the mountains north of Harlo with burned off timber to the extent of several thousand acres. Fires were caused by lightning. Many Indians from the Hardin area are on the fire lines, as are local National Guardsmen. Tons of fire retardant have been dropped by planes.

September-October, 1970

Teen Astronomers Build Own Observatory



The observatory designed by Kim and Terry May to house their telescope is the result of their combined talents. Terry (in the dome) did most of the actual construction and also built the protecting fence in the background. The telescope itself is a Newtonian 8-inch reflector type more than 5 feet long and has from 55 to 1640 power. (Mobridge Tribune photo by Jo Hall)

Two high school students at Mobridge, S. D., have a head start on becoming astronomers, and to an extent that comes as a large surprise in that locality.

Kim and Terry May have built their own observatory, keep a log of their star-gazing, and not content with just a big telescope, are grinding a lens for a still larger one.

Their parents, Engineer and Mrs. Carlos May, are a little surprised themselves. Says Joan May, trainmaster and roadmasters' steno-clerk at Mobridge, "They've always been interested in science, astronauts and such. They seemed to know what they were doing, so we let them go ahead."

Kim is a 1970 graduate of Mobridge High School, and Terry is a junior this fall.

Their backyard observatory is a small scale replica of Palomar observatory in California, made from studies of its design and hours spent in the Adler science center and planetarium in Chicago. Terry did most of the actual construction.

The heavy plywood structure is 10 feet in diameter and 12 feet in height. The floor is three feet above the ground to afford good viewing with the telescope, which is mounted on a solid con-

crete pedestal. The dome revolves smoothly on rollers, and the door glides open and shut on wheels operated with pulleys.

The telescope, Kim's contribution from money earned playing in a local band, is an 8-inch reflecting Newtonian type. It was ordered early last year, but delivery was so slow that the brothers decided to cancel the order and bought materials to make a 12½-inch reflector type. In the meantime the telescope on order arrived, and they kept it to use while working on the larger one.

The brothers log everything they view. The moon is a favorite to watch, because of their interest in the astronauts. One night Terry had a thrilling experience. "I had it lined up sharp and clear," he explains, "when suddenly I saw people! It just happened that a plane had flown into my line of vision, and I was looking right into the window!"

The telescope on which the brothers are working will require a larger observatory, and they have already made plans to house it. The new structure will be made of brick 18-20 feet high, and a silo top will be modified for the dome. It will contain a dark room for photography. They plan to build on a hill-



Joe M. Hoerl, who retired recently as assistant chief clerk to the agent at Milwaukee, receives a Gold Pass for 50 years of service with congratulations from Agent K. A. Anonson, left, and R. E. Chalifoux, the former agent now trainmaster at Bensenville. See Correspondent Pearl Freund's news.

(Continued from page 29)

top outside of town to gain better visibility.

Kim, looking ahead to college, hopes to major in astrology and is interested also in psychiatry. This summer he worked as a relief clerk for the railroad at Moberge. Terry leans toward architecture, but astronomy is his chief interest at present. When school resumed this fall he had an eye on the science fair at Brookings, and scoring in the state contest.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

Rocky Mountain Lodge No. 66 held its annual Fourth of July picnic at the Orofino Camp Ground with many members in attendance. Games of all kinds were enjoyed by children and adults alike, and delicious food was catered by Pearl's Cafe. Those who attended are looking forward to next year's picnic, and hope more members will join the fun.

Division Engineer R. H. and Mrs. Michaels were honored at a farewell dinner party at Landon's Lounge when they left for Chicago, where Mr. Michaels was recently appointed assistant engineer of track.

Mr. and Mrs. F. L. Striebel are again making their home in Deer Lodge since Mr. Striebel's recent transfer from Bensenville, Ill., to replace Mr. Michaels as division engineer of the Rocky Mountain Division.

Sympathy was extended to Alma Harrison, clerk in the office of the division engineer, on the recent death of her husband, Ben.

R. F. Labbe, car foreman at Deer Lodge, is to be congratulated on his election as president of Kiwanis effective Oct. 1.

William E. Perkins, who retired from service in the car department at Deer Lodge Aug. 1, 1953, passed away recently. Condolences were expressed

to Mrs. Perkins and their family.

