

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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Marie Hotton
Editor

**PUBLIC RELATIONS
DEPARTMENT**

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To My Fellow Employees:



THE beginning of a new year is the time when we reflect on the events of the year that has passed and look to the future—when we consider where we have been, where we are presently, and where we are going.

The year 1971 brought many changes to our railroad, some of which will contribute importantly to its growth. Some events reflected the pressures of the sluggish economic period and the

troubled times through which our nation is passing. Our earnings were lower than we would have liked. Let us briefly review some of the highlights:

The long-sought extension of our service to Portland, the gateway between Oregon and California on the one hand and western Canadian markets on the other, became a reality. Progress was made on our proposed entry into Louisville, Ky., a gateway to the South. We became associated with Amtrak, which provided some relief from the financial burden of deficit intercity passenger trains. The Operating Systems Department came into being to provide more sophisticated controls for train and yard operations. A Management by Objectives program was inaugurated to improve the volume and profitability of traffic. A Mass Transit District was established on our suburban line west of Chicago to enable expanded and improved suburban service. New freight car equipment was added to our fleet. Engineering projects to upgrade track and expand yard facilities were carried out during the year.

This is our position as we enter 1972. We are a modern progressive railroad with extensive facilities in 15 states. We have brought the standard of our operations to a higher level than in any previous year and increased our capability to provide a desirable service.

In the year ahead we expect to see a continuation of the progress made in 1971. Although our industry is facing some very crucial problems in the coming year, I believe that by working together we will be able to meet and solve those problems. On this note, I extend to each of you sincere appreciation for your untiring efforts in 1971 and wish you and your families a New Year of happiness and good health.

THE COVER

Steel pipe for an Alaskan natural gas pipeline moves through the Seattle area on the Milwaukee Road. The pipe was en route from Republic Steel Corporation in Youngstown, Ohio, to Seattle, where it was loaded onto a Foss Launch and Tug Company barge and moved to Cook Inlet, Alaska.

The shipment, consisting of 40 carloads of pipe 16 inches in diameter and 60 feet in length, was consigned to Marathon Oil Company and its associates for the laying of 27½ miles of gas pipeline along the west shore of Cook Inlet. The line is the first phase of a project which will ultimately transport gas from offshore wells under the waters of the inlet to the Nikiski, Alaska, area.

James Wolfe, Retired Rail Labor Negotiator, Dies

James E. Wolfe, 69, former chief labor negotiator for the nation's railroads, died Oct. 30 in West Suburban Hospital, Oak Park, Ill. He is survived by his wife, Grace, a son, James R., vice president-labor relations of the Chicago and North Western Railway, and seven grandchildren.

Mr. Wolfe joined the railroad industry at the age of 14 as a coal chute laborer for the Chicago, Burlington and Quincy (now Burlington Northern) and rose through the ranks to vice president of personnel. He left that line to become labor negotiator for the Association of Western Railways, and served as chairman of the National Railway Labor Conference from 1964, when he founded the organization, until he retired in 1967.

Three Presidents appointed him to boards concerned with railroad labor relations, President Eisenhower to the National Railway Commission, President Eisenhower to the board on arbitration of the fireman issue, and President Johnson to a panel to establish wage and work rule guidelines for the industry.

Behind every successful man can usually be found three people: his wife and Mr. and Mrs. Jones.

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Amtrak Revises Transportation Policy For Employees of Participating Lines

The board of directors of Amtrak (National Railroad Passenger Corporation) has modified its transportation privilege policy to permit employees of the 13 railroads operating Amtrak trains who were employed full-time prior to the start of Amtrak services on May 1, 1971 to travel without charge on Amtrak trains operating on their employing railroad.

The existing half-fare privilege of such employees for travel elsewhere on the Amtrak system, as well as of employees hired since April 30, 1971, retired employees, and eligible dependents of all employees for travel on the entire Amtrak system, remains in effect.

The use of Amtrak annual passes good for travel on an employee's home line was expected to be implemented by Dec. 1, 1971. The passes, together with half rate orders, will be issued to the participating railroads, who will furnish them to their employees under Amtrak's guidelines. In both cases, the transportation applies to coach service. However, by paying the appropriate accommodation charge, the employee may upgrade his travel into parlor, sleeper-coach or sleeping car accommodations.

The passes will be issued to active full-time employees who were on the payroll before May 1, 1971 and have been continuously employed

since that date. Such passes will authorize ticket agents to issue free tickets good for space-available transportation locally between points on the employing carrier.

Reduced fare orders will be exchanged at Amtrak ticket offices of the employing or honoring carrier for tickets at one-half the regular coach fare, based on the one-way fare, and also on a space-available basis. Dependent children's half-fare discounts from regular coach fares are permitted on employees' reduced fare tickets.

"Space available basis," as outlined by Amtrak, permits seat or sleeping car accommodations to be reserved or purchased on the day of departure or up to 24 hours in advance of departure. Under Amtrak's policy, free and reduced fare transportation orders are not valid on Metroliners, TurboTrains and certain other trains stated on the orders, or by directives which may be issued from time to time, such as during periods of heavy travel.

Amtrak has announced that annual passes issued to railroad employees will be good for one year, reduced rate orders for three months from the date of issue, and reduced fare tickets for three months from the date of sale.



"I don't like his attitude—always watching the clock!"

The White Gold of

by Martin L. Erickson, Public

"Pray for peace and grace and spiritual food, For wisdom and guidance, for all these are good, But don't forget the potatoes." (Prayer and Potatoes by John Tyler Pettee.)

The Columbia Basin just isn't the same anymore. At least, it is not the same as it was in the early 1930s when Sam Driggs migrated from Idaho to a farm near Moses Lake, Wash., in the heart of the Basin to raise potatoes.

Driggs was the first potato farmer in the Basin, and he was there because C. C. McCormick, agricultural agent for the Milwaukee Road, had talked him into making the move. Driggs must have often wondered why.

Looking out across the Columbia Basin in 1933, about all that Sam Driggs could see was sagebrush and sand. Indeed, that was about all there was—sagebrush, sand and dreams. A few years before, in 1927, some officials from Washington, D. C., and some of the local dreamers held a picnic atop Saddle Mountain down by Othello and looked and talked about the "Columbia Basin Project Dream," but dreams were a dime a dozen. They had plans to bring irrigation water to the area from up north, but that water wouldn't become widely available for several years.

C. C. McCormick talked about that dream of water and productive farmlands to people like Sam Driggs. He must have been a pretty persuasive talker, because people were moving into the Basin and starting dry land farming with the promise that water would be there.

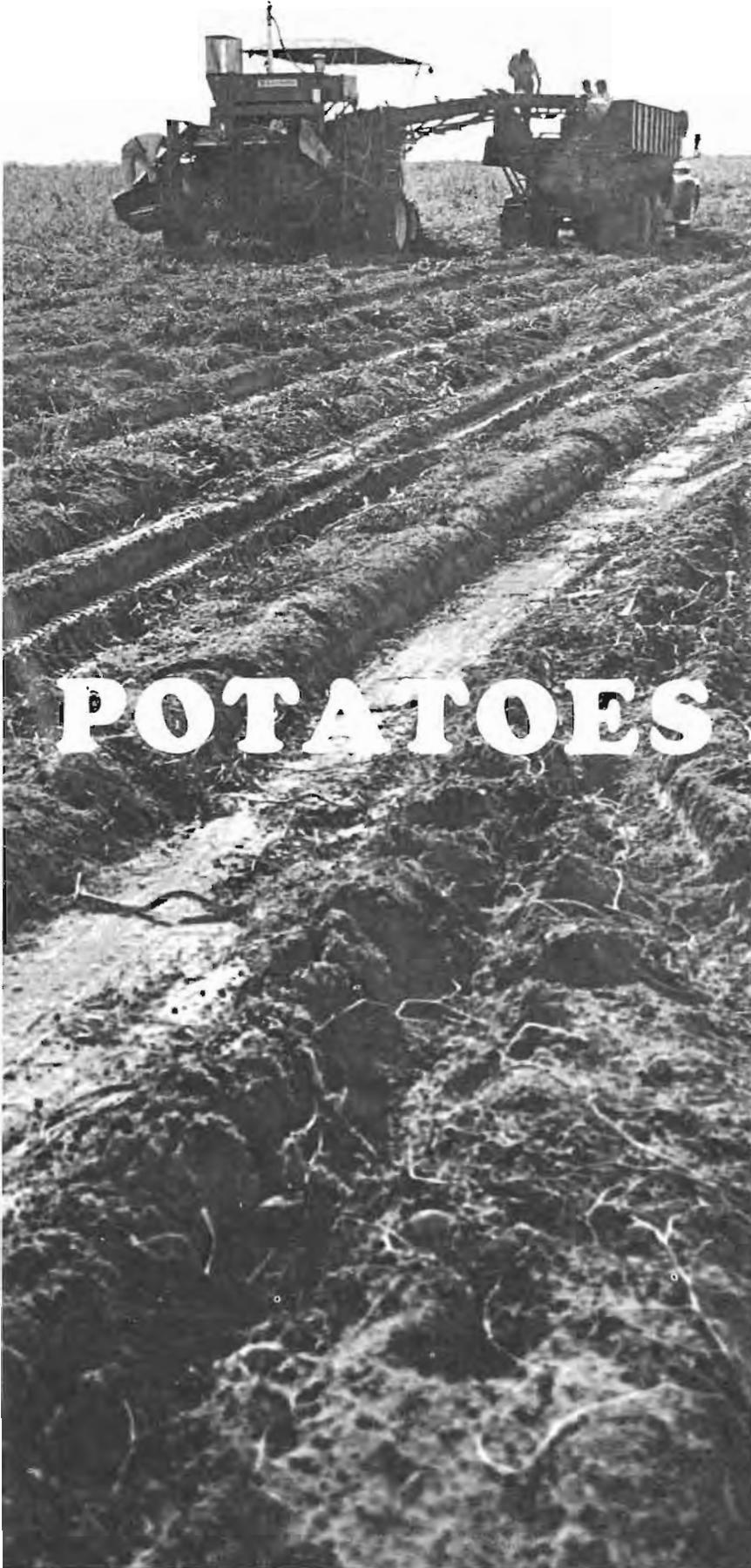
The Bureau of Reclamation started

Washington State University professors and assistants use a Taggares potato field for experimental work in harvesting potatoes to find ways to avoid bruising the crop.

Photos by The Seattle Times except as noted

The Milwaukee Road Magazine

Michael Sol Collection



POTATOES

the Columbia Basin

Relations Representative, Seattle

construction of an irrigation system in 1948 which resulted in the bringing of irrigation to Milwaukee Road territory in 1952. In the interest of strict historical accuracy, however, it should be noted that businessmen in what was then the very small town of Moses Lake were responsible for the first irrigation in the Columbia Basin Irrigation Project. Being alert to the opportunity that was coming, they went to meet it by installing pumping equipment and irrigating an experimental 200 acres in 1939.

This project, carried out with the cooperation of the Milwaukee Road's Agricultural and Mineral Development Department, as well as State and federal agricultural authorities, embraced 6,000 acres by 1945. Long before water from Grand Coulee Dam reached the area as part of the Columbia Basin Irrigation Project itself, there were 12,000 acres of fertile land under cultivation in the immediate area of Moses Lake.

There is a total of 1,029,000 acres of irrigable land in the Columbia Basin Project for which development is contemplated. Not all of the project area is irrigable, but the part that is roughly equals the size of the State of Delaware. By 1964 almost 50 per cent of the system was completed, and more acreage is brought under irrigation every year.

With the coming of water, the land of the rusty windmills became a blooming agricultural garden 100 miles long and 60 miles wide. Little one-street towns became thriving cities.

"Moses Lake had 325 people in 1941, and that's throwing in a lot of cats and dogs," is the way one veteran Milwaukee Road man describes that town, which now numbers 10,310 citizens.

Another Basin town, Othello, has grown from virtually zero to 4,122 population. Water was the key—water that was channeled from the Columbia River at Grand Coulee Dam through miles of tunnels and canals.



At Chef-Reddy in Othello, Wash., truckloads of potatoes from the field are washed and moved to the processing area in this flume arrangement.

The irrigation pumps used to lift water 280 feet on the start of the journey to Basin farmers are so powerful that they could provide enough water in three minutes to fill a glass for every man, woman and child in the United States.

Potatoes are not the only crop grown in the Basin. In fact, they are but one of 63 crops, but they quickly became one of the major crops. The excellence of both the climate and the soil under irrigation made potatoes a natural for the area, pro-

Before French fries are cooked, women pick out the rejects—broken or discolored potatoes.



ducing the nation's highest yield per acre. Potatoes grown in the Basin are known throughout the country for their quality, and the "White Gold" of the Columbia Basin has helped Washington State vault from ninth to third nationally in total potato production. The Washington State Potato Commission estimates that potatoes pump \$350 to \$400 million into the economy of the State each year, and the end of the growth cycle is not yet in sight.

Since the very beginning of the Columbia Basin Project, and even before, the Milwaukee Road has played a major role in the development of the area. From the time the railroad laid track through the Basin in the early 1900s, Milwaukee people were working to bring in settlers. Pioneers like C. C. McCormick knew the wasteland could be productive and worked closely with the new settlers, the Extension Service, the Bureau of Reclamation and local people in helping new farmers get started.

Once water was available, other departments of the railroad pitched in to help locate warehouses, processing plants and other industries. Freight yards and shipping facilities were built. New markets were located. It has all paid off in carloads of freight for the Milwaukee.

At first, through the 1940s and 1950s, long "spud specials" of fresh potatoes rolled out of the Basin from mid-August to early October. Then, in the early 1960s, the trains began to change. National potato consumption was on a downhill trend. The potato market was suffering. Clearly, Basin growers needed some other method of marketing their crops.

In 1962, the Columbia Basin's first potato processing plant was established, and once again the Washington potato industry was on its way. In fact, potato people say that without processing Washington would still be a small producing area.

On the Milwaukee Road, processors include Chef-Reddy (1962), L-B Frozen Foods (1964 and sold to Franklin Potato Growers in 1969), American Potato (1965) and Columbia Industries (1968). The fresh potato shippers such as Sunspiced, Inc., Basin Produce, Skone & Connors and Sunfresh, Inc., still ship many tons of potatoes, but processed potato products are gaining an increasingly larger share of the market.

As the potato industry in the Basin grew and changed, the railroad's handling of potatoes grew and changed with it. Take, for example, a town like Othello. Prior to the coming of potato processing plants to the area, many a high school boy in Othello worked evenings and week ends icing the freight cars in which fresh potatoes were shipped. Then came the machines which chewed up 300-pound cakes of ice, and one man could ice an entire "spud special" in a short time. A later innovation for shipping processed potatoes was the mechanical refrigerator car, which did not require constant icing to keep the potatoes cool.

The growth of the potato processing industry, combined with the development of freight cars of far greater capacity, has made the shipment of potato products a year-round business. By the same token, and despite the fact that fresh potatoes still move over the Milwaukee Road in good volume, the old "spud specials" have become a thing of the past.

The growth of the potato industry in Washington is indicated by the fact that the Milwaukee Road's total carloadings of fresh potatoes and potato products carried out of the Columbia Basin has approximately doubled since 1960, although it takes about 1½ pounds of fresh potatoes to produce a single pound of frozen French fries and about six pounds of fresh potatoes to produce one pound of potato granules.

The story of Chef-Reddy Foods Corporation in Othello might also serve to illustrate the growth of the potato industry in the Basin. It is a



Warehousemen load frozen potato products into a Milwaukee Road mechanical refrigerator car.

On the trimming lines at Chef-Reddy, peeled potatoes are checked for defects.





The industrial district at Othello, Wash., adjacent to the Milwaukee Road yard viewed in a northerly direction. At the upper right are the Othello Ice & Cold Storage plant, Franklin Potato Growers and the Chef-Reddy plant. (Spokane Daily Chronicle photo by Dick Yost)

The picnic held on Saddle Mountain in 1927 for a group of U. S. Senators and Congressmen to promote interest in the Columbia Basin Project.



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story similar to that which could be told about a number of producers in the area.

P. J. Taggares came to Othello in 1959 and started a fresh potato shipping operation. He built the Chef-Reddy plant in 1962 and has since phased out of the fresh potato shipping business completely.

In nine years, Chef-Reddy has grown into the largest frozen potato product facility in Washington. About 150 million pounds of frozen potato products are produced annually, which means that Chef-Reddy pays farmers \$4.5 to \$5 million each year for potatoes. It takes 50 huge 15-ton truckloads of potatoes a day to keep the plant operating 24 hours a day, 270 days a year. Sales in 1970 amounted to approximately \$19 million.

The Taggares firm has branched out into other areas, but potatoes are its mainstay, as they are for many thousands of people in the Columbia Basin.

The story of the Milwaukee Road, the Columbia Basin and potatoes is a story of faith and progress and growth. It is a continually amazing story that might be ended here by asking, "Would you believe it, Sam Driggs?"

I think he would.

Rail Stockholders Receive Exchange Offer for Shares In Holding Corporation

William J. Quinn, chairman and chief executive officer of the Milwaukee Road, announced in November the commencement of the offer by Chicago Milwaukee Corporation to exchange its shares for the outstanding shares of the railroad company. Prospectuses describing the offer were mailed to all of the railroad's stockholders. The offer was set to expire on Dec. 17, 1971, unless extended.

The exchange offer was made in furtherance of a plan whereby Chicago Milwaukee Corporation will become a holding company and the parent of the railroad. The offer is subject to certain terms and conditions, as set forth in the prospectus.

Halsey, Stuart & Co. Inc. and Paine, Webber, Jackson & Curtis Incorporated are acting as dealer managers.

NSC Course Teaches How to Drive Like a "Pro"



The graduating class of the first driving course held this fall in Tacoma. District Safety Engineer R. J. Finnegan (center, light suit) set up the program.

The big news in traffic safety today is the growing grass roots interest in defensive driving.

In cities and towns all over the country drivers are learning how to protect themselves against traffic accidents through a unique eight-hour classroom course based on concepts used in training professional drivers—the National Safety Council's Defensive Driving Course (DDC).

The program, now in its sixth year, is meeting acceptance among widely diversified groups, from scientists to housewives and from high school students to retired teachers. American industry, which created the safety movement in this country

and the National Safety Council, is emerging as one of its strongest supporters.

That industry has a stake in the driving habits of its employees is evidenced by the fact that last year an estimated 22,000 trained workers lost their lives in off-the-job traffic accidents. Although the ability to drive safely is a personal responsibility, a situation which sees 55,000 persons in the United States killed annually in vehicle accidents raises the question of social responsibility. As a matter of legitimate concern, many of the country's leading industries and business firms are now incorporating DDC in their off-the-

job safety programs.

The Milwaukee Road has sponsored the course for employee groups over the past year, starting in Minneapolis and extending the benefits this fall to groups in Milwaukee and the Tacoma area. Attendance is voluntary, and the invitation to participate in the after hours sessions has met an enthusiastic response. Practically every department of the railroad has been represented in the enrollment at each location.

The course, given in two or four-hour segments, is presented by local safety councils, chambers of commerce, and other organizations registered with the National Safety



◀ Employees who attended the course held in Minneapolis Oct. 19-20.

▶ G. J. Barry, superintendent of safety (left), introduces Ned Schiff, fleet instructor of company vehicles for the Wisconsin Electric Power Co., as the instructor for the initial driving course held in Milwaukee.



Council as cooperating agencies in the promotion of traffic safety. Classes are conducted by persons recruited from differing occupations and trained by the Council in an Instructor Development Course. Through this process, traffic safety becomes a community project involving the time and energy of many people.

On the Milwaukee Road, the continuous program is implemented by district safety engineers under the direction of G. J. Barry, superintendent of safety. Cooperating in the presentations to date are the Minnesota Safety Council, Milwaukee Safety Commission and the King County (Wash.) Safety Council.

Defensive driving is defined as "The ability to drive so as to prevent accidents in spite of the actions of others or the presence of adverse conditions." The course material, drawn from courses used to train professional drivers, is designed to teach these techniques to the average motorist, together with standard formulas for avoiding traffic mishaps. Concepts of commercial driving are illustrated with films, charts and other teaching aids.

Class discussions of accidents and near misses drawn from case histories that bring out probable causes and preventability help to develop the student's awareness of a driver's ability to assess and control accident-producing situations. Upon completing the course, the student receives a graduation card and the National Safety Council's Certificate of Appreciation for personal involvement in the traffic safety movement.

As a mass education program, DDC has been earning its way since 1965 when the first class of instructors was trained at NSC headquarters. This group and others from the Council staff went on to conduct 100 field instructor classes in 1965, and 39,000 drivers took the course that year. Second and third generation instructors helped raise the student total to 200,000 in 1967, and to 300,000 in 1968.

Today more than 20,000 instructors are authorized to teach the course and more than one million drivers in the United States have been graduated. It is being taught to drivers throughout Canada, and was recently introduced in New Zealand and several other countries.

The federal government was one



Above and below: A session of the defensive driving course initiated in Milwaukee this fall. Attending are employees in the Locomotive, Car, B&B, Mail & Baggage and Operating Departments.



of the first sponsors, having adopted DDC in 1966 to reduce vehicular accidents to both civilian employees and members of the Armed Forces. The greatest federal participation is in the Army, Navy and Marine Corps. Non-military agencies which utilize it extensively include the Department of the Interior, Atomic Energy Commission, Federal Aviation Administration, Department of Labor, National Aeronautics and Space Administration, and the U. S. Public Health Service.

A program similar to DDC has been made available also to Milwaukee Road employees in the Chicago Terminals. Classes are held in the village hall at Bensenville, Ill. The eight-hour course is presented by the Chicago Police Department, which developed it especially for the railroad's personnel in cooperation with the safety department. A safety

education officer of the Chicago police force is assigned to serve as the instructor. Like DDC, it emphasizes the need to observe traffic laws as a means of avoiding accidents, with the end result of making the average driver a defensive driver.

APPOINTMENTS

Operating Department

Effective Sept. 16, 1971:

T. J. Lloyd is appointed agent at Beloit, Wis.

L. F. Mack Jr. is appointed assistant agent at Galewood, Ill.

Effective Nov. 1, 1971:

The jurisdiction of R. J. Kemp, assistant to vice president-operation, is extended to include general supervision of stations and yard offices.

Chairman Quinn Cites Business Community For Meeting Social Responsibilities



The College of St. Thomas Trustee's Plaque is presented to Chairman William J. Quinn at the Town and Gown Forum dinner by Msgr. Terrence J. Murphy, president of the college. Mr. Quinn was introduced as the speaker by John M. Budd (right), chairman of the Finance Committee of the Burlington Northern railroad.

American business is doing a creditable job in meeting its social as well as its economic obligations, William J. Quinn, board chairman and chief executive officer of the Milwaukee Road, told an audience at the College of St. Thomas in St. Paul Sept. 28.

Speaking on "Business and Its Social Responsibilities" at the college's annual Town and Gown Forum dinner, he said that, in a broad sense, business functions in this country by public consent and its basic purpose is to serve the needs of society in a constructive way. It is necessary for a corporation's own existence that it be highly responsive to the environment in which it lives, he stated.

Mr. Quinn is a graduate of St. Thomas and a member of the Board of Trustees. Following his address, he was presented with its Trustee's Plaque in recognition of his service on the Board. The audience included leaders of business, industry, education and civic activities in the Twin Cities area and members of the college community.

Relating the role of business to social responsibility, Mr. Quinn pointed out that business historically

has discharged this obligation mainly by supplying the needs and wants of people for goods and services, by providing jobs and purchasing power, and by producing most of the nation's wealth.

But despite the nation's achievements, the expectations of the American people with respect to such matters as the environment, education, health care, poverty, crime and drugs have begun to rise at an even faster pace than the nation's economic and social performance, Mr. Quinn observed.

"This collection of attitudes, examples and impressions can be summed up by saying that many people feel that the social order somehow has gotten out of balance and that greater affluence amid deteriorating environment and community life does not make much sense," he stated.

"Even though it may not be altogether logical, and maybe not even fair, this is what much of the criticism directed against business today is all about."

He cited opinion polls which have revealed a strong public feeling that business has a moral obligation to

help other major institutions achieve social progress, even at the expense of profitability.

"Just how this is to be done is not clear, even to those who assert the position," he remarked, "but I think businessmen must accept as a fact that society is beginning to turn to corporations for help with major social problems such as poverty and urban blight, not because the public thinks business was responsible for creating these problems but because it feels large corporations possess resources and skills that could make a critical difference in solving them."

He referred to the National Alliance of Businessmen, an organization pledged to hire and train the hard-core unemployed, as a fine example of meaningful action to improve social conditions. To date, Mr. Quinn noted, 266,000 workers are on jobs found through the NAB.

Commenting further on the positive achievements of business, Mr. Quinn cited its long-time partnership with federal, state and local governments to improve social conditions and community life. He conceded there is room for improvement but emphasized that "In the field of social problems, government and business today are working as allies. Despite headlines, there is more harmony than discord."

Mr. Quinn observed that the chief executive of a large corporation has the problem of reconciling the demands of employees for more wages and improved benefit plans, customers for lower prices and greater values, vendors for higher prices, government for more taxes, stockholders for higher dividends and greater capital appreciation—all within a framework that will be constructive and acceptable to society.

Corporate self-interest, he declared, is necessarily involved in the well-being of the society of which business is an integral part, and from which it draws the basic requirements needed for it to function—capital, labor and customers. There is an increasing understanding, he added, that the corporation is dependent on the goodwill of society and that society can make its views felt through public pressures on government. This understanding is the basis for the doctrine that it is in the enlightened self-interest of corporations to promote the public welfare in a positive way.

"To thoughtful observers of the con-

temporary scene," Mr. Quinn said, "it is increasingly evident that the American free enterprise system is not an economic system only. It is a social system, and the corporation's obligation to the totality of the social system—its culture and quality as well as its economy—is basic."

Milwaukee Road Operates Additional Amtrak Trains

Sweeping changes in intercity passenger train service announced this fall by Amtrak (National Railroad Passenger Corporation) included the initiation of through train service between Milwaukee and St. Louis via the Milwaukee Road and the Gulf, Mobile and Ohio Railroad, and the operation by the Milwaukee Road of a second train between Chicago and Minneapolis.

The changes were effective Nov. 14 when the Corporation issued a new timetable listing schedule improvements and the expansion of intercity services on the Amtrak network.

The Milwaukee-St. Louis trains—two daily in each direction—were added to the three pairs which have been in service on the Milwaukee Road between Chicago and Milwaukee since the advent of Amtrak on May 1. They are operated through Chicago Union Station, with stops en route at Glenview and Joliet, Ill.

Effective Nov. 14 also, the daily Empire Builder operated on the Milwaukee Road between Chicago and Minneapolis and on the Burlington Northern beyond to Seattle was re-scheduled for faster service. On the revised schedule, stops between Chicago and Minneapolis are made only at Glenview, Milwaukee and La Crosse, Wis.

At the same time, a new daily train known as the Hiawatha was added between Chicago and Minneapolis, making local stops in each direction. Tri-weekly it continues on from Minneapolis to Seattle via the southern Montana route of the Burlington Northern.

On a program to simplify information and reservation services in Chicago, arrival and departure point for 40 intercity trains daily, telephoned requests handled by various railroads and terminal companies were channeled on Oct. 1 to one number, (312) 786-1333.

PROFITS — Basis for Jobs, Pay and Progress

During a question and answer period of President Nixon's discussion of his new economic policy before the Economic Club of Detroit on Sept. 23 he was asked to define the importance of profits in the total economy. Quoted here is his impromptu reply as broadcast via radio and national television.

Now, to say anything for profits before this audience is like the preacher talking to the choir. And to be very candid with you, there are a lot more votes in being against profits—in being for controlling profits—than there are in being for it.

But let me talk, if I may, not just to this panel and not just to this group of business leaders and some labor leaders and educational leaders here, but let me talk to those people in the Detroit area and across this country who are thinking about: How do we get more jobs in America? How does our system really work?

Now, first, with regard to our freeze. When you control prices and costs, there is automatically some control on profits. Second, when there is control of prices and costs, the only way that there can be more profits is for the industry involved to expand, and that means more jobs. And we think that is good.

Now, the second point that should be borne in mind is: Who are those who get the profits? Who benefits from profits? Well, first, the Government is the major beneficiary. One dollar of every two in corporate profits goes to the Government. We wouldn't have the money, for example, for education, to help the poor, poverty programs, all the rest unless it were for the fact that we had profits, of which 50 per cent go to the Federal Government for its taxes.

And then there are 100 million Americans who share in profits, either as stockholders, as members of mutual funds, or who are beneficiaries of profits in one way or another. And beyond that, the major reason that profits are essential to a strong, growing economy is this: Where are jobs going to come from? How is it going to be possible for the American worker who receives, and we hope this will always be the case, the highest wage in the world—real wage—approximately twice as much as his next competitor in the world—how is it going to be possible for him to compete with other workers in the world? Only if he has the equipment and the machinery, the organization that gives him a competitive advantage over those from abroad.

Where do we get that? It is only through profits that industry can buy the new plant, the new equipment that will make our workers more productive and therefore more competitive in the world.

And so, putting it quite bluntly, let me say: I am for profits, because I believe that more profits means more jobs, and at this particular time we need more jobs. It's very easy to say, "Let's control profits, let's limit profits, let's have an excess-profits tax." And, of course, the argument for saying that is that you're taking care of the big man and helping the little man.

But when you really look at what makes this economy work, when you really look at what produces jobs, it comes from profits being plowed back into industry and making American workers thereby more competitive, and thereby producing more jobs.

And I'm for that, and I think every American would be for it if he understood it that way.

Wallace, General Supervisor of Stations And Yard Offices, Honored at Retirement



Mr. and Mrs. Ira G. Wallace (center) attend the luncheon in their honor. Wishing them health and happiness in retirement are F. G. McGinn (left), vice president-operation, and President Curtiss E. Crippen.

The retirement of Ira G. Wallace, general supervisor of stations and yard offices, on Oct. 31 elicited good wishes from employees the length of the Milwaukee Road system. In Chicago, his headquarters the last 15 years, it was the occasion for a luncheon in the Union Station Canterbury Room at which he and Mrs. Wallace were honored by 50 long-time associates in the operating and other departments with whom he had worked closely throughout his career.

Mr. Wallace retired after more than 44 years of service, starting in 1927 as a yard clerk at Eau Claire, Wis. In 1930 he transferred to Red

Wing, Minn., as transit clerk and in 1939 took the position of chief rate clerk in the traffic department at St. Paul.

He was appointed agent at Chicago Heights in 1940 and the year following was made assistant agent at Fowler Street in Milwaukee. He was also agent at Fowler Street and at Chestnut Street in the Milwaukee Terminals prior to 1956, when he was appointed supervisor of stations with headquarters in Chicago. Upon retiring, he had served as general supervisor of stations and of yard offices since 1965.

Mr. Wallace and his wife, Carol,

will remain at their home in Des Plaines, Ill., where he plans to pursue his hobby of gardening and the propagation of roses. They have a daughter, Roberta, a stewardess for Delta Air Lines, and a son, George, a major in the Air Force stationed at Wichita, Kans.

Taking precedence in their retirement plans is a trip to Athens, Greece, and the Holy Land, and later a trip to Australia and New Zealand.

William P. Morton

William P. Morton, 61, district manager of sales at Indianapolis, died unexpectedly on Nov. 10. Services were held at St. Lawrence Church in Indianapolis, with burial in Kansas City.

Mr. Morton, a native of St. Louis, had been with the traffic department of the Milwaukee Road since 1931, starting as a clerk in the Kansas City office. He became city passenger agent at San Francisco in 1941, and in 1950 was made assistant general agent of the passenger department in Seattle. He was appointed division freight and passenger agent in 1957, and served in that capacity at Aberdeen, S. D., and Great Falls, Mont., prior to 1960, when he was appointed general agent in Indianapolis, that title being changed later to district manager-sales.

He is survived by his wife, a son and three daughters.

Tigerman Retires From Kansas City Sales Post

The recent retirement of Wilbur B. "Tige" Tigerman as assistant regional manager-sales in Kansas City, Mo., was marked by friends near and far. On Oct. 7, more than 100 in the railroad industry and shipping field honored him at a luncheon in the Hotel Continental, and the following evening he and Mrs. Tigerman were the guests of honor at a dinner in Cascone's Restaurant attended by approximately 50 Milwaukee Road men and their wives.