J. W. Stuckey has been transferred from Bensenville, Ill., to Deer Lodge as superintendent of the Rocky Mountain Division.

Mr. and Mrs. W. F. Plattenberger were entertained at a coffee hour at Landon's Lounge to mark their departure from Deer Lodge, following Mr. Plattenberger's appointment as superintendent of the Twin City Terminals with headquarters in St. Paul. Assisting in serving were Mes. H. B. Johnson, M. E. Beckert and C. E. Cornwall.

Anthony E. Patch, assistant roadmaster, Alberton, passed away recently in a Missoula hospital. Survivors include his wife, Betty, an operator for the Milwaukee; a son, Michael; and a daughter and son-in-law, Mr. and Mrs. Kurt Page, all of Alberton.

Ivy Christmas, PBX operator in Deer Lodge, vacationed recently with her family in Germany. One of the exciting highlights of the trip was attending the Passion Play.

D & I Division

Eunice Stevens, Division Editor
Superintendent's Office, Savanna

Miss Julia Claire Novak has been granted a graduate assistantship in the piano department of the University of Iowa at Iowa City for the 1970-71 school year. She will instruct piano majors while working toward a master of fine arts degree. Julia received a bachelor of music degree from the University on Aug. 7. She is the daughter of A. C. Novak, retired superintendent of road and suburban passenger service and personnel, and Mrs. Novak of Savanna, and a 1966 graduate of the Savanna Township High School.



Julia Novak

Arthur J. Erickson, Second District retired conductor, passed away in Finley Hospital, Dubuque, Ia., on Aug. 30. Burial was in Linwood Cemetery, Du-

buque. Surviving are the widow and a brother. At the time of his retirement, May 1959, Mr. Erickson's railroading career covered 55 years.

First District Engineer Steve (Joe) Kampas suffered a heart seizure and passed away in Loyola Medical Center, Chicago, July 26. Funeral and burial services were conducted in Savanna. Steve entered the service of the railroad in the maintenance of way department Aug. 15, 1942 and continued in that department until Dec. 13, 1947, when he transferred to fringing service. He was promoted to engineer March 7, 1957 and was in active service up to the time of his death. Surviving are the widow and three sons, four brothers and a sister.

Charles A. Pullen, retired mechanical department clerk, Dubuque, passed away at his home in Dubuque on Aug. 10. Funeral services were held in Dubuque, with burial in Linwood Cemetery. Surviving are his widow, son Charles and daughter, Mrs. Fred Kautman of Dubuque; a sister in Elkader, Ia., and seven grandchildren.

Retired First District Engineer Herbert T. White, of Sabula, Ia., passed away in Mercy Hospital, Clinton, Aug. 20. Funeral services were held in Sabula, with burial in the Evergreen Cemetery there. At the time of his retirement, Mr. White's railroading career spanned 45 years. Surviving are his widow, a sister and a brother.

The Oak Park Bible Church, Savanna, was the scene on Aug. 22 of the wedding of Joan Ellen Bowers and Gregg Lyle Orr, son of Assistant Superintendent and Mrs. Duane Orr, Milwaukee. Joan is the daughter of Mr. and Mrs. Robert Bowers, Savanna. A reception followed in the home of Mr. and Mrs. James Henry on Third Street. The young couple will reside in Milwaukee. Grandmother of the groom is Mrs. Fred Orr of Savanna.

Congratulations to the new grandparents, Car Foreman and Mrs. C. J. Engaldo of Savanna, upon the arrival of a boy at the home of their son David.

Merritt Noble of McGregor, Ia., has informed us that his mother, Mrs. Christine Noble, passed away in May at the age of 83, after a long illness. Mrs. Noble, who was widowed in the flu epidemic of 1918, took a business course to support her three small children and upon graduating from the Hamilton Business College in Mason City in 1919, began working for the railroad at Marquette, Ia. She was employed there as a clerk and stenographer until her retirement in 1955.

Milwaukee Terminals

MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Beverly Jean Blanck, the daughter of Muskego Yardmaster E. H. Blanck, who was chosen this year's Miss Wauwatosa Teenager, placed among the

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Michael Sol Collection

top ten finalists in the Miss American Teenager Pageant at Wausau on Aug. 22. Contestants were selected on the basis of scholastic achievement, civic contributions, poise, personality and appearance. Beverly attends Wauwatosa West High School.