Mr. Tigerman, a native of Kansas City, had served the Milwaukee Road at that location more than 48 years. He started in 1923 as a clerk in the local freight office, advanced to general car supervisor in 1929, and transferred to the traffic department in 1934 on the position of chief clerk. He was appointed assistant to the

general southwestern agent in 1951 and became assistant regional manager of sales in 1967.

Upon retiring, he and his wife, Eva, went fishing in Texas, after which they planned a trip to California.

Mr. and Mrs. Wilbur Tigerman, left, pictured at the dinner in their honor with Vice President and Mrs. F. G. McGinn. Mr. Tigerman's 48 years with the Milwaukee Road included service in the operating as well as the traffic department.



There was a long waiting line in front of a store that had advertised a special sale, when a man walked to the front. He was grabbed and pushed back to the end. Again he headed for the front of the line, and that time he was kicked and pushed into the gutter. Getting up and brushing himself off he said to the man at the end. "If they do that once more, I'm not opening the store."

Personnel Training Programs Broadened in Scope



Attending a session of the executive development seminar conducted by Edmund L. Kowalczyk of the faculty of the University of Illinois are front, left to right: G. L. Wood, general superintendent of the car department; G. J. Barry, superintendent of safety; C. L. Schiffer, company treasurer;

W. S. McKee, general freight traffic manager; and R. F. Kratochwill, vice president-finance and accounting. Rear, from left: J. F. Dunseth, Jr., general manager-system sales, and L. W. Harrington, vice president-labor relations.

Does a long-haired clerk really harm the company's image?

Does an employee's home life affect his performance during the day? Should this matter to his supervisor?

What are the real barriers to communication and how does one deal with them?

Can I truly motivate someone? If so, how?

These are problems representative of discussions which are now being held regularly in Room 108 of the Chicago Union Station. The Milwaukee Road's Employment, Training and Development Department uses this meeting room for its growing schedule of training programs. The most prominent of the programs are the management and the executive development seminars under the direction of R. E. Sellards, manager of training and development.

The executive development seminar is an on-going program of half-day meetings held every third Friday. These sessions are attended by vice presidents, assistant vice presidents,

general managers, assistant general managers and general superintendents, as well as other department heads not covered by the aforementioned titles. The group contains about 58 participants.

Management-development seminars are four-day programs for department managers and others representing diverse functions on the railroad. These seminars each hold between 15 and 20 participants and are repeated periodically. They have been held five times to date.

Employ Varied Techniques

Both courses strive toward similar goals and employ similar techniques. They serve to further improve the quality of management on the railroad, with "management" defined as dealing effectively with other people to improve productivity, creativity and potential.

The seminars are conducted in an atmosphere of informality and open discussion. Varied techniques are

used, including role playing, followed by group critique, buzz sessions, case studies and visual aids. Films from the American Management Association and other organizations are followed by group analysis.

Conducting the two seminars in association with Mr. Sellards is Edmund L. Kowalczyk, a management training consultant who has taught principles of management and supervision at the University of Chicago's School of Industrial Relations and has also served at Northwestern University, where he specialized in personnel problems. He currently teaches on the Executive Development Seminar faculty at the University of Illinois.

Mr. Sellards said, "These seminars and similar programs can offer great help not only to those who manage the work of others, but to individuals who manage themselves and their own work. This, in a sense, means everyone, and therefore our goal is to expand the area of coverage for (Continued on page 14)



R. E. Sellards, manager of training and development, monitors a discussion at one of the management development seminars. Attending are R. E. Bennett, general manager-pricing (from left); C. W. Burg, statistician; M. P. Burns, manager-passenger services; and D. J. Miller, assistant manager-rail highway sales.

both existing and new training programs."

Another program, presented for the first time in December, is an instructors' training workshop. The course discusses topics such as elements of teaching, preparation of objectives and educational psychology, and is designed for people in

departments such as accounting, operating, and internal auditing and pricing, whose duties include instructing.

Training plans for personnel on parts of the railroad other than Chicago include programs for supervisors in the field and presentations at division staff meetings.

Veteran Employes' Association Will Not Disband; Votes to Form Local Chapters

A business meeting of the Milwaukee Road Veteran Employes' Association was held Saturday afternoon, Nov. 6, in the Conference Room of the passenger station in Milwaukee for the purpose of discussing the future of the organization.

Approximately 100 veterans previously indicated their intention to attend the meeting. However, about 40 were present when it was called to order.

Responses received from members to the suggested disbandment of the Association reflected some reluctance. Results of the post card ballot sent out at the direction of the Executive Committee, together with letters received from veterans, were considered in a general discussion of present day problems facing the Association in holding reunions or conventions, with a banquet and entertainment.

Following the discussion, votes were taken in pursuance with the Constitution and it was decided (1)

to continue the Association in existence, (2) raise the annual dues from \$2.00 to \$3.00 to meet the expenses which the Association incurs throughout the year, and (3) amend the Constitution to provide for the formation of local chapters at points where it will be convenient for veteran employees to meet and enjoy fellowship without extensive travel and expense.

At present it is understood that such local chapters will initiate their own program and furnish data regarding it to the central organization, which will exercise general supervision through the Executive Committee.

In consequence of this procedure, a general reunion or convention will no longer be held, such as has been the practice in past years. Suggestions will be welcome from veterans who wish to comment on the formation of local chapters in different cities.

The Association was formed in

1913 as a social organization to promote a helpful and fraternal fellowship among the members and afford an opportunity for the discussion of subjects of mutual interest. Over the years it has faced many problems, and in view of changing conditions it is trying to meet those conditions by changes in its structure which will enable veteran employees to maintain their fraternal ties.

Veterans who are not under the payroll deduction plan for the payment of their annual dues are therefore urged to send their membership dues for 1972 to the secretary-treasurer, Miss Florence M. Walsh, Room 383 Union Station, Chicago, Ill. 60606.

Milwaukee Road Establishes Canadian Service Route

A new competitive service route has been established by the Milwaukee Road for traffic moving between the provinces of British Columbia and Alberta, Canada, on the one hand, and western areas of the United States on the other.



George H. Kronberg

Addressing a group of shippers in Vancouver, B. C., on Oct. 13, George H. Kronberg, vice president-traffic, listed Washington, Oregon, California, Nevada, Utah and Arizona as the states to and from which British Columbia and Alberta traffic can now be routed via the Milwaukee Road. Such traffic will be handled through the Milwaukee's rail connections at Portland, Ore., and its connections with Canadian carriers at Sumas, Wash.

The new routing possibility resulted from the Milwaukee having gained access to Portland in March 1971 as one of the conditions prescribed by the Interstate Commerce Commission in its approval of the merger that created the Burlington Northern.

Mr. Kronberg announced that since the Milwaukee's entry into Portland, joint rates have been established with the Canadian rail lines which enable the Milwaukee to provide a fully competitive service connecting Canada with the areas to the south of Portland and benefiting the areas between Portland and Sumas.

Wickes Corporation Opens Furniture Supermarket on Line at Itasca



Participants in the opening of the Itasca furniture complex pose for television: Tek Osborn of station WSNS (from left); H. D. Becker, general manager of the store; Miss Illinois of 1972, Anita Joyce Pankratz; E. L. McNeely, president and chief executive officer of the Wickes Corporation; and C. C. Dilley, director of public relations and advertising for the Milwaukee Road.

The Wickes Corporation, a leading retailer of lumber and building supplies, opened two new furniture retail stores in the Chicago area on Nov. 10, one served by the Milwaukee Road at Itasca, and the other located in suburban Harvey.

Officers of the railroad's traffic, public relations, and real estate, economic and resource development departments witnessed the symbolic ribbon cutting in Itasca, at which D. M. Fitz-Gerald, board chairman of Wickes, and E. L. McNeely, president of the corporation, were assisted by Miss Illinois of 1972, Anita Joyce Pankratz. Miss America of 1972, Laurie Lea Schaefer, assisted at the ceremonies in Harvey.

The retail furniture business is a recent endeavor of the Wickes Corporation. During 1971 similar stores were opened in Minneapolis, St. Louis and Cincinnati, and another is scheduled to open soon in Milwaukee. Plans call for opening 10 to 12 more warehouse/showroom "supermarkets" next year.

Those in the Chicago area are located on approximate 10-acre sites. The five complexes are similar all-

steel structures, each comprising 95,000 square feet of warehouse space, 50,000 square feet of display area and 5,000 square feet of office space. Each warehouse accommodates more than 110 freight car loads of furniture and accessories.

In the warehouse area, shelves 30 feet high hold more than 52,000 home furnishing items—furniture, decorative objects for walls, tabletops and shelves, lamps, throw pillows and bedding. The showroom area features 250 room settings of name brand furniture arranged according to style—Early American, French Provincial, Mediterranean, Spanish, transitional and contemporary.

Electrically operated order pickers provide access to the warehouse shelves for orders relayed from the showroom, while computerized inventory control insures replacement of the inventory on a daily basis.

The complexes were designed for "high-volume instant consumption" merchandising, which gives customers the opportunity to save money by taking their purchases home direct from the store. Articles carry two price tags, one that includes delivery

and set-up in the home, and a lower price for customers who can cart their purchases off Wickes' loading dock and set them up themselves.

The Wickes Corporation, headquartered in Saginaw, Mich., has widely diversified operations. In addition to a network of more than 230 retail lumber and building supplies centers in 33 states, it manufactures modular and mobile homes in 10 states and Canada, recreation vehicles in six plants, and has three plants serving the commercial, agricultural and industrial building market. The retail furniture division is headquartered in Northbrook, Ill.

Freight Service Inspectors Participate in New AAR Claim Prevention Program

Quality control of rail freight handling from the production line to the consignee is the goal of an extensive educational program now being undertaken by the Association of American Railroads.

A nationwide pilot program is now in progress. It involves a single commodity classification—household appliances—in which the claims payout totaled \$6.3 million last year. Other specific commodity programs are planned.

The first training sessions were held this summer and regional training is now proceeding. Seven Milwaukee Road freight service inspectors were selected to attend sessions held in Chicago and Kansas City and are now serving as instructors in their respective regions. Sessions are scheduled for other locations in Milwaukee Road territory in the near future.

In developing the pilot program, it was found that the average household appliance is physically handled 20 times from the end of the production line to the consignee's store. "Damage can and does occur at any of these points, as well as in transit by rail," said Ralph A. Grover, director of the AAR's Freight Loss and Damage Prevention Section. "We know what causes the damage at each point and how it can be prevented.

"We've developed similar information concerning problem commodities in the past, but a good, sound educational program also has been needed. Now we think we have it."

Third Transportation Railway Command Reserves Carry Out Intermodal Exercise



A train whistle echoing through the night was the "go" signal for a total transportation exercise put in practice by Army Reserves on active duty training Aug. 7-21 at Ft. Eustis, Va. At the sound, men of the Third Transportation Railway Command from St. Louis and its subordinate units swung into action.

Prior to 1970, the annual active training of the 3rd TRC at the Army Transportation Center consisted of Command Post Exercise problems. Then last year a complete Field Training Exercise was initiated by its commander, Brig. Gen. L. V. Anderson, assistant vice president-operation and general manager of the Milwaukee Road, and his staff officers.

This year, a fully documented program dubbed TRIMS-71 (Transportation Intermodal Movement System) formed the field exercise, the objective being to evaluate operational preparedness, develop technical proficiency and achieve management capabilities. Coordinating the movements of materiel by rail, water, air and highway involved the establishment of a logistical system such as

would be required in a theater of operations.

The exercise revolved around a cargo handling mission to and from a freighter (the "Cape Decision") at a point of embarkation and the transporting of the materiel over two beaches and a railhead. The "aggressors" in the operation were known to be at full strength, with capability to achieve air superiority for periods of several hours and undertake guerilla harassment.

Units responsible for coordinating the movement were the 470th Transportation Battalion, the 226th, 236th and 948th Transportation Companies, and the 1152nd Company attached to the 757th Battalion whose members include Milwaukee Road employees.

"Caboose Crescent, Caboose Crescent . . . this is Musket Shot, this is Musket Shot." The clickety-clack of wheels running on steel rails broke through the silence and TRIMS was under way.

Aboard the freighter, six Reserves scrambled across the deck. Three specialists were already operating the

winches, and within minutes pallet loads of cargo were being lowered to the deck and forklifted over the sides to LCM-8s and LARC-Vs waiting to rush them to "Red Beach." Upon arriving there, the LCMs landed on the beach and the LARCs drove up the ramps. Crews were waiting to unload them, with a Ft. Eustis unit providing lighter support. A bulldozer leveled the sand for five-ton tractors to drive onto the "Mike" boats and pick up loaded trailers carried as cargo, then back aboard empty trailers going back to port for reloading.

Meanwhile the LARCs were being driven to "Green Beach" with pallets of cargo representing materiel needed under operational circumstances. In-

LEFT: Cargo handling activity alongside the "Cape Decision." RIGHT: An LCM-8 is unloaded by a forklift tractor.



cluded were simulated detonating fuses, 50-caliber ammunition, 50-gallon oil drums, steel springs and bearings, and 3.5 rockets.

All LARC and trailer loads arriving at "Green Beach" were transferred to flatcars for rail movement back to the port area. There they were off-loaded by forklift, stock-piled, and returned to the system by reloading onto the freighter.

Throughout the exercise, Ft. Eustis personnel stood by to assist if or when needed. The coordinated movement, including the documentation of operations, extended over 70 hours during which the Command moved 347 tons of cargo via train, truck and lighterage exclusive of 61 trailers transported by "Mike" boats.

David B. Ramsay

David B. Ramsay, auditor of equipment accounts at the time of his retirement in 1962, died in Tallahassee, Fla., on July 22 after a brief illness. He is survived by his wife, Marjorie.

Mr. Ramsay's entire service of 47 years was in the Chicago-Fullerton Avenue Accounting Department of the railroad. Following his retirement, he and Mrs. Ramsay moved to Lanark Village, Fla. He was a charter member of Pioneer Post 768 of the American Legion.

Funeral services were held in Carabelle, Fla., and graveside rites in Ridgewood Cemetery, Des Plaines, Ill.

Age is creeping up when a man doesn't care what the new stenographer looks like—just as long as she can spell.



"He stabbed himself with his Safety Award Pin!"

Centralia Steam-Electric Power Plant Goes Into Commercial Operation



Representing the Milwaukee Road at the dedication of the Centralia development are R. G. Sackerson, assistant vice president and general manager of The Milwaukee Land Company (from left), B. E. Lutterman, vice president and western counsel of the railroad, and J. V. Kelly, the Road's geologist.

A new era of electric power production for the Pacific Northwest was inaugurated Sept. 24 with the dedication of the first of two 700,000 kilowatt generators at the Centralia (Wash.) Steam-Electric Project.

Representatives of the Milwaukee Road were guests at the ceremonies which featured an address by Governor Daniel J. Evans of Washington, remarks by officials of the sponsoring utilities, and a film showing the progress of construction since work began in the summer of 1968.

Upon completion of the second generator in the fall of 1972, the plant will be the third largest producer of electric power in the Pacific Northwest, with an output nearly two thirds that of Grand Coulee Dam.

The Centralia project is the culmination of more than a decade of planning and development work by the electric power industry of the Pacific Northwest to assure future generating capacity. It anticipates the time when the hydroelectric resources of the region will be fully utilized and a shift to steam power will be necessary to meet the needs of its customers.

The planning began in 1957 when the Pacific Power and Light Company and the Washington Water Power Company instituted a search for a coal supply ample to fuel a large steam-

electric generating plant and suitable for mining by economical surface methods. As a result, the utilities acquired mining rights to 21,000 acres of land, of which 5,600 acres can be mined, in an area near Centralia that was once an active coal field. The acreage includes a parcel acquired from the Milwaukee Land Company, a subsidiary of the Milwaukee Road.

The project is significant as the first in a series of eight scheduled for the 1970s by the 109 electric systems and government agencies that are members of the Pacific Northwest Joint Power Planning Council. In addition to the PP&L and WWP, six other systems—two investor-owned companies, two municipal systems and two publicly owned agencies—share the sponsorship and output.

The plant and coal preparation facilities represent an investment of \$225 million, including the cost of mining equipment. The Milwaukee Road participated in the movement of material to the construction site approximately five miles northeast of Centralia.