Beverly Blanck

Robert Blanck

The Blancks' son Robert, who was married recently to Mary Suzanne Shea, daughter of the late General Superintendent Shea, received cum laude honors at his graduation from Northland College in Ashland. Since graduating he has been employed as an accountant for the Woolworth Corp.

Our sympathy was extended to the following: Retired Yardmaster Fred Curd on the death of his son, Fred Jr., on July 4 . . . Switchman Dan Woydal on the death of his mother July 14 . . . Yardmaster John Grozkiewicz on the death of his mother July 29 . . . Retired Yardmaster Earl Falconer on the death of his wife Aug. 21. Mrs. Falconer was also the mother of Yardmaster Norvin Wolf.

Congratulations to C&M Conductor Doug Grzegorzcyk and his wife on the birth of a girl, Julie Anne, July 9.

The ITU annual picnic was held Sunday, Aug. 30 at Lannon Park. Refreshments were served and good time was had by all.

John G. Weise, 72, retired agent-operator at Wauwatosa, was killed July 1 in an automobile accident while en route from Anoka, Minn., to visit his brother in Kanas. Mr. Weise suffered a heart attack. Funeral services were held at Anoka. Mr. Weise started his railroad career as an operator at Muskego Yard.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

A cake and coffee treat in the office Sept. 1 marked the departure of Regional Manager W. T. Jepson for his new position as regional manager at Chicago, succeeding J. F. Millard. Mr. Jepson had filled the Milwaukee position since Feb. 2 this year, coming from the Minneapolis Regional. It was his second stint at Milwaukee, having served previously as assistant manager. The employees presented him with a set of desk accessories.

R. Symicek, assistant manager, departed for a new position as manager of the Aberdeen regional office. Rollie was employed on various positions in the Milwaukee Terminal prior to his promotion to assistant manager here. Mrs. Symicek and their two children



HARLOWTON HIGH ENGINEERS. Cheerleaders of the 1969-70 school year at Harlowton (Mont.) High School were the "Engineers," so named in recognition of Harlowton's importance as a division point on the Milwaukee Road and the eastern terminus of the electrified system. From left are Margaret Maixner, daughter of a dentist; Jan Girard, daughter of Roundhouse Foreman Girard; Leta Cooney, daughter of a rancher; and Michelle Stearns, daughter of the editor and publisher of the Harlowton Times. They are wearing engineer's caps and bandanas, and blue and white striped jumpers appliqued with little red trains. Margaret and Jan, now seniors, are cheerleaders for 1970-71, Leta is attending Ripon College, Ripon, Wis., and Michelle is a freshman at Gonzaga University in Spokane.

GOING WEST. D. L. Sullivan, secretary in the traffic office at Miles City, Mont. (center), is presented a gift at an office gathering when he transferred recently to a position in the general manager's office at Seattle. Wishing him well are Sales Representative B. R. Tipp (right) and Trainmaster-Traveling Engineer McLean.



WISHES FOR A HAPPY RETIREMENT are extended to Section Foreman and Mrs. Felix Orrino of Bonner, Mont. (center), by Roadmaster Vince Perrone (left) and Assistant Roadmaster T. A. Patch at a party held in their honor at Missoula. The occasion was marked by the presentation of a gift to Mr. Orrino from friends and associates throughout his territory.





GOLD PASS VETERAN. Retired Agent I. J. Blazek shown at home in Forsyth, Mont., as he was presented a Gold Pass with congratulations from Superintendent W. F. Plattenberger, right (recently appointed superintendent of the Twin Cities Terminals), and Division Engineer F. L. Striebel. Upon retiring, Blazek had more than 54 years of service at stations on the Musselshell seniority district.

will join him in Aberdeen.

Shirley Carlson left the railroad to take a position at the Milwaukee Athletic Club.

R. E. Vischer, regional manager at Minneapolis, has been appointed manager at Milwaukee, arriving on the scene Sept. 1. Mr. Vischer is no stranger to most of the employes, having spent some time here while he was a traveling auditor.

Mrs. David (Carolyn) Cartwright, bill and expense clerk, gave birth to a baby boy Sept. 8 at Waukesha Memorial Hospital. "Jeffrey" is the name selected by the happy parents.