In full production, the plant will consume 4,800,000 tons of coal annually and furnish employment to operating and mining crews totaling 250 people. The initial mining is being carried out on the Milwaukee Land Company property, which also

provided the coal used for a pilot plant prior to the construction.

Centralia coal is 60 million years old, a product of the Eocene Epoch when Southwest Washington was a vast coastal swamp. Volcanic activity later buried the vegetation, eventually compressing it to create subbituminous coal seams which vary in thickness from 8 to 50 feet. The coal is low in sulphur content and washing increases its thermal value.

Overlying earth and rock is removed by a 56-yard capacity dragline shovel with a 300-foot boom. The coal is then mined by a bucket-wheel excavator and trucked to the plant for washing and storage.

An important objective of the sponsors is to assure that the project will have a minimal impact on the environment and conform with State and federal anti-pollution regulations. For instance, all waste material derived from processing the coal is buried in the mine area, and atmospheric conditions are monitored from a 200-foot-high meteorological tower overlooking the site.

Water used at the project is in a 100 per cent recycled closed circuit system, with a dam on the Skookumchuck River impounding the excess for year round use at the plant. In addition, rainfall runoff and other surface drainage from the mine are routed to holding ponds for clarification before decanting to adjacent streams. The streams are monitored also, and soil in the area will be tested periodically for acidity, compaction and other features.

Concurrently with the mining operation, all of the land disturbed will be restored to vegetation, with the long-term use dedicated to timber and forage crops. The reclamation program, which covers the 35-year scope of the project, was approved by the Governor and the Board of Natural Resources before mining was initiated. The program will be carried out under guidelines set by the State Departments of Ecology, Game and Fisheries, and with the assistance of the Agricultural Research Department of Washington State University.

The professors of the physiology department at the university needed a mirror for their washroom, but the request was denied because it was classified as a non-scientific object.

But they got a mirror anyway. In their next requisition they requested "one human reflector."

RETIREMENT

Applications Recorded During September - October 1971

General Office & System Employees

Arensford, R. J. Secretary Chicago, Ill.
 Berry, E. A. Gen. Bur. Head Chicago, Ill.
 Dunning, H. J. Switchboard Opr. Chicago, Ill.
 Hall, L. E. Clerk Chicago, Ill.
 Rebacz, S. J. Cashier Chicago, Ill.
 Rumps, E. J. Rate & Div. Clerk Chicago, Ill.
 Sankey, R. Clerk Chicago, Ill.
 Shimkus, M. Chief Clerk Chicago, Ill.
 Sottysik, F. Check Clerk Chicago, Ill.
 Ward, C. A. Key punch Opr. Chicago, Ill.
 Wetzell, R. R. Coal Sales Rep. Chicago, Ill.

Aberdeen Division

Hilt, T. M. Sect. Foreman Zeeland, N. D.
 Van Dusen Machine Opr. Mobridge, S. D.

Chicago Terminals

Bina, J. C. Assembler Chicago, Ill.
 Blackwell, W. G. Porter Chicago, Ill.
 Dalton, W. E. Clk. & Stn. Agent Chicago, Ill.
 Duffey, C. H. Engineer Bensenville, Ill.
 Gorny, R. Car Inspector Bensenville, Ill.
 Holt, M. M. Coach Cleaner Chicago, Ill.
 Rocha, Sr., J. B. Machinist Chicago, Ill.
 Sittler, H. E. Switchman Chicago, Ill.
 Velasquez, E. Laborer Bensenville, Ill.
 Wachman, H. C. Frt. Car Insp. Chicago, Ill.

Coast Division

Bride, M. H. Sect. Foreman Warden, Wash.
 Dorton, M. M. Conductor Tacoma, Wash.
 Frazzini, J. A. Carman Seattle, Wash.
 Heward, B. L. Stockman Tacoma, Wash.
 Johnson, I. O. Electrician Tacoma, Wash.
 Kramer, W. F. Chief Clerk Seattle, Wash.
 May, J. W. Sect. Foreman Othello, Wash.
 Norwood, T. E. Time Revisor Tacoma, Wash.
 Ratzliff, F. Boilermaker Tacoma, Wash.
 Salumus, D. Sect. Laborer Tacoma, Wash.
 Streit, J. A. Store Helper Tacoma, Wash.
 Sturgeon, W. B. Motor Car Opr. Bellingham, Wash.
 Walker, W. B. Switchman Seattle, Wash.

Dubuque & Illinois Division

Hahn, M. W. Laborer Savanna, Ill.
 Harrington, H. M. Engineer Savanna, Ill.
 Lartz, G. W. Switchman Savanna, Ill.
 Long, G. O. Switchman Marquette, Ia.
 Schorr, M. O. Agent Clinton, Ia.
 Stoddard, B. C. Switchman Savanna, Ill.

Iowa Division

Anderson, I. A. Sect. Laborer Perry, Ia.
 Dawson, R. V. Agent Spirit Lake, Ia.

Iowa, Minnesota & Dakota Division

Arnet, F. G. Sect. Laborer Austin, Minn.
 Belter, A. W. Sect. Foreman Farmington, Minn.
 Hunter, H. H. Sect. Foreman Austin, Minn.
 Lemere, K. D. Brakeman Farmington, Minn.
 Long, E. E. Roadmaster Austin, Minn.
 Miller, L. M. Machine Opr. Austin, Minn.
 Weiland, E. A. Engineer Sioux City, Ia.

La Crosse Division

Brandenburg, P. C. Conductor LaCrosse, Wis.

Brostrom, H. F. Roadmaster Wausau, Wis.
 Erickson Sect. Laborer Winona, Minn.
 Krohn, C. J. Agent Camp Douglas, Wis.
 Maves, R. C. Brakeman Madison, Wis.
 Miller, E. M. Brakeman Wausau, Wis.
 Oakes, G. L. Conductor Wausau, Wis.
 Prise, W. F. Crane Operator Tomah, Wis.
 Schroeder Sect. Laborer Westby, Wis.
 Schultz Asst. Foreman LaCrosse, Wis.
 Searle, C. E. Sect. Foreman Dancy, Wis.
 Symons, G. L. Brakeman LaCrosse, Wis.

Milwaukee Division

Frasch, H. F. Electrician Menasha, Wis.
 Heckler, W. M. Chief Clerk Menasha, Wis.
 Lloyd, P. A. Loco. Engineer Beloit, Wis.
 Lossman, M. Clerk Glenview, Ill.
 Mertens, L. A. Carman Green Bay, Wis.
 Munsell, J. H. Conductor Chicago, Ill.
 Pangel, R. L. Sect. Laborer Plymouth, Wis.

Milwaukee Terminals & Shops

Anstey, C. E. Boilermaker Milwaukee, Wis.
 Check, J. J. Electrician Milwaukee, Wis.
 Crotty, J. P. Electrician Milwaukee, Wis.
 Fennell, C. M. Conductor Milwaukee, Wis.
 Flaschberger, J. Cabinet Maker Milwaukee, Wis.
 Gnas, John Carman Milwaukee, Wis.
 Hermans, W. L. Welder Milwaukee, Wis.
 Jank, L. E. Welder Milwaukee, Wis.
 Laday, S. J. Sect. Stockman Milwaukee, Wis.
 Luethy, H. A. Reservation Clk. Milwaukee, Wis.
 Mertz, R. C. Machinist Milwaukee, Wis.
 Nikolaus, A. J. Machinist Milwaukee, Wis.
 Schoch, H. C. Switchman Milwaukee, Wis.
 Simerson, R. W. Telegraph Opr. Milwaukee, Wis.
 Sweitzer, A. H. Sheet Metal Worker Milwaukee, Wis.
 Turner, O. Laborer Milwaukee, Wis.
 Wencka, E. F. Clerk Milwaukee, Wis.
 Will, A. L. Carman Milwaukee, Wis.

Rocky Mountain Division

Anderson, E. F. Cashier Butte, Mont.
 Dahl, H. A. Conductor Miles City, Mont.
 Peterson, E. W. Agent-Yardmaster Avery, Ida.
 Ullery, H. O. Train Dispatcher Deer Lodge, Mont.

Terre Haute Division

Griffin, P. E. Sect. Laborer Terre Haute, Ind.
 Hensley, J. R. Sect. Laborer Latta, Ind.

Twin City Terminals

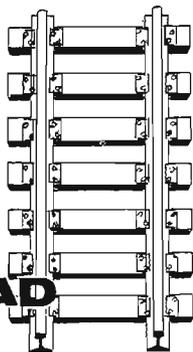
Adams, T. J. Information Clk. Minneapolis, Minn.
 Jelinek, E. W. Secy. to Mstr. Mech. St. Paul, Minn.
 Lund, G. J. Conductor St. Paul, Minn.
 Peck, W. E. Car Foreman Minneapolis, Minn.
 Piedmont, C. Mach. Helper St. Paul, Minn.
 Thompson, J. A. Conductor St. Paul, Minn.
 Trudeau, L. A. Foreman St. Paul, Minn.

The children had spent Saturday night with Grandma, and Mom and Dad were enjoying a quiet Sunday breakfast. "You know, Dear, I miss them," Mom remarked.

"Me too," Dad replied. "Knock over my fruit juice, will you?"

The Milwaukee Road Magazine

ABOUT PEOPLE OF THE RAILROAD



D & I Division KANSAS CITY AREA

Cinda Garrett, Correspondent
Office of Freight Agent

All of us at Kansas City extend our best wishes to W. B. "Tige" Tigerman, who retired on Sept. 30 as assistant regional manager of sales after 48 years of dedicated service to the Milwaukee Road (see article elsewhere in the Magazine).

We also wish a very happy retirement to Norton L. Eberts, general yardmaster, who retired recently after 47 years of faithful service. A retirement party in his honor was held Oct. 26 at the Gold Buffet Restaurant. Among those in attendance were Mr. Tigerman, General Superintendent O. C. Burge, Superintendent S. O. Jones, E. F. Hatzenbuhler, trainmaster at Ottumwa, and Art Phostenson, chief dispatcher at Ottumwa.

On Oct. 30, the Milwaukee Road switchmen and all of the clerks joined in honoring the retired members of the two labor organizations. There was a large attendance for a fine dinner and dance. Music was provided by Bill Woody, vice general chairman of the BRAC, and his band.

Milwaukee Division SECOND DISTRICT

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

Assistant Roadmaster F. C. "Jack" Duquette and his wife, Josephine, celebrated their 25th wedding anniversary Sept. 18 with a dinner and dance at Nativity Church in Ashwaubenon. Many relatives and friends attended.

Congratulations are extended to the following on new arrivals in their family: Mr. and Mrs. F. C. Duquette on their granddaughter, born Oct. 17; Mr. and Mrs. Delmar A. Ermis, a son, born Oct. 8—Delmar is section foreman at Cedarburg; Mr. and Mrs. James J. Leeman, a daughter, born Oct. 13—Jim works as a fireman in Green Bay.

Sympathy was extended to Yardmaster Patrick J. O'Brien on the death

of his father, Patrick V. O'Brien, who passed away Sept. 6 at age 69.

Iron Mountain Chapter of the Milwaukee Road Women's Club recently honored six employees at a retirement dinner in the Dickinson Hotel, with 43 people present. Those honored were Edgar Hawkins, Harry Kasten, Charles Vermullen, Louis Bartolameolli and Battista Selmo, and William Heckler who was not available. Each retiree was presented a gift, and their wives received corsages.

The table decorations were carried out in the colors of the Milwaukee Road, and the centerpiece of the special table was a replica of an old time railroad engine and cars. Mrs. Erma Ashenbrenner, president of the Chapter, who welcomed the members and their wives, was accorded a standing ovation for serving in that office more than 10 years, as was Mrs. Josephine Ambrosia, a past president for 15 years. Seven charter members of the Chapter, organized in 1934, were present for the occasion.

Aberdeen Division

EAST END

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

"Amtrak travel is nice." That's the comment of Retired Passenger Conductor George Sweeney, who was among those who took advantage of the recent TurboTrain tour over Amtrak territory. George got on at Minneapolis and off at Chicago, but there were some on board who started out at Kent, Wash., and rode all the way to Rhode Island. George told of the good food that was served, all for free, and just like on an air flight, there were stewardesses instead of porters.

L. E. Picha of the Aberdeen section forces over the past years has been appointed assistant roadmaster with headquarters at Bowman, N. D.

Agent Cliff Birkholz of Olivia has a new son. His name is Corey Alan. Conductor Hollis Anderson now has a daughter named Stacy Lynn.

Retired Engineer Frank Frederickson and his wife, Greta, have returned from another European trip. They

OHLSEN-MARZOLF. Robert A. Ohlsen, systems analyst in the Operating Systems Department in Chicago, and the former Mary Marzolf of Sauk City, Wis., leave St. Aloysius Church in Sauk City following their marriage on Sept. 11. A reception was held at Vern's Dorf Haus, Roxbury, Wis. The Ohlsens honeymooned at Lake of the Woods in the Canadian Rockies and in Montana and the Dakotas. They are making their home in Addison, Ill.



LITTLE LEAGUER Jimmy Strong, son of Ann Strong of the paymaster's force in Chicago, receives his individual trophy awarded to members of the Packers, champions of Little League baseball in Round Lake, Ill. The trophies were presented by Glenn Beckert, second baseman of the Chicago Cubs.



RETIRES ON C & M LINE. Assistant Conductor James H. Munsell gives the highball on his last run from Chicago to Deerfield, Ill., Sept. 30. Munsell started with the Milwaukee Road in 1937 as a brakeman and became a conductor in 1943, serving in recent years on the suburban line north of Chicago.



Robert Wetzell Retires From Coal Sales Position



Pictured at the luncheon honoring his retirement are Robert R. Wetzell (seated), coal sales representative for the Illinois Region, with Mrs. Wetzell and A. J. Berry, assistant regional manager-sales.

Robert R. Wetzell, coal sales representative for the Illinois Region, retired at the end of September, having completed 43 years of service to the Milwaukee Road.

Mr. Wetzell began in the office of the district accountant in Chicago in 1928. He held positions as clerk and chief clerk at Chicago's Division Street freight office before serving for 43 months in World War II.

He transferred to the Traffic Department in 1951 and was appointed city freight agent at Chicago in 1953. He was named coal freight agent in 1961, the title of which position was later changed to coal sales representative.

Mr. Wetzell and his wife, Mary, were honored by the Traffic Department at a luncheon held Sept. 27 in the Union Station Canterbury Room. They plan to remain in Chicago, where their daughter teaches in the city's public school system.

celebrated their 57th wedding anniversary in Lucerne, Switzerland, which is something really different.

Brakeman Chet Baker and his wife recently celebrated their 25th wedding anniversary, and the George Schrapps celebrated their 40th. George used to work at the Monte roundhouse.

There's a new eating place in Montevideo. Engineer Jerry Ross dreamed up an unusual spot called "The Golden Spike." The walls are painted with

panoramic railroad scenes, there's a huge cowcatcher over the counter, and the whole place smacks of railroading, with the waitresses buzzing around in overalls. They serve up a tasty beef sandwich as their specialty.

Gardening is one of the hobbies followed by a number of rails, sometimes with a degree of disappointment. Like the watermelon patch of Engineer Jim Himle. It yielded gourd-like things, and if you cut them open there were a few seeds and a suggestion of pink. He's going to make another try in 1972. Engineer Vernon Miller planted a large plot of onions and then had to leave for a convention. He returned to find the weeds shading his onion crop and took the easy way out by running over the patch with his riding lawnmower. But he hadn't reckoned that the onions would be sticking up out of the ground, which they were. When he took a look back, he found the tops of all those big onions nicely sheared off. He, too, is going to make another try in 1972.

Sectionman Frank Baumann passed away recently at Granite Falls after a long illness. Retired Conductors Ed Klucas and Al Oswood, both of Montevideo, passed away the latter part of October; Retired Sectionman Ted Schneck of Ellendale, N. D., on Oct. 1; and Fred Kunze, retired Montevideo Car Department employee, on Oct. 12 at the Clara City Rest Home. Olaf Nyvold, retired B&B employee, died Oct. 21 at the age of 86 after a fall which broke one of his legs in four places.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

We regret the passing of Mrs. Ernie Blumer, who was our neighbor on coming to Harlowton. The final rites were conducted by L. R. Budge, president of the Harlowton branch of the Latter Day Saints Church, and burial was in Harlowton Cemetery. Ernie is a locomotive engineer.

Newcomers to Milwaukee families recently include a little girl for the Machinist Apprentice John Andersons, and a girl also for the Machinist Helper Bill Tierneys.

Warren Elwood is the new yard clerk, coming to us from the Fort Benton area.

First day hunting was really rough on the out-of-staters, with deep snow in the mountains. The local hunters got in their licks after the storm passed.

Roundhouse Foreman George Corson made good use of his lodge in the Snowy Mountains during the summer

and hunting seasons. It has all the conveniences of home. Although George isn't retirement age, he claims this will be his home after retirement at Lewistown. George is a very good cook, too, which we could vouch for during the day we spent hunting with him and his son Terry, who is an engine watchman at Lewistown.

EAST END

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

Earl Farr, retired dispatcher, and wife are to be congratulated on their 65th wedding anniversary. Their daughter Christie and husband hosted an open house at the Crossroads Inn Oct. 24, where many friends of Pearl and Earl gathered to extend best wishes . . . Donald H. Slater was married recently to Patricia Kay Keen in Miltonville, Kans. Donald has lived in Miles City with his uncle and aunt, Conductor and Mrs. Kermit Slater. He and his bride will make their home in Kansas . . . Paul Braut, the grandson of Retired Carman John Braut, was married recently to Judy Sweeney. The young couple will make their home in Dillon while Paul is attending Western Montana College.

Retired Section Foreman Herman Smith was recently installed as worthy patron of Custer Chapter of the Order of Eastern Star . . . Mrs. L. L. Sturdevant, wife of Retired Sectionman Sturdevant, is state president of the Degree of Honor, and presided at the state convention in Great Falls on Oct. 22-23. Mrs. Earl Steiner, wife of Brakeman Steiner, was state musician for the convention.

Miles City Chapter of the Milwaukee Road Women's Club recently held its annual dinner for retired and active employees and their wives, with about 85 in attendance. Grocery bingo followed the dinner.

Good wishes were extended to Signal Inspector Larry Natzel on his recent transfer to Minneapolis.

Congratulations were extended to Section Laborer Ted Thompson on his recent retirement.

What's new with our students: Pam Taylor, granddaughter of Retired Brakeman Knute Peterson, was elected queen of Go-Western Days at Custer County High School . . . Rod Slater, son of Brakeman Kermit Slater, and a friend are touring Europe. They hitchhiked to New York, flew to Luxembourg, and at this writing are hitchhiking on the continent . . . Mark Lester, son of Signal Supervisor M. S. Lester, placed in his age group in the local 1971 Punt, Pass & Kick Contest . . . Joe Zawada, son of Engineer J. J. Zawada, has been a real sparkplug to

The Milwaukee Road Magazine



MARRIED FIFTY YEARS on Sept. 7, Mr. and Mrs. William T. Ahern celebrated with a family gathering at their home in Chicago. The group included their three sons and daughters-in-law and eight of their nine grandchildren. Mr. Ahern retired in 1962 after 43 years of service in Chicago, of which 27 were on the position of chief clerk in the Public Relations Department.



VETERANS, ALL. Six members of the Traffic Department force in Chicago who were honored recently upon reaching 45 years of service are presented a Silver Pass by George H. Kronberg, vice president-traffic. In the line-up are, left to right, Wendelin F. Schlechter, chief clerk in the general freight department; Mr. Kronberg; Joseph L. Riplinger, manager of pricing; William T. Ryan, chief rate analyst clerk; Joseph H. Schmitt, assistant manager of pricing; Bernice K. Brandt, secretary in the vice president's office; and Erwin H. Kussman, chief rate analyst clerk.



RETIRES AT GALEWOOD. Harry Wachman (left), car inspector at the Galewood freight house in Chicago, is wished "the best" by Car Foreman Merle Buchholtz as he retires on Oct. 15 after 53 years of service with the Milwaukee Road. The Control Center honored him at a cake-and-coffee party and presented him with a cash gift.



HOMECOMING QUEEN of Mundelein (Ill.) High School the week end of Oct. 9 was Joy Allen, the 17-year-old daughter of L. L. Allen, assistant to manager of operations of the Milwaukee Motor Transportation Company. Joy is a cheerleader at Mundelein High.



FIFTY-FOUR YEARS LATER. Mrs. Ray Homer, wife of Substation Operator Homer, who is the postmistress at Two Dot, Mont., delivers to Harlowton resident Ed Erickson a letter postmarked at Lake Andes, S. D., on May 11, 1917 which was found during repairs to the post office building. It was mailed by Mrs. Erickson's brother, who had planned to visit Harlowton in May and wanted to know if the roads would be good enough for traveling that early in the year. (Harlowton Times photo)

RETIREMENT RUN. Reporting for his last trip on the Duluth line Sept. 22, J. A. Thompson (left), conductor on No. 262, is wished a happy retirement by Trainmaster B. W. Miner. Thompson started his service with the Milwaukee Road in 1943, having worked previously for the Minnesota Transfer and the Duluth, Missabe & Iron Range railways. His retirement plans include his hobbies of hunting, fishing and traveling.





W. F. "Bill" Kramer, retiring as chief clerk in the office of the assistant general manager at Seattle, is surprised at an open house, one of two get-togethers in his honor. From left are Roger C. Wilhelm, secretary to assistant general manager; Don Sullivan, office clerk; John Robbins, formerly of the AGM office force and now with the Frisco Lines; Mr. Kramer; Assistant General Manager Garelick; and Douglas Duncan, retired clerk of the AGM office. For details, see the items of Correspondent Laura K. Schaub.



John Flashberger (center), layout man in the passenger car shop at Milwaukee, shown as he retired recently after more than 48 years of service. His well wishers are G. A. Wendt (left), general foreman of the passenger shop, and L. O. Kuokkanen, foreman of the passenger wood mill.



N. L. Eberts shown (center) at the dinner party marking his recent retirement as general yardmaster in Kansas City. With him are Savanna Yardmaster J. R. Brodbeck (left), general chairman of the Yardmasters of America on the Milwaukee Road, and C. E. Phillips, general chairman of the Yardmasters representing the Kansas City Southern in Kansas City. For details see the items of Correspondent Cinda Garrett.

the Sacred Heart football team . . . Parents of senior football players and cheerleaders were honored during half time of the last home game of the Custer County Cowboys. Among them were Assistant Roadmaster and Mrs. Ken Larimore.

Congratulations to the Don Sullivans on the birth of their son Patrick John. The Sullivans are former Miles City residents, having lived here while Don was with the Traffic Department.

Those traveling Hildermans are off again, this time on a six-week trip to Europe with two other couples. They left Billings, Mont., on Sept. 27, and expected to be back in November. Jake Hilderman is one of our retired carmen.

Grace Zuelke, wife of Engineer Zuelke, took first place in the Over-the-Rainbow Bowling Tournament held at the Red Rock Lanes in October.

Friends of Betty Babcock, wife of Retired Brakeman Babcock, were pleased to learn she has returned to Miles City to convalesce following heart surgery in Minneapolis.

L. S. Richey, chief clerk to the agent, is recovering from a serious bout with pneumonia at this writing.

Wire Chief and Mrs. Carl Prahl received word of the birth of their first grandson Sept. 21. The boy, born to Mr. and Mrs. Gary Prahl of Wethersfield, Conn., has been named Douglas Carl.

Sympathy was extended to Roundhouse Foreman and Mrs. R. E. Miller on the death of Mrs. Miller's father, Lewis C. Todd . . . to Retired Carman and Mrs. Ray Dworshak on the death of Ray's brother John . . . and to the family of the late Oreste Lucchesi, a retired machinist.

WEST END

James F. Ranney, Correspondent
Boardman, Three Forks

Mrs. Mark Hopper, 55, wife of Conductor Hopper, died recently at their home in Three Forks. Mrs. Hopper was born in Ryegate and she and Mr. Hopper were married there in 1938. They lived in Harlowton before moving to Three Forks in 1943. She was a member of Rebekah Lodge and the Three Forks United Methodist Church. Surviving in addition to her husband are two sons, Dan of Pomona, N. Y., and Allan of San Jose, Calif.; a daughter, Mrs. Diana Conner of Billings; a brother, two sisters and five grandchildren. Burial was in Sunset Memorial Gardens, Bozeman.

Then there was the rock and roll singer who retired early. His voice was okay but his legs gave out.



See the news column of Correspondent Eleanor Mahoney for the retirement send-off accorded Helen Cass, telephone operator on the Galewood switchboard in Chicago. Extending best wishes at an office party in her honor is E. R. Lidstrom, system telephone supervisor.



WISHES FOR A LONG AND HAPPY RETIREMENT are extended to Tony Crivello, section foreman in the Milwaukee Terminals, retiring after 36 years of service. Retired Roadmaster F. V. McLarnon is presenting him with a cash gift and an engraved "Silver Spike." The occasion is a dinner party at The Colony in West Allis, Wis., on Nov. 5 at which Mr. and Mrs. Crivello were honored by 78 Milwaukee Road employees and other friends.



Friends, co-workers and representatives of Milwaukee industries joined recently in a tribute to Mr. and Mrs. Fred Stelzel (left) following Fred's retirement as yard clerk in the Menomonee Belt District. Attending a dinner in their honor at "The Colony" are Agent R. E. Chalifoux (second from right) and E. M. Nowicki, assistant agent headquartered at Muskego Yard.



A wedding trip to Miami and Jamaica followed the recent marriage of Mary Kemp, daughter of the R. J. Kemps (assistant to vice president-claim prevention, refrigerator and merchandise service) and Edward Wermers in St. Mary's Church, Des Plaines, Ill. Mary, a graduate of Loyola University with a B.S. degree in nursing, is head nurse on the psychiatric floor at Lutheran General Hospital in suburban Park Ridge, and her husband is a graduate student at Loyola in Urban Renewal Studies. They are residing in Chicago.



Edward Wencka, rate clerk in the Milwaukee regional data office, retires on Oct. 15. From left are V. V. Kluck, assistant regional data manager; G. H. Roessger, retired chief clerk; T. S. Kleist, assistant regional data manager; Mr. Wencka; I. G. Wallace, general supervisor stations and yard offices; and R. P. Heinan, assistant general supervisor stations and yard offices TOFC-COFC.



Wilbert "Bill" Prise (right) has the good wishes of General Foreman John King as he retires on Oct. 1 from the position of crane engineer at Tomah Shops. Upon retiring, Prise was credited with more than 46 years of service at the Wisconsin maintenance of way shops.

ELEV. 4214'



IN THE BIG SKY COUNTRY. E. H. Mielke (right), roundhouse foreman at Harlowton, Mont., shown with Vern Moody, chief of engineering for the Montana Aeronautics Commission, at the fly-in held recently in conjunction with the Kiwanis Breakfast at Harlowton. In the background is an old J3 Cub which has been restored and converted to tricycle gear. Mielke served as city airport manager for 10 years, a job now held by Lineman R. Ted Lane. Both have been active in promoting the annual fly-in and keeping the Harlo Flying Club a going organization.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

Richard "Dick" Andrews, chief clerk to the shop superintendent, who holds the rank of lieutenant colonel in the U. S. Army Reserve, transferred from the active Reserve to the retired Reserve effective Nov. 1. Dick was one of the original members of the 757th Transportation Battalion when it was organized in 1949 as a Railway Shop Battalion affiliated with the Milwaukee Road. He advanced from Company Officer to Company Commander, and then served as Battalion Staff Officer until he transferred out in 1964. In 1966, upon the retirement of Lt. Col. Jack Mulhollon, who is currently supervisor of diesel reclamation, Dick was called back to the 757th to serve as Battalion Commander, a position he held until 1970 when he turned over the Battalion to Maj. (now lieutenant colonel) Martin G. Drinka, who formerly worked in the mechanical engineer's office.

Don Murphy, foreman in the freight shop, and his wife are back from a three-week vacation in Europe. They visited such fascinating places as Rome,

Florence, Pisa and Milan in Italy; Lugano and Lucerne in Switzerland; Paris and London.

Mrs. Mary Drasal, the grandmother of Niki Pieri, steno-clerk to Shop Superintendent V. L. Waterworth, celebrated her 100th birthday Nov. 2 at Bradley Convalescent Center with over 125 friends participating. Mrs. Drasal, a widow, was born in 1871 at Manitowoc, Wis., and lived in Milwaukee 60 years. She has received birthday congratulations from two Presidents of the United States, President Kennedy on her 92nd birthday and recently from President Nixon.

Chester Jenders, cabinetmaker in the passenger shop, died Oct. 13. He had retired on June 20 after 45 years of service. He is survived by his wife, Eleanor, and son, John.

Paul Bubolz, 69, retired upholsterer of the passenger shop, died Sept. 21. Mr. Bubolz worked for the Milwaukee 48 years until his retirement on Jan. 31, 1971. He is survived by his wife, Eleanor; a daughter, Mrs. Douglas Kanitz of Middletown, Ohio; two brothers, a sister and two grandchildren.

Lorenz E. Jank, carman welder in the forge shop, retired recently after working for the Milwaukee almost 49 years. Anthony Will, carman in the

freight shop, retired also after 46 years of service.

The spirit of our retired men is exemplified by Henry Schaffer, who visited the general office recently and handed out cigars to celebrate his 50th wedding anniversary. He also picked up a pass for himself and his wife for a trip to Florida via Washington, D. C., and return via Louisville, Ky., with many leisurely stops in between. Mr. Schaffer, formerly a carman in the freight shop, retired in 1961 after 50 years of service.

John Moschnik, son of Alvin Moschnik, carman in the passenger wood mill, has joined the staff of Milwaukee Psychiatric Hospital as controller, a newly-created position. He was formerly associated with the certified public accounting firm of Peat, Marwick, Mitchell and Co. in Milwaukee. John received a Bachelor of Science degree from Marquette in 1968 and has qualified since for CPA certification. He and his wife, Andrea, have a two-year-old son. Mrs. Moschnik is a graduate of the University of Wisconsin-Milwaukee.

Chicago General Offices

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Carl E. Lee, assistant manager-capital expenditure accounting, has announced the engagement of his daughter, Judy, to Dennis Gade.

The families of Head Bookkeeper Rudy Spandau and Assistant Engineer Mark Barends have returned from European travels. Rudy's wife toured Europe for two weeks and Mark's wife and two boys spent six weeks with Mrs. Barends' family, who live in Madrid, Spain.

We wish M. W. Bonnom, assistant manager-budgets and responsibility reporting and formerly of this office, a speedy recovery after his recent surgery.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

Ralph Gatto, Correspondent

The home of Edward Werbachowski, office clerk, was recently destroyed by fire. Friends showed their concern with donations to help replace some of the losses.

On sick leave at this writing and convalescing at home are Stephanie Hargus and Robert Zeravich.

Recent retirees were Carl Kemnitz and Laverne Hall.

June Mathisen and two former employees, Naomi Johnson and Charlotte Wood, recently visited Hawaii and the outer islands.

Ninth Annual Retirement-Reunion Held in Sioux City



Conductor George L. Smith (at microphone) serves as after-dinner speaker.

In the Sioux City-Dakota area of the Iowa, Minnesota & Dakota Division, the annual retirement-reunion honoring employees who retire during the course of the year is always a "don't miss" affair. Consequently, more than 175 active and retired employees accompanied by wives, relatives and friends of the retirees, took in the festivities at the Sioux City Eagles Lodge the Sunday of Oct. 3.

Lovely Indian Summer weather contributed to the enjoyment of a fine dinner and entertainment and an opportunity to pay tribute to the "graduating class of 1971." Engineer Elmer A. Weiland, who helped organize the get-together nine years ago and this year was himself an honored guest, presided in his usual spot as toastmaster, while Conductor and Mrs. Kenneth Knoernschild again provided the music, Mrs. Knoernschild on the piano and accordion and Kenneth on percussion. The Music Maids, a popular Sioux City home talent group, were back again also to entertain with humorous skits.

Red roses were presented to the women present, and a "Milwaukee Road orange" boutonniere to the 1971 retirees, together with a gold spike engraved with his name and year of retirement from service. All in all, "it was a real nice clambake, and they all had a real good time."