AGENCY



Michael Stelzel

Michael K. Stelzel, a private first class in the Marine Corps, is now stationed in Vietnam, serving with H Battery, 3rd Battalion of the 1st Marine Division. He enlisted last year and underwent boot training at the recruit depot in San Diego. Mike is the son of Kenneth Stelzel, chief yard clerk in the Humboldt District, who served with the Marines in World War II.

A welcome was extended to the new freight agent, K. A. Anonson, who moved to Milwaukee from Winona, Minn., where he was agent. He succeeded R. E. Chalifoux, who was promoted to trainmaster at Bensenville. A farewell dinner was held for Mr. Chalifoux at the Maryland Steak Ranch, with a large attendance of employes, friends and patrons of the road.

Assistant Chief Clerk Joseph M.

Hoerl wound up his railroad career on Aug. 31 after 50 years of service. Starting as a messenger on July 3, 1920, he subsequently held various clerical jobs until the Depression. He then worked as a yard clerk in several districts and as a general clerk at North Milwaukee, and with good timing, became a rate clerk at Chestnut St. when the breweries went into full operation. Joe served under eight freight agents up to the time of his retirement, working as assistant chief clerk the last seven years. He will be kept busy doing the many tasks that fall to a home owner, and already has taken delight in shutting off that morning alarm. A buffet dinner was planned in his honor Sept. 18 at Moser's.

Francis Walter Vail took his pension on May 27, retiring from the yard clerk position in the Walnut district, where he had serviced the Schlitz Brewing Co. for many years. He started as a messenger in 1920 at the old Fowler Street station and had filled numerous yard clerk positions in the Milwaukee Terminal.

Milwaukee Shops

MATERIALS DIVISION

Rudolph Freuler, retired sectional stockman, and his wife, Norma, have celebrated their golden wedding anniversary. Their son, the Rev. John Freuler, a missionary in Brazil, was granted permission to extend a leave here until the anniversary, which was celebrated at a mass in St. Nicholas Church, Milwaukee. A reception followed at the Lincoln Park Pavillion. Mr. Freuler retired in 1960 after 41 years of service. He is a former general chairman of the Hiawatha Service Club and for a number of years served as chairman of the materials division blood bank.

OFFICE OF MECHANICAL ENGINEER

Harold J. Montgomery, assistant engineer, joined the retired class on Aug. 31 after 47 years of service. He started with the railroad as a draftsman apprentice at Milwaukee Shops, and after serving his four-year apprenticeship was taken in as a member of the group supervised by Mechanical Engineer Charles H. Bilty. In succeeding years he worked under five chief mechanical engineers.

A party was held for "Monty" on Aug. 28 with more than 90 co-workers on hand. George Wood, general superintendent of the car department, was master of ceremonies and came up with a lively program. Speakers were Merle Benzer, chief engineer of tests; Darrell Fisher, superintendent of the car department; William Rogers, district material manager; Vern Waterworth, shop superintendent of the car department; Richard Drew, shop superintendent of the locomotive department; LaVerne Tarrence, mechanical

engineer; and Joseph Drinka, assistant chief mechanical officer. A very fine letter was read to "Monty" with congratulations from Vice President McGinn. In all, he received over 20 letters from friends who were unable to attend. He also received a plaque inscribed with the names of 156 well wishers.

"Monty" and the Mrs. plan to do a little traveling, now that they have plenty of time. They have two daughters and sons-in-law and six grandchildren. "Monty" has three hobbies . . . bowling, bowling, bowling. His retirement terminated his service to the Milwaukee Road Magazine as a correspondent since 1927.

CAR DEPARTMENT

Niki Pieri, Correspondent

Terry Langsdorf and the former Janice Schaar were married on July 11 in St. Jude Church in Milwaukee. They honeymooned in the Mercer, Wis., area. Terry is a steamfitter in the passenger department.

Kenneth Pawelski, carman cutter in the freight shop, is the proud father of a beautiful daughter, Christine Denise, born July 25.