Guests of honor who retired during 1971, left to right: Engineer Elmer A. Weiland, Sioux City; Section Foreman A. L. Oaks, Armour, S. D.; Frank B. Griller, chief clerk in the Sioux City freight office; Conductor George L. Smith, Sioux City; Vernon P. Landmark, rate clerk in the Sioux City regional data office; K. V. Gray, agent at Elk Point, S. D.; J. D. Mullen, agent at Wagner, S. D.; and A. L. Gorman, agent at Akron, Ia.



TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Cheri Dean and Chris Kinney are two new secretaries who have been brightening up the main office of our department these last few months. Both are graduates of Fox Business College in Chicago, and both worked in the passenger department before coming to our office.

Renowned world traveler Bob Biefeldt of the tariff department spent his vacation this year in Spain. He spent two weeks in Porto Petro, Mallorca and Palma, which are fishing and resort

areas on the Mediterranean Sea. The trip was sponsored by the Club Mediteranee, and on the way over Bob flew for the first time via an Iberia Airlines 747 jet. Rate Analyst Curtis Marbut took a relaxing vacation this fall visiting relatives in Ohio, Pennsylvania and New York.

Sue Paulus, former secretary for the grain department, was married on Sept. 20 to William E. Barr Jr., a brakeman on the D&I Division of the Milwaukee Road, at the United Methodist Church of Savanna, Savanna, Ill. Sue, who has a one-and-a-half year old son named Michael, now has two more children to



For Safety and Good Attendance

Employees in the Diesel House at Milwaukee Shops competed recently in a contest based on safe working practices and attendance on the job. The contest, which was sponsored by Master Mechanic E. A. Rogers and a representative of the Snap-On Tool Company, offered a Snap-On tool set for a perfect safety and attendance record over a six-month period. In the drawing for the prize—several men tied for the record—Machinist Helper Kenneth Schultz was the winner. Shown above at the award ceremony are, left to right, Jim Saxton representing the Snap-On Tool Company, Schultz, Shop Superintendent W. A. Hisman and General Foreman D. L. Drew.

mother, a two-year-old boy, Gregory, and an eight-month-old girl, Cynthia Marie. The Barrs are residing in Bensenville, Ill.

On Sept. 10, a softball team fielded by our fearless freight department was defeated 22 to 14 by a team from the sales department at Reis Park in Chicago. The game was highlighted by two home runs from Edwin Montilla for the losers, some fine pitching by the sales team, several errors by both teams, and some very questionable umpiring. The starting line-up for our team included Charlie Wilson, pitcher; Larry Wolshlager, catcher; Yours Truly, first base; Pepe Chavarria, second base; Julio Chavarria, shortstop; Bob Fleming, third base; Bob Maraccini, left field; John Fuscone, center field; Tony Cynova, short center; and Ed Montilla, right field. Substitutes for our team were John Rogers, Ed Spaulding, Jim Ryan and Bill Mullen. Another game was scheduled for a later date but was rained out. It looks like we will have to wait for next year to get revenge.

Secretary Cleo Airola's prize winning brindle boxer won two more trophies in October. "Dudley," as he is called, was judged Best of American Breeds at the Boxer Club of Milwaukee dog show in

Waukesha, Wis., on Oct. 9, and won the same award at the Mid-West Boxer Club show in Chicago Oct. 10.

Yours Truly closed out the stock car racing season for 1971 with a 40-car demolition at Sycamore Speedway. I drove a 1959 Olds and finished fourth. A broken driveshaft forced me out while only three other cars were still running. I'm already looking forward to next year, and will probably build two stock cars for 1972.

Ed Fahrforth of the freight sales department, who also runs demolition derbys, won the first he ever entered on Oct. 10 at Raceway Park in Blue Island, Ill. Ed was driving a 1959 Ford station wagon.

Ray Sankey, long time tariff compiler in the freight traffic department and more recently head of the tariff mailing bureau, retired on Oct. 15. Walter Klosowski, supervisor of the tariff department, celebrated his 49th year with the Milwaukee Road on Oct. 22.

Our sympathy was extended to Bud Orr, retired traffic analyst-sales, on the death of his wife.

Ron Kohlman, sales representative in the office of regional manager-sales, has been elected a director of the Calumet Transportation Association for the coming year. Speaking for the mem-

bership, outgoing president Don Akers thanked Ron for his contribution to the Association's activities the past year, and particularly for his work as chairman of Rail Night.

Mrs. William Sunter, mother of retired vice president-rates and divisions, passed away on Nov. 18 at the age of 92. Funeral services were held in Chicago with interment in Steger, Ill. Surviving in addition to Mr. Sunter and his wife are a daughter, Isabelle McKeon Hilgers, two grandsons and four great-grandchildren.

OFFICE OF MANAGER-EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Vows were exchanged between Brenda Veach of the TOFC Bureau and Richard Crotty on Sept. 11 at St. David's Church. They spent their honeymoon in Acapulco.

Pat Mohr and Arlene Roggow have returned to work after leaves of absence.

Condolences were extended to Darlene Kochanski on the death of her grandmother and to Sharon Meyers on the death of her grandfather.

Pat Burns of Car Records left us recently to become a full-time mother and housewife.

Flo Seif unknowingly became involved recently in a commercial for Commonwealth Edison. Flo was at a picnic when a man stepped up and asked if he could take a picture of her playing volleyball. Only later did she find it was filmed for a commercial. The commercial will be shown for 13 weeks on all of the local channels.

Genevieve Rembac retired on Oct. 27 after 52 years of service and was honored at a farewell party. The office will miss her cheerful presence.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent
Office of Vice President-Operation

Howard Florus, who retired in December 1962 as assistant chief clerk to the vice president-operation, and his wife recently sold their home in Northbrook, Ill., and moved to Boynton Beach, Fla.

Ronald and Marge Skalski are the proud parents of a daughter born Sept. 18. She has been named Karen Marie. Ron is statistical clerk in the office of the general manager, and they have two boys in the family.

We welcome Miss Frances M. O'Connor as the new secretary to R. I. Miskimins, director of operating systems.

Best wishes for a speedy recovery are extended to Eddie A. Mongelluzzo, file

The Milwaukee Road Magazine

Michael Sol Collection

clerk, who underwent surgery the latter part of October.

Ken Miller has accepted a position as secretary to Assistant General Manager D. O. Burke, replacing W. E. Anderson, who has transferred to the Engineering Department. Mr. Miller comes to us from the Burlington Northern.

Best wishes for a speedy recovery are extended to Virginia Tisdall, wife of Robert L. Tisdall, secretary to vice president-operation, who underwent surgery the early part of November.

R. L. (Roy) Christiansen, car distributor in the Transportation Department, and his wife became proud grandparents for the third time with the arrival of a nine-and-a-half pound boy, David James, on Oct. 1 in Elgin, Ill.

The Transportation Department's Carscope section welcomed two new employees, Kathleen Scofield, file clerk, on Sept. 22, and Cheryl Oberste, tracing clerk, on Oct. 25.

Mary Anne Walsh, lead machine operator in Carscope, spent two delightful weeks in Hawaii and the islands during her vacation in October.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Ruth D. Brauneis, Correspondent



George Brauneis

his team having been named the "champs" in Addison. He played outfield.

Congratulations are in order for Leon Gawron, traveling joint facility examiner, and wife, Carol, on the birth of their first child, Susan Marie, at Swedish Covenant Hospital on Oct. 12.

A long, happy married life is wished for Marie Gomez of the paymaster's office, who was honored at a bridal shower on Sept. 17, at which she received many beautiful gifts. Marie and David Marcheschi, brother of Joseph Marcheschi of the paymaster's office, were married at St. Gregory's Church on Sept. 18. The wedding reception was held at Ferrara Manor and they spent their honeymoon in Italy.

Catherine Ward of the Key Punch Bureau resigned Sept. 29 and now lives in Lake Geneva, Wis. Her department had a nice farewell party for her.

Fireman Colgan Cited for Heroism in Vietnam



Sp/4 Timothy J. Colgan and buddy

The Army's Bronze Star Medal for heroism in Vietnam was awarded recently to Sp/4 Timothy J. Colgan, in civilian life a fireman on the La Crosse Division.

The action for which Tim was cited occurred on Mar. 30, 1971 when he repeatedly risked his life under enemy fire to help remove wounded comrades from a battle area infested with unexploded munitions. With the

wounded relatively secure, he returned to the scene of action and again exposed himself to fire while assisting with the resupply of ammunition supporting the defense. After the area seemed safe, he also undertook with three men to recover the body of a comrade which was intermingled with that of an enemy sapper, risking possible booby trapping of the remains.

The Colgans are a three-generation Milwaukee Road family. Grandfather W. A. Colgan, who retired 16 years ago, was a passenger conductor on the La Crosse Division 50 years, and Tim's father, Arthur B., is a foot board yardmaster in La Crosse Yard with 31 years of service, discounting four years of military leave during World War II.

Tim's brother Micky has been a yard clerk at Camp 20 the last four years, and his younger brother, Danny, recently hired out as a brakeman on the Division. Tim plans to resume working on the railroad also when he is mustered out of the Army. His three-year enlistment was due to end on Dec. 14.

Lois Leffelman, bill clerk, received a beautiful diamond engagement ring from Leroy Skwierczynski Nov. 5. The wedding has been set for Apr. 8, 1972.

Sincere sympathy to the following: Isabel Berz, bill clerk, on the death of her dad; Annette Sipiora, bill clerk, on the death of her mother; Bernice Holter of the Key Punch Bureau on the death of her husband; and Bill Butler of the NARPC Bureau on the death of his mother.

Geoffrey E. Stickler, retired assistant to comptroller-joint facilities and billing, has been appointed to the Citizens Board of Directors of the Illinois Masonic Medical Center. He was also coroneted a 33rd Degree Mason in Philadelphia on Sept. 26. Mr. Stickler is a Past Thrice Potent Master of the Lodge of Perfection, Ancient Accepted Scottish Rite, Chicago; a director of the Scottish Rite Cathedral Association and of the Scottish Rite Almoner's Fund; and currently the almoner and secretary of the latter.

Arthur Newell, son of Mildred Newell of the manager of payroll accounting office, now answers to the title of counselor, having passed the bar examination. He has accepted a position in the Appellate Court.

Milwaukee Terminals

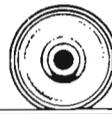
REGIONAL DATA OFFICE

Pearl Freund, Correspondent

On Oct. 2, Key Punch Operator Joann Wencka became the bride of Richard Glodowski at Immaculate Conception Catholic Church. Edward Wencka, rate clerk and father of the bride, escorted her up the aisle. Shades of purple and lavender made up the attendants' gowns as well as the ruffled shirts of the groomsmen. After a beautiful ceremony Mr. and Mrs. Glodowski received the relatives and friends in the vestibule. Dinner and reception were held at the Norway House. The newlyweds are now settled in a new home in Caledonia, a nearby town.

George J. Welik, son of Freight Inspector George Welik, received his B.S. degree recently from the University of Wisconsin. In recognition of scholastic achievement, he was placed on the Dean's honor list for the second semester of 1970-71. He is now employed by Lockheed Aircraft in the Missiles and Space Division.

On Oct. 15, Edward Wencka, out-bound rate clerk, took his pension after 47 years of service with the Road. Ed's



	Third Quarter		Nine Months	
	Ending September 30,		Ending September 30,	
	1971	1970	1971	1970
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$75,845,109	\$73,457,470	\$221,283,656	\$211,343,601
PAID OUT IN WAGES	35,234,560	34,684,897	103,129,346	102,367,103
Per dollar received (cents).....	46.5	47.2	46.6	48.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.....	3,978,266	3,980,031	11,402,954	11,154,225
Per dollar received (cents)	5.2	5.4	5.2	5.3
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	39,147,422	39,008,493	114,741,216	113,484,672
Per dollar received (cents).....	51.6	53.1	51.9	53.7
Ordinary Income (Loss)	(2,515,139)	(4,215,951)	(7,989,860)	(15,662,399)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	236,406	262,208	695,543	768,368
1971 under 1970	25,802		72,825	

even temperament and pleasant disposition won him many friends within and outside the railroad industry. For this reason, a large group of former supervisors and co-workers attended an office luncheon on his last day of work. He was presented with all his desk belongings nicely gift wrapped, together with a washer and dryer, which turned out to be a towel drawn through a large iron washer. This was presented in a large laundry carton stuffed with paper, and the gag only attested to his great good humor. He was also presented with a gift of money.

Barbara McPhee, disbursement clerk, spent her vacation with hubby Jim in Houston visiting relatives and having a wonderful time. She reported they did some deep sea fishing and visited the Astro Dome and historical sites around Houston.

Rosemary Fernbach is on leave of absence due to illness. Following a short stay in the hospital, she was released to return to work when she had the misfortune to be injured in an auto accident. Mrs. Carol Cartwright is also on leave of absence due to illness.

Successful bidder for the rate position vacated by Ed Wencka was Wallace Henkel. Ann Meyer has been assigned the Grade A position.

Joy Jones, revising and bill clerk, became Mrs. Jerry Zepka in a quiet ceremony in September. Only mem-

bers of the family were present. Jerry is a student at the University of Wisconsin.

A baby girl arrived at the Bob Normans in time to make the Magazine deadline. The infant has not been named at this writing, having arrived at 10:54 A.M. Nov. 1. The Normans also have a three-year-old daughter, Dionne Renee.

New assignments were made in Outbound Rates on Nov. 1, Ray Klapa going to the revising desk and W. Powell to the correction desk. Newcomer Judy Rucki was assigned to keypunching. We also extend sympathy to Judy on the death of her father recently.

AGENCY

Sympathy was extended to Inbound Train Clerk Warren Craft on the death of his wife, Marion, Oct. 28. Funeral services were held at Holy Cross Church and burial in her home town of Mischicot, Wis.

We also report the death recently of the sister of Lester Veit, Stowell control clerk, on Oct. 27. In a happier vein, we congratulate Lester on having completed 45 years of service with the Road in October.

Stowell Control Clerk L. (Ashe) Gilard and his wife returned recently from a vacation trip to Hawaii with interest-

ing highlights to report. Among them is an amusing one concerning a trip on the 18 miles of the Lahaina Kaanapoli Railway. Ashe purchased regular fares, but en route he flashed his railroad pass to the conductor, in jest. However, the conductor didn't take it lightly and proceeded to argue the entire trip, attempting to return his fare. It seems he felt insulted that the fare had been paid, since all railroad passes are honored on this line.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Our sympathy to Warren Craft, inbound train clerk at Muskego Yard, on the death of his wife, Marion, 45, who passed away suddenly on Oct. 28. Burial was in Holy Cross Cemetery, Mishicot, Wis.

Sympathy is extended also to the following: Switchman Richard Kolosinski on the death of his father, Retired Switchman Joe (Mike Switch) Kolosinski, on Sept. 16; Retarder Operator Maynard Lutz on the death of his father; Marvin Topping on the death of his mother Oct. 10; and Retarder Operator Don Cieszynski on the death of his mother Oct. 24.

Caller Tom Paquin and his wife were congratulated on the birth of a baby girl, Kimberly Renee, Oct. 11.



WINNING RACONTEUR. Yardmaster J. A. Snyder of Perry, Ia., displays the trophy awarded to him recently for winning the humorous speech contest in the Area Five Toastmasters Clubs competition. His speech was titled "My Family Tree." (Perry Daily Chief photo)

Freemasonry Elects McClain To Thirty-Third Degree



Keith E. McClain

Keith E. McClain of the vice president-operation staff is among seven leading Masons in the Valley of Chicago who have been elected to receive the Thirty-Third Degree. A total

of 205 throughout the country will be coroneted at ceremonies in Boston in September 1972.

The White Hat and Ring of the Thirty-Third Degree are awarded for "dedicated service to Freemasonry or for outstanding contribution to humanity reflecting credit on the Fraternity."

Mr. McClain's Masonic career dates back to 1950. He is currently Director of Work for Oriental Consistory, Chicago Valley of Scottish Rite. His other activities include serving as treasurer of the Scottish Rite Bowling League and feature writer for the Scottish Rite Magazine. He also holds the Meritorious Service Award, which was presented to him in 1969.

Patricia Hodel, daughter of Switchman Merlin Hodel, was the winner recently of a Singer sewing machine. Her name was the lucky one among more than 15,000 entered in a drawing sponsored by the Fabric Yard in Milwaukee.