Mrs. Mabel Peaslee

Mrs. Mabel Peaslee, the mother of George Peaslee, carman welder in the blacksmith shop, was pictured in the La Crosse Tribune upon celebrating her 94th birthday Aug. 14 at Hillview Home. Mrs. Peaslee, a widow, was born in 1876 at Mankato, Minn. She and her husband farmed in the Mt. Sterling area, after which they lived in La Crosse for 48 years. The Tribune article noted that she has 192 descendants—11 children, 39 grandchildren, 112 great-grandchildren and 30 great-great-grandchildren. The grandchildren include Blacksmith Helper Mike Peaslee and Richard, carman in the passenger shop.

Because of an illness some years ago during which she had to remain immobile, Mrs. Verona Hmielewski, Milwaukee freight shop, turned her attention to the study of cacti. She asked for

The Milwaukee Road Magazine

book after book at the library until that source of the subject was exhausted, and then sought other sources of information. When she was able, she started to raise cacti, and has been so successful that over the past several years she has won many awards. This year she won Specialist Awards in many categories at the Wisconsin State Fair, receiving 7 Blue Ribbons for first place, 6 Red Ribbons for second place, and 2 White Ribbons for third place. Congratulations to Verona, who is an example of what study and determined effort can accomplish.

Aberdeen Division

EAST END

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

David Hill, son of Engineer Wayne Hill, recently graduated with honors from Sheppard Air Force Base Aero Medical School. He is now stationed at Travis Air Force Base in California.



David Hill

While at medical school, he was elected Student of the Week twice.

It was in 1910 that Retired Conductor Jim Fay first set foot on the Milwaukee Road as an employe, working between Milbank and Aberdeen. That was in the days of four passenger trains around the clock. They went as far as Aberdeen only. The next year they were extended to the Coast, and passenger business was booming. The trainmaster at Montevideo at that time was Mr. Whipple, and J. T. Gillick held the post at Aberdeen as superintendent. All this came to light when Jim recently received his 60-year button from the UTU Brotherhood.

Conductor Howard Sheimo reached the status of "grandpa" with the arrival of Lisa, who was born recently to Debra Sheimo Enstad.

Ruth McCarthy, retired superintendent's clerk at Aberdeen, S. D., passed away unexpectedly of a heart attack on July 20 . . . Retired Conductor Tim Collins died July 11 in Minneapolis . . . Retired Roadmaster Bill Fuller of Milbank passed away also on July 11. Mrs. Fuller died just a month previous . . . The Harlan McKittricks (section foreman at Britton, S. D.) are mourning the loss of 13-year-old Michael, who was killed July 27 in a motorcycle accident . . . Mark Olsen, 18, of Montevideo, who was a member of John Awe's extra gang at Prior Lake this summer, was killed Aug. 21 in a motorcycle accident in Montana while en route to college in Tacoma . . . Mrs. Bess Torbenson, widow of the former agent at Hopkins, died on Aug. 15 at Wapello, Ia.

Mike Kiroff, sectionman at Montevideo, had a surprise birthday cake on

September-October, 1970



RETIRING WITH 43 YEARS SERVICE, Diesel Foreman Anton Lagowski is shown with some of his co-workers at the Western Avenue shops in Chicago. In front are Foremen L. Krystal (left) and A. Zeller, and in the rear are Foremen H. Urbanski (from left), C. Hood, W. Hallis, C. Williams, Lagowski, District Master Mechanic E. J. Mueller and Assistant Master Mechanic E. A. Rogers. Following his retirement, Foreman Lagowski planned to move to Eagle River, Wis.

CALLING IT A CAREER AT GREAT FALLS. R. W. Zeigler, cashier at Great Falls, Mont. (right), receives good wishes from Agent V. D. Bell at a coffee party marking his retirement on Aug. 1. Mr. Zeigler had 43 years of service with the Milwaukee.



the day he reached 70, and everybody wished him more busy birthdays. Mike has been busy every minute since coming from Macedonia in 1913 and he's a fixture at the Montevideo yard.

Sunday wins again! Sunday has come in first for the last three years at the Chippewa County Fair horse show. She belongs to Donna Taylor, wife of brakeman Dave Taylor.

Retired Agent Bill Witte and his wife have sold their home in Glencoe and around Oct. 1 will be Texans. Their address will be 613 North Eye Street, Fair Park Trailer Court, Harlingen.