Switchman Russ Heaton spent his vacation visiting his son, who is stationed at Colorado Springs, and made the acquaintance of his first grandchild.

Lauris H. Rozkalns, son of Switchtender Rozkalns, who graduated this last June from Oshkosh State University, had difficulty in obtaining a teaching job and is now in military service. We wish him the best of luck.

Switchman Phil LaFountain's name was listed recently in the Milwaukee Journal under Men's Honor Scores as shooting a 70 at the Whitnal Park Golf Course.

We wish a speedy recovery to Caller Henry Windward, who has been ill for some time, and to Switchtender Caswell Garber and Switchman Steve Wosinski, who are ill at this writing.

We welcomed a new road caller, Mrs. Laural Jordan, at Muskego Yard.

Carloadings

January-November 1971 compared with same period in 1970

		NUMBER OF CARLOADS			
% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1971 over 1970	ELEVEN MONTHS		INCREASE	
		1971	1970	1971 over 1970	% of increase
8.5%	Lumber or dimension stock.....	50,813	44,870	+ 5,943	+ 13.2%
3.8	Motor vehicles.....	23,741	17,578	+ 6,163	+ 35.1
3.2	All other food products (incl. sugar).....	24,552	23,422	+ 1,130	+ 4.8
2.6	Industrial chemicals.....	14,788	13,917	+ 871	+ 6.3
2.0	All other transportation equipment.....	26,777	20,843	+ 5,934	+ 28.5
1.9	Primary forest products.....	50,093	49,018	+ 1,075	+ 2.2
0.4	Coke, oven or blast furnace products	6,697	6,364	+ 333	+ 5.2
22.4%		197,461	176,012	+21,449	+ 12.2%
		DECREASE			
	loading of these commodities DECREASED in 1971 over 1970	ELEVEN MONTHS		DECREASE	
		1971	1970	1971 under 1970	% of decrease
11.6%	Grain.....	60,143	75,446	-15,303	- 20.3%
7.0	All other paper or allied products...	63,497	65,397	- 1,900	- 2.9
3.9	Coal.....	63,642	82,043	-18,401	- 22.4
3.5	All other wood products (incl. plywood).....	25,759	26,068	- 309	- 1.2
3.3	Canned fruits, vegetables and seafoods.....	18,085	20,948	- 2,863	- 13.7
3.1	All other chemicals or allied products	27,095	28,802	- 1,707	- 5.9
3.0	Stone, clay, or glass products.....	27,133	31,802	- 4,669	- 14.7
2.8	Meat, fresh, chilled or frozen.....	16,719	25,414	- 8,695	- 34.2
2.8	Grain mill products.....	46,310	48,938	- 2,628	- 5.4
2.8	Primary iron or steel products.....	20,697	26,082	- 5,385	- 20.6
2.7	Nonmetallic minerals; except fuels...	40,798	45,607	- 4,809	- 10.5
2.7	All other primary metal products...	12,470	13,675	- 1,205	- 8.8
2.6	Pulp or pulp mill products.....	14,224	14,647	- 423	- 2.9
2.5	Freight Forwarder & Shipper Assn. Traffic.....	18,675	24,409	- 5,734	- 23.5
2.2	Waste or scrap materials.....	21,684	23,604	- 1,920	- 8.1
1.7	Fabricated metal products.....	11,818	13,701	- 1,883	- 13.7
1.6	Petroleum, natural gas and gasoline	12,902	16,110	- 3,208	- 19.9
1.4	Malt liquors.....	15,719	15,730	- 11	- .1
1.3	All other machinery; except electrical.....	6,617	6,830	- 213	- 3.1
1.3	Electrical machinery or equipment...	10,929	12,450	- 1,521	- 12.2
1.1	Soybeans.....	11,349	12,996	- 1,647	- 12.7
0.9	Dairy products.....	8,250	9,273	- 1,023	- 11.0
0.9	Farm machinery or equipment.....	8,649	9,754	- 1,105	- 11.3
0.7	Potatoes, other than sweet.....	5,466	5,674	- 208	- 3.7
0.7	Fresh fruits and vegetables.....	5,764	8,125	- 2,361	- 29.1
0.7	Beverages; except malt liquors.....	8,882	9,643	- 761	- 7.9
0.4	All other farm products.....	6,574	10,853	- 4,279	- 39.4
0.3	Livestock.....	2,273	2,857	- 584	- 20.4
0.2	Metallic ores.....	1,129	2,347	- 1,218	- 51.9
0.1	Small packaged freight shipments (LCL mdse.).....	242	300	- 58	- 19.3
7.8	All other carload traffic.....	58,116	69,773	-11,657	- 16.7
77.6%		651,610	759,298	-107,688	- 14.2%
100.0%		849,071	935,310	-86,239	- 9.2%



Group attending the first annual retirement-reunion honoring employees on the Iowa, Minnesota & Dakota Division who retired the past year. Seated from left: Mrs. and Mr. H. C. Thornton, retired engineer; Mrs. and Mr. C. O. Post, retired district safety engineer; Mrs. and Mr. A. N. Nelson, retired section foreman; and Mrs. W. K. Peterson, wife of division superintendent. Standing, from left: Retired Division Engineer F. F. Hornig and Mrs. Hornig (front); Mrs. and Mr. Earl Long, retired roadmaster; Superintendent Peterson; and Mrs. and Mr. C. B. Bergeson, retired agent.

I M & D Division

SIoux CITY AREA

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

Vernon P. Landmark, Grade A rate clerk in the Sioux City regional data office, was honored at two farewell gatherings when he retired recently after 49 years of service. One was a coffee, cake and ice cream party in the regional office attended by his freight house and data co-workers, the other a cocktail and dinner party at the Oasis Supper Club for all Milwaukee employees and personal friends. At the latter he was presented with a Polaroid camera as a retirement gift.

Vern, the son of Milwaukee Agent-Operator A. M. Landmark (deceased), started his railroad service in 1922 at Menno, S. D. In 1930 he went to Sioux Falls, S. D., working in the freight house and advancing to rate clerk. He transferred to Sioux City in 1945, working as rate clerk in the freight office until the data office was opened in November 1960. Vern and his wife, Eunice, have moved to Prescott Valley, Ariz., where they have bought a mobile home, and plan to spend their retirement days in a warmer climate.

Wedding bells have been ringing in Bridgewater, S. D. Zion Lutheran Church there was the setting for the recent marriage of Brad Potter and Miss Nyla Presuhn. Brad works for the welding crew with headquarters in Sioux City, and the bride attended Stewarts School of Hairstyling and is employed at the Bridgewater Stylet Salon. They are residing in Bridgewater.

Miss Terri Miller became the bride of Randy Byington on Oct. 2 in St. Stephen's Catholic Church in Bridgewater. The bride attended Stewarts School of Hairstyling and is employed

at a Bridgewater beauty salon. Randy attended Black Hills Teachers College at Spearfish, S. D., and Northern State Teachers College in Aberdeen. He is now working for the welding crew headquartered in Sioux City. They also are making their home in Bridgewater.

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Retired Conductor Herman R. Behrens of Mankato, Minn., was killed in an auto accident on Sept. 12.

B&B Foreman John Montgomery of Austin, who spent some time in the intensive care unit of St. Olaf Hospital at Austin, is now resting at home and making occasional trips to the office for exercise.

The first annual Retirement-Reunion Banquet honoring all employees on the East End of the IM&D Division who retired this past year drew an enthusiastic turnout of over 100 active and retired members of the railroad family and their wives, relatives and friends to the testimonial at Austin on Saturday, Oct. 16.

Retired Division Engineer Fred F. Hornig served as toastmaster for the festivities in the gym of St. Edward's Church. Many of the guests enjoyed paging through albums of railroad pictures gathered over the years by rail buff Harold Davison and listening to sound tracks of railroad sounds. The group was also entertained with a movie depicting the growth of the Union Pacific railway system, courtesy of Superintendent W. K. Peterson.

Highlighting the program, each honored retiree received a boutonniere and was presented by Superintendent Peterson with a Gold Spike engraved with his name and date of retirement from service. Honored guests present in addition to Mr. and Mrs. Hornig were

Roadmaster E. E. Long and wife of Austin; Agent C. B. Bergeson and wife of Whittemore, Ia.; Engineer H. C. Thornton and wife of Austin; District Safety Engineer C. O. Post and wife of Austin; and Section Foreman A. N. Nelson and wife of Northfield, Minn. Others honored were Assistant Foreman F. G. Arnet of Hokah, Minn.; Agent M. C. Bloom of Lakefield, Minn.; Conductor R. E. Helmey of Marquette, Ia.; Section Foreman Harlan Hunter of Austin; Trainman C. P. Kobliska of New Hampton, Ia.; Machine Operator L. M. Miller of Hokah, Minn.; Yard Clerk Clarence Mlenar of Austin; Chief Clerk H. I. Quandahl of Mason City, Ia.; Engineer C. M. Reisdorf of Mason City; Cashier William Robb of Albert Lea, Minn.; and Car Foreman W. P. Trenkler of Austin. All attending enjoyed the entertainment, good fellowship and homecoming with previously retired and active employees.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion



Linda Nedrow

Linda Nedrow, daughter of Day Yardmaster Raymond L. Nedrow of Cedar Rapids, recently enlisted in the WAAF. Linda, a 1971 graduate of Prairie High School, took basic training at Lackland Air Force Base in Texas and is now stationed at Lowry Air Force Base in Denver.

Capt. William Rubin, son of Engineer and Mrs. Lloyd Moss of Perry, has arrived in Germany for his tour of duty there.

Engineer and Mrs. Frank Connors

The Milwaukee Road Magazine

of Perry celebrated their 25th wedding anniversary recently with the help of their children, Mr. and Mrs. Tom Connors of Omaha, Mr. and Mrs. Bob Lewis of Williamsburg, Kathleen of Omaha, Maureen of Iowa City, and Joe, Mike, Ann and Pat of Perry.

Conductor Charles F. McDonald passed away Sept. 14 in Perry, where he and Mrs. McDonald had resided since 1943. Survivors include his wife, four children and eight grandchildren.

Funeral services were held in Perry for William S. Barker, who passed away on Oct. 11. He was a lifelong resident of Perry and had been employed in the Signal Department since 1941. Mrs. Barker survives her husband.

Mr. and Mrs. Earl Green celebrated their 25th wedding anniversary on Oct. 6 at a luncheon with their daughter, Roberta, and relatives. After the luncheon, Mrs. Green presided at the Milwaukee Road Women's Club meeting and was presented by the Club with a 25th anniversary plate.

Mrs. George Franks, widow of Switchman Franks, has received word of the death of her brother, Robert DeGroate, at Marysville, Wash. Mr. DeGroate formerly lived in Perry and was employed by the Milwaukee Road until his retirement.

Rodney Hotz, son of Agent R. L. Hotz of Marion, has returned from military service and resumed work as a switchman at Cedar Rapids Yard. During his four-year tour of duty in the Air Force Rodney was married to Bea Phillips of Denver, Colo. He was stationed at a number of bases in the United States and also served one year in Iceland. A family reunion was in order upon his return, and his brother, Roger, who worked for the Milwaukee Road during summers, was home for the occasion.

Robert and Jan Garien recently became the parents of a baby girl, Christina Marie. Mr. Garien is employed as a section laborer at Atkins, and Mrs. Garien is the daughter of Assistant Section Foreman John J. Smith of Monticello.

Congratulations are in order for Cedar Rapids Switchman Robert Kingsbury on his recent marriage to Rosemary Dye.

We have received word that Retired Conductor and Mrs. E. W. Fisher have sold their residence in Isle, Minn., and have purchased a home at 10336 Desert Forest Circle in Sun City, Ariz. They report that they have some retired Milwaukee Road people as neighbors.

Car Foreman and Mrs. W. A. Davis of Cedar Rapids took a three-week vacation in Europe, where they visited their daughter and son-in-law, Mr. and Mrs. David King, in Frankfurt, Ger-



COAST DIVISION RETIREMENT. Will May, section foreman at Othello, Wash., shown as he retired recently with the good wishes of his co-workers. From left are Machine Operators Terry Weise and David Kinsel, Section Foreman Laverne Prieur, May, and Roadmaster Elmer Lottes. Retiring after 46 years of service, May plans to take things easy and do some hunting. His brother, Gordon, is in active service as a locomotive engineer between Othello and Cle Elum, Wash. (Wade J. Stevenson photo)

many. During their stay they spent some time in London, and also traveled to France, Belgium and Austria.

Two East Iowa Division families are transferring to Montana. Trainman F. D. Reynolds and his family are in the process of moving to Three Forks at this writing, and Trainman Lloyd Schott and his family have moved to Bozeman.

Retired Conductor Bruce Fulton is home from a Cedar Rapids hospital, where he underwent surgery. It is reported that he is getting along very well.

Sympathy is extended to Sectionman and Mrs. Norman Swearingen, whose son Wesley was killed in an automobile accident on Oct. 7. Survivors, in addition to his parents, are his wife and small son. Wesley was formerly employed on the section at Marion.

Ann Reilly, the daughter of Engineer J. M. Reilly of Savanna, recently joined the Air Force and is now stationed at Lackland Air Force Base.

Engineer K. H. Kokemuller of Clinton, Ia., passed away recently. Sincere sympathy is extended to Mrs. Kokemuller and their family.

Conductor and Mrs. M. D. Harman of Perry have returned from a vacation trip that took them to Aberdeen, Denver and Lyons, Kansas, visiting relatives and sightseeing . . . Engineer and Mrs. Howard McLuen of Perry vacationed in Minnesota . . . Chief Dispatcher and Mrs. John Galher spent a week touring the West,

Retiring after more than 47 years of service, Stanley J. Rebazc (left), customs clerk at the Galewood freight office in Chicago, is presented a watch from his co-workers by Agent J. P. Kalasmiki. For details, see the items of Correspondent Eleanor Mahoney.



The former Patricia Ann Ziemer, daughter of Welding Foreman C. A. Ziemer of Sioux City, Ia., and William O. Baker of Marion, Ohio, who were married recently in Dakota, Minn. Pat is employed at the Mayo Clinic in Rochester, Minn., where her husband holds a position at Rochester Methodist Hospital.



visiting Rocky Mountain National Park, Royal Gorge, Las Vegas, Zion National Park and Salt Lake City.

Word has been received that Norman Kistler, formerly employed at Perry and now in train service on the Rocky Mountain Division, had a heart attack and is in the Missoula General Hospital at this writing.

A new organization called The Milwaukee Road Railfans Association is being formed and seeks members. All interested should contact Jack Ellis, 340 W. 8th Ave., Marion, Ia. 52302.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Sympathy was extended to Retired Agent A. M. Detuno on the death of his mother; to the Stuebner family on the death of their sister; to Assistant Superintendent G. A. Chamberlain on the death of his father; and to the family of Retired Engineer Roy Leader, who died recently.

Best wishes were extended to Coach Yard Switchman H. E. Sittler and Freight Yard Switchman W. S. Matthews on their retirement from service; also to Engineer Cleo Duffey who joined the retired ranks. Mr. Sittler will continue to make his home in Northbrook, Mr. Matthews in Evanston and Mr. Duffey in Bensenville.

Had a card from Retired Engineer Rudy Vick and wife while they were traveling out West. They stopped to see Retired Employees Charlie Wall and Ken Helander.

Joan Hotton, steno-clerk for Trainmaster Nunley, is on sick leave at this writing. Bernice Heming of the superintendent's office has taken Joan's position and Anne Jobe is working in our office on Bernice's job.

Linda Martinek, daughter of Chief Yard Clerk A. T. Martinek, is enrolled for her first year at Western Illinois University, Macomb. Upon graduating from Fenton High School this year, Linda joined a group of classmates for a three-week vacation in Europe, traveling overseas via 747 jet and visiting Germany, Norway, Holland, France, Austria and Czechoslovakia. She spent the balance of the summer working as a waitress at Plentywood Farm in Bensenville.

Carl Baumkirchner, assistant to superintendent at Bensenville, and John Brooks, formerly traveling car agent at Bensenville, were among the attendants at the marriage of Robert Ohlsen, assistant to Mr. Miskimins, and Miss Mary Marzolf in Sauk City, Wis., Sept. 11. See picture in the Magazine.

Mr. and Mrs. Charles Moss of Wood



GOLDEN ANNIVERSARY COUPLE. Married 50 years on Sept. 5, Mr. and Mrs. Elias Kelroy of Mason City, Ia., celebrated with an open house at the Sheraton Motor Inn. Elias retired from engine service in 1964 after 52 years with the Milwaukee Road, and before their marriage Mrs. Kelroy was the roundhouse clerk at Sanborn, Ia. They have a daughter, Mrs. John Blackburn, and three granddaughters living in Mission Viejo, Calif.

Dale recently celebrated their 59th wedding anniversary. Mr. Moss served as a locomotive engineer in the Terminals for 45 years before retiring in 1958. They are the parents of Melvin Moss, who works at Bensenville as a carpenter.

We heard from Joseph Rooney, retired service officer of Pioneer Post 768, that Joe Dvorak, retired mechanical department employee, was in Hines Hospital this year for treatment of a heart condition. He and his wife are now living at The Bryn Mawr House nursing home (6141 N. Pulaski, Chicago 60646).

Mr. Rooney informed us also that Retired Engineer Fred J. Rupp, who was living at the same nursing home, died this fall.

GALEWOOD

Eleanor P. Mahoney, Correspondent

Stanley J. Rebacz retired on Sept. 3 with 47 years, 11 months and 9 days of loyal service with the Road. Stan started at Union Street as a messenger when he was 15 and-a-half years old. He came to Galewood working on various jobs, and then went to Jefferson Street where he was cashier, then to Division Street and Cherry Street. He returned to Galewood on May 19, 1969 when Division Street closed, and worked as customs clerk. Agent Kalasmiki presented Stan with a Bulova watch from his co-workers. We all wished him

good luck, and then enjoyed coffee and rolls.

Ed Lemke is the new customs clerk, and is doing a fine job.

Carolyn Di Cicco, report clerk, sent greetings from the Hawaiian Islands, and upon returning told us of the fabulous time she had on a de luxe tour. When the tour ended she spent the remainder of her vacation in Los Angeles.

T. J. "Tom" Lloyd, assistant agent at Galewood, was appointed agent at Beloit, Wis., on Sept. 20. Before Tom left we wished him well in his new venture and gave him a Bulova wrist watch.

Louis F. Mack, agent at Beloit, was appointed assistant agent at Galewood, and welcomed on the same day when Tom left. Mr. Mack was agent at Chicago Heights before going to Wisconsin.

Ted Zielen, carload transit clerk, was standard bearer at the convention of the Polish Alliance in Pittsburgh, Pa.

Mrs. Sarah Detuno, mother of Retired Agent Anthony Detuno, passed away on Sept. 18.

Louis M. Rosenmayer, check clerk, is bustin' out all over since he became a grandpa to Amy Marie on Sept. 22. His first grandchild! Howard, the father, is a former Milwaukee Road employee.

Mr. and Mrs. J. B. White, parents of Milwaukee Road employees Earl and J. B., marked their 68th wedding anniversary on Oct. 8, as well as Mr. White's 94th birthday. The couple observed the events quietly at home in the house which has been in their family since 1901. Married in Chicago in 1903, Mr. and Mrs. White have lived in or near Kenosha, Wis., most of their lives. There are six children in all, 18 grandchildren and 22 great-grandchildren.

Jan Pappas, weight clerk, has taken a leave of absence as she is expecting an addition to the Pappas family in December.

Philip D. Scorza is our new weight clerk; doing a fine job.

Priscilla Geho, demurrage clerk, was flying high while vacationing in San Francisco, Disneyland and Las Vegas. The big surprise when she returned was that she had changed her name to Mrs. James Koziol.

Adolph Monterde, retired clerk of the Division Street freight office, died Oct. 17 following surgery. Burial was in St. Louis, Mo.

John Biernat, retired car inspector, is recuperating from a heart attack. He is at his sister's home in Chicago.

Helen Cass retired Oct. 29, and Galewood lost a terrific telephone operator. She had been with the Road, as she says, "thirty years plus." Both Agent Kalasmiki and Ed Lidstrom, system telephone supervisor, had complimentary things to say about Helen's loyal service while the Regional and agent's

office employees stood by. She was presented with a hand-tooled wallet made by Mr. LaRue containing a gift from her co-workers, and a cake decorated with a little telephone. Another "towel cake" was made by Tillie Verdak, who was present with Mary Heslich, both being retired telephone operators.

Walter Pugesek, per diem clerk, suffered a heart seizure, but at this writing is holding his own in Sherman Hospital, Elgin, Ill. We all miss Wallie.

Fred Alesi, tow motor operator, is in St. Anne's Hospital at this writing following a heart attack.

Recent freight house retirees included Frank Lewinski, Charles Doolittle and Harold Hansen.

Sympathy was extended to the family of John Socha, freight house foreman, who passed away Nov. 6. He had 42 years of service with the Road.

Wardex House was taken over on Oct. 18 by John J. Roche, Inc., and the majority of Milwaukee Road employees working on that assignment accepted positions with J. J. Roche. Senior employees who elected to remain with the railroad transferred to the Chicago Candy House.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

ASSISTANT GENERAL ADJUST-ER'S OFFICE: Hugh McCann, district adjuster, spent his vacation in Ireland, his fourth consecutive annual visit to the "Ould Sod." He reports that the people are very friendly to American visitors . . . Mrs. Roger Spurling, wife of retired district adjuster, passed away in Seattle Sept. 29. The Spurlings were touring Europe when she suffered a heart attack in England . . . Frank Burke, chief clerk-adjuster, has been spending considerable time in the Spokane area relieving Ray Moore, district adjuster, who has been on sick leave since mid-summer.

ASSISTANT GENERAL MANAGER'S OFFICE: Judging from the saying "One picture is worth a thousand words," W. F. "Bill" Kramer will have the equal of millions of words when he looks at the album of pictures presented him when he retired. Bill, chief clerk to the assistant general manager, was honored at a dinner party held at Ivan's Restaurant in Puyallup Sept. 24. Seventy-five well-wishers from Seattle and Tacoma attended. Assistant General Manager Martin Garelick was master of ceremonies and introduced Mrs. Kramer, their two daughters and sons-in-law, and Bill's sister from Iowa. A third married daughter living in Mt. Angel, Ore., could not attend due to an



LARGEST MILWAUKEE ROAD FAMILY? Locomotive Engineer and Mrs. K. P. Kearns of Sioux City, Ia., pictured with their 15 children, ranging in age from 5 to 38 years. All live in the Sioux City area, and sons Don and Bob were formerly in train and engine service at Sioux City. The Kearnses have 31 grandchildren and one great-grandchild.

expected visit from the stork. Mr. Garelick summarized Bill's railroad career, which started in 1923 in the agent's office at Joliet, Ill. In 1927 he became trainmaster's clerk at Aberdeen, S. D., and in 1932 was made special police officer in Milbank, S. D., and Montevideo, Minn. From 1934 to 1938 he served as secretary on the medical car "Metz." He also was secretary to the superintendent at Aberdeen, chief clerk at Green Bay, Wis., and claim adjuster in Milwaukee prior to 1955 when he became chief clerk to the general manager in Seattle.

At the dinner Bill was presented with a monetary gift to be used for the stereo he plans to enjoy during retirement. He also is looking forward to using the new portable typewriter presented to him on his last day of work, Sept. 30. Incidentally, the photo album he received contains pictures taken not only at his retirement sendoffs but of co-workers taken on the job. At this writing, the Kramers are in Mt. Angel, Ore., to greet their sixth grandchild, a girl, born Oct. 19 to their daughter Jean, who has two boys.

FOREIGN FREIGHT DEPARTMENT: The foreign freight office has been moved from the White-Henry-Stuart Building to the local freight office building at 95 South Atlantic. Combining forces with Sam Graf, district manager-foreign freight sales, and Bill Prather, Bill Herrick and Barbara Allen of his staff are Bill Fogelstedt, chief import clerk, and his assistants, Irene Carleton and Barbara Goodwin. Foreign freight representatives spent much of the past summer in Vancouver, B. C., during the Longshoremen's strike arranging for shipments off the Vancouver docks . . . Olive Stiles was honored with a luncheon and a gift at a



Section Foreman Lawrence Knoll, left, accepts his 50-year "Gold" service pass from Roadmaster Joe Maunders at the Milwaukee Road station in Moberge, S. D. Knoll began working for the Milwaukee in 1921 on the section at Forsyth, Mont., and was a relief foreman between Miles City and Harlowton 23 years. He was made foreman in 1944 and has held that position at Moberge since 1949. (Moberge Tribune photo by Jo Hall)

retirement party held at the Polynesian Restaurant. Olive and her husband, Ed, recently purchased a new home in the Snoqualmie area and she plans to keep busy decorating and gardening.

LOCAL FREIGHT OFFICE: Bernice Facer, demurrage clerk, was honored with a luncheon and gifts at a retirement party held at the Polynesian Restaurant Oct. 26. An evening party was held in her honor also at the Pier 91 Officers Club to wish her a happy retirement . . . Charles Joynt visited recently with his mother in Mason City,

Ia., and with his brother and sister-in-law in Cincinnati . . . Jewel Campbell's recent vacation enabled him to see his Alma Mater, Kansas State, win a football game!

PRICING DEPARTMENT: Jackie Putney, who left the Pricing Department at the end of May to become a full-time mother and homemaker, paid the office a visit recently with her son Rodney, four-and-a-half years old, and the newest addition to the family, who was already three months old.

REGIONAL DATA OFFICE: Teri Winters and husband spent their vacation in Canada . . . Bill and Betty Whelan vacationed in Banff, Lake Louise and Jasper Park . . . Cora Webster and husband spent a month touring Europe—England, Spain, Italy, Greece, Turkey, Czechoslovakia and France . . . Mr. and Mrs. J. J. Komurka recently attended the wedding of their son, David, in Austin, Minn. The newlyweds honeymooned in the Pacific Northwest.

TELEPHONE OFFICE: Berit Caspersen, messenger and assistant telephone operator, is on the sick list at this writing and in Providence Hospital. Best wishes go to Berit for a speedy recovery.

A Harvest Time luncheon was served in the gaily decorated Milwaukee Road Women's Club rooms in the Seattle Union Station on Oct. 28. Approximately 85 employees enjoyed the delicious lunch served by Mrs. James Hartery, president of Seattle Chapter, assisted by Mr. and Mrs. Arthur Olson and Miss Mildred Fetters.

It was a pleasure to visit with O. R. "Ollie" Anderson, retired regional manager-sales at Seattle, and Mrs. Anderson at the dinner for Bill Kramer in September. It was there we learned that their son, Reese, has been named "Teacher of the Year" by the Culver City (Calif.) Chamber of Commerce. Reese, a special training teacher at the Culver City High School, teaches classes for educable mentally retarded children. He received a B.S. degree in physical education from the University of Washington and a Master's in education from Loyola University, Los Angeles. At present he is doing preliminary work on his doctorate in special education at U.S.C.

SPokane

D. J. "Denny" Sullivan, retired district manager-sales at Spokane, was a visitor to his former office recently. Denny and his wife, Rose, had just returned from a 5,000-mile auto trip through the Midwest where they visited with friends and their daughter in Chicago . . . Ray Moore, district adjuster, who has been on the sick list, has dropped in at the office occasionally, and extends greetings to his railroad

friends . . . George Cooper, agent at Metaline Falls, is recovering from a heart attack he suffered while on vacation in August. He hopes to be back on the job soon . . . Govert Dyke, agricultural agent, and his wife, Edna, recently attended the wedding of their son, Jim, in San Francisco . . . Joe Holland, former agent at Bovill, Ida., and his wife were honored by friends and relatives with a dinner party on Oct. 24 to celebrate their 50th wedding anniversary.

George Durkee, 76, passed away on Oct. 5 at his home in Spokane. Before his retirement George was a wire chief at Plummer, Ida., and had worked as an operator-agent at various stations on the former Idaho Division. He was a veteran of the Marine Corps in World War I. He is survived by his wife.

Bill McDonald, retired brakeman-conductor in the Spokane area, passed away recently after a long illness. He is survived by his wife and two children.

Pansy Broullire, wife of Division Lineman Ernie Broullire, Plummer, Ida., passed away Oct. 24.

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Time Revisors J. Frank Bryan and Thomas E. Norwood retired recently from the superintendent's force within 10 days of each other. Their combined service records reflect 64 years with the Milwaukee Road. Each was honored at a cake and coffee gathering in the superintendent's office on his respective retirement date, but what both didn't know was that a gala dinner party in their honor was in the planning stage.

On the night of the dinner in a Tacoma restaurant Frank and Tom were the center of attention of some 65 friends in a banquet room decorated with paper streamers and multi-colored balloons. Master of ceremonies was their long-time friend Dan Grogan, chief clerk at the roundhouse. Seated at the head table also were Division Superintendent and Mrs. M. T. Sevedge, Division Engineer H. E. and Mrs. Hurst, Mrs. Kim Melby, time revisor and guest of Frank, and Mrs. Lois Lemagie, daughter of Tom—he was unaware that she was coming and was very pleased. Both Tom and Frank were presented with checks to use for whatever purpose they desire, and we understand that Tom may be using his for a trip to Reno, Nev. It was an evening that we hope will be as memorable for them as it was for the rest of us.

A cake and coffee party was held recently by the Material Division in honor of B. L. Heward, sectional stockman, who was retiring after more than

Barry Glen Sr.

Barry Glen Sr., 78, retired district master mechanic, died in Tacoma, Wash., on Oct. 23 following surgery at Doctors' Hospital. Funeral services were held in that city. He is survived by his son, Barry Jr.

Mr. Glen was employed in the mechanical department of the Milwaukee Road 47 years. He started in 1911 as a machinist apprentice at Tacoma and in 1919 became a roundhouse foreman, in which capacity he served at various locations in Washington and Montana. In 1942 he was made division master mechanic at Miles City, Mont., and later held that position at Western Avenue in Chicago. He was appointed district master mechanic at Tacoma in 1949 and retired there in 1956.

47 years of service. He was presented with a cash gift and wishes for a long, happy retirement.

Off on a vacation in Hawaii at this writing is Mrs. Jayne Miller, roadmasters' clerk. Filling in for her is Mrs. Juanita Steffens, who worked several years ago in the agent's office and the Car Department.

A course in defensive driving was presented recently in two informative four-hour sessions attended by officials in the Seattle-Tacoma area. They included Assistant General Manager M. Garelick, Division Superintendent M. T. Sevedge, Division Engineer H. E. Hurst, and representatives from the Tacoma Maintenance of Way, Mechanical, Stores and Electrification Departments. At the conclusion of the course they were presented with Defensive Driving Certificates.

We are sorry to report the death of Alice McClain on Oct. 3. Alice had worked for the Milwaukee since 1943 and at the time of her death was a clerk in the Material Division. She is survived by her husband, Kelly, and by her mother, Mrs. Edith Petterson, a former Milwaukee employee, and her sister, Mrs. Vera Clarke, both of Helena, Mont.

Retired Locomotive Engineer Frank J. Linville died Oct. 12 at the age of 86. He was born in Elmira, Mo., but had lived in Tacoma 62 years.

Engineer John Pluth of the division engineer's office, and David Merchant, traveling car agent of the Transportation Department, were selected recently to serve as job analysts. On the assignment they traveled extensively, interviewing company officials regarding their position, an experience which will be beneficial in their respective careers.

← Here and
There on →
The Milwaukee
Road...

AMTRAK CHICAGO TICKET OFFICE. Travelers using intercity passenger trains line up for service at Amtrak's new ticket office in Chicago Union Station. Chicago ticket and reservation offices have been established also in Central Station and in the Railway Exchange Building at Michigan and Jackson Boulevards.



GLENVIEW'S STATION PLAZA. A view of the plaza fronting the Milwaukee Road station at Glenview, Ill., as it appeared this fall when plantings were still in flower. The stretch of land adjacent to the tracks has evolved over the last three years into an attractive parkway bright and colorful with

beds of tulips, geraniums and shrubbery. The landscaping is a project of the Glenview Garden Club, which has received cash awards for its accomplishments from the Reader's Digest, Sears & Roebuck and Walgreen Foundations.

FOR FIRE PREVENTION SERVICE. H. A. Jaeck, assistant