Engineer Fred Blabaum has built a home deep in the woods north of Montevideo near the Elmer Ward "estate." It's peaceful and secluded there, but close enough to the tracks to hear the trains whistle in.

He didn't want one, but his friends put on a retirement party for Engineer Bert Himle anyway. There was a dinner at Hotel Hunt and Jerry Ross emceed the program. Retired Engineer Oscar Sorby told a few amusing stories from back there when Bert started out as his fireman.

Engineer R. P. Schleske had a few health problems the past year, so he and Mrs. Schleske sold their Minneapolis home and now live at their lake home at Motley, Minn., where the fish are hungry and cooperative.

We welcome to our division as the new chief dispatcher at Aberdeen Donald W. Peterson, who left Perry, Ia., to steer us through the Minnesota snowstorms come winter.

Among the 3,500 American art students who experienced a sudden end to their European summer tour due to the

bankruptcy of their travel agency was Mrs. Tom Harms of Appleton, wife of one of our summer brakemen and daughter-in-law of Signal Maintainer Gib Harms. Mrs. Harms is an art teacher, and also served as an advisor of the group.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL MANAGER: Donald L. Sullivan, formerly with our traffic department in Miles City, was welcomed to the assistant general manager's office to replace Bill Roberts, who has accepted a position with K-Mart Stores. Don is married and has three children . . . We regret to advise that Samuel Garelick, father of Assistant General Manager Martin Garelick, passed away Sept. 7 at his home in Rochester, N. Y. Funeral services were held in Rochester.

LOCAL FREIGHT OFFICE: Jewell Campbell and wife, Louise, spent their vacation motoring down the coast as far as Tijuana, Mexico, stopping off at Santa Barbara to visit the missions, also Disneyland and Knotts Berry Farm near Los Angeles, and Imperial Beach to do some fishing. Understand that at this writing Noble McDonough and family are on their vacation, following the same path . . . Margarete Treglown, steno to the agent, was happy to have her son, Bob Williams, home for two weeks before he departed for a year's tour of duty with the Army in Germany . . . Charlie Joynt, assistant agent, took a trip to Washington, D. C., to attend his brother's wedding . . . Bill Fogelstedt and wife, Marjorie, have made their yearly

trek to Westport, Wash., salmon fishing capital of the world. As usual, Marj caught the most. Gail Fogelstedt, youngest daughter of Bill and Marj, graduated from Central Washington State College in August. She plans to teach primary grades for the time being . . . Tony Kilvinger, manager of the Milwaukee Motor Transportation Company, accompanied by Dick Toal of National Transfer, traveled by boat 180 miles north to fish Rivers Inlet, B. C., and returned all smiles. The salmon go 50 to 60 pounds . . . Parking around the local freight office was at a premium for a few weeks because of the new big piggyback strip being built a block away . . . Phil Marbut and family are now settled in their new home near Burien . . . Steve Swanson, son of Agent Al Swanson, relieved in the office during the vacation season.

REGIONAL DATA OFFICE: Comp-tometer Operator Nancy McIntyre was honored with a baby shower on July 3. Cake and coffee were served in the office, and Regional Manager M. S. Gilbert presented her with an appropriate gift on behalf of the force . . . Don and Diane Olson and their sons vacationed at Ocean Shores and along Hood Canal . . . Mildred Kinchen, lead machine operator, resigned recently and moved to California, where her husband is with the Merchant Marine. She was honored at a luncheon at the Golden Door at which time she was presented with a lovely going away gift from the office staff . . . Helen Brogue is a new keypunch employe in the machine room . . . Cleo Wilson, with her husband and son, enjoyed a vacation in Canada . . . W. H. Whalen was called to Des Moines recently by the death of his brother-in-law, husband of his sister Jean. Terri Winters and her husband



spent their vacation camping and fishing in Idaho.

YARD OFFICE: Roger Young and his wife spent a wonderful vacation in Hawaii the end of August.

By the time you read this, friends will have already bid "bon voyage" to O. R. Anderson, retired regional manager-sales at Seattle, and Mrs. Anderson. Leaving Sept. 25 via the American Mail Line for a six-week cruise, they will visit 10 ports of call, including Yokohama, Tokyo, Korea, Hong Kong and Taiwan.

At a lovely evening ceremony on Aug. 29, Joan Marie Bahl, daughter of Mrs. George E. Bahl and the late Mr. Bahl, former waterfront checker at Seattle, was married to James Joseph Hasselman in Good Shepherd Lutheran Church in Seattle. The bride, granddaughter of the late Joseph F. Bahl, retired general passenger agent at Seattle, and niece of your magazine correspondent, was a June graduate of Washington State University, where she was a member of Chi Omega Sorority. The groom is the foster son of Mr. and Mrs. James D. Rogers. He will receive a degree in civil engineering next June at Washington State, where he is a member of Farm House Fraternity.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

Luncheons and various dinner parties were held in Tacoma in honor of recent retirees, namely Ray Fink, chief clerk in the freight office; Kenney Alleman, claim clerk in that office; Ann Beaumont, car clerk; and Bernice Clark, general clerk in the superintendent's office and also relief telephone operator. Good wishes and remembrance gifts were presented to them by friends and associates during their many years with the railroad.

Sympathy was extended to the family of Crane Operator C. E. Scheytt, who died suddenly on July 10.

The new chief clerk in the freight office is Joe Johnson, formerly cashier at Tacoma.

Maurice Chier Insurance Agency Has New Address

For the information of Milwaukee Road employes enrolled in insurance plans offered by the Maurice C. Chier Agency, Mr. Chier announces that it is now a division of the Carney-Rutter Agency, with offices at 828 N. Broadway, Milwaukee, Wis. 53202; phone 271-9800.

Mr. Chier will continue to serve Milwaukee Road policyholders, as he has in the past, but since he travels a good deal, it would be well to note the following:

In his absence from the agency, all life insurance cases should be referred to Jean Raeth in care of Policyholders' Service Division, 310 S. Michigan Ave., Chicago, Ill. 60604; phone 822-4769. Disability claims should be referred to Jim Anderson, manager, Accident & Health Claims Railroad Division, at the Chicago address; phone 822-5530. In connection with automobile and miscellaneous casualty lines, call Jack McGregor or June Utech at 271-9800 in Milwaukee.

In announcing the affiliation, Maurice Chier expressed his thanks to the agency's many policyholders on the railroad for their confidence in his service the past 45 years.



1869 PIGGYBACK. "Construction train at Granite Canyon" was the title of this picture of a train of flat cars hauling wogons taken during the construction of the Union Pacific link of the nation's first transcontinental railroad system in 1868-69. The "hanging" switch stand at right is evidence of the rush to build westward from

Omaha. Crews graded only what was necessary to hold the track and moved on—finishing could be done later. The picture was reproduced from a negative made by Andrew J. Russell, official photographer for the UP, who had built a reputation as a photographer of railroad operations in the Civil War.

MONKEYSHINES. A pet monkey that trespassed on the trolley in front of the Milwaukee Road depot at Othello, Wash., caused quite a to-do when its chain tangled in the wires. Swinging by its tail, the monkey freed itself, but the chain tangled again and city firemen were led a merry chase before the stray was brought down.

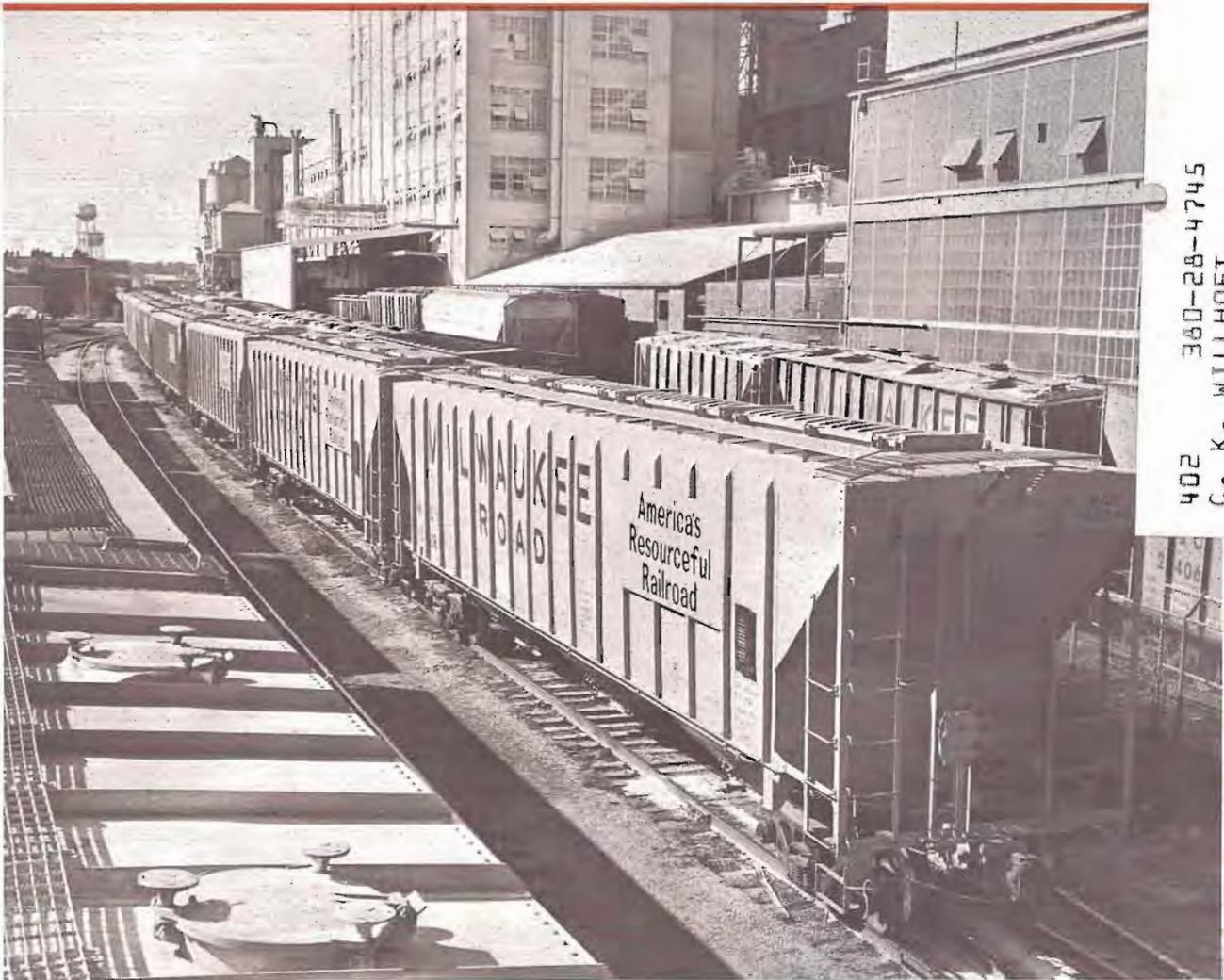
CRUSADER FOR MERCY. B. F. Fuechtmann, assistant to general manager-passenger services (center), looks on as George Bristow, assistant vice president and personnel supervisor of the Illinois Bell Telephone Co., explains the history of the flag to an audience in the R. R. McCormick Chicago Boys Club. Fuechtmann, Bristow and George R. Manuell, servicing coordinator of the Prudential Insurance Co. of America (right), are among 43 executives of Chicago firms on loan to the 1970 Crusade of Mercy in the metropolitan area. The visit to the Boys Club was part of their orientation to Crusade-supported human care services.



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What's New in Milwaukee Road Equipment

The strings of covered hopper cars above are from a new fleet of 500 placed in service this summer by the Milwaukee Road to meet the demand for cars suited to the handling of grain and other bulk commodities. They are shown ready for loading in the milling area of the Menomonee Belt district in Milwaukee, Wis. The cars are of the large size now in demand in the grain trade, with a capac-

ity of 4,740 cubic feet, or 100 tons. They are equipped with sanitary linings, together with trough hatches and three gravity-type center outlets per car for fast loading and unloading. The fleet of 500 represents 1,750,000 bushels of grain carrying capacity. Delivery of the cars expanded the Milwaukee's fleet of covered hoppers to about 3,050. They were built by Pullman-Standard at a cost of ap-

proximately \$8,250,000 and acquired by the railroad through a lease arrangement with Transport Leasing, a division of Pullman Incorporated. The acquisition of so large a fleet of specialized equipment by full service lease is believed to be the first instance of a railroad following the lead of large industrial firms which commonly acquire private fleets of cars through lease arrangements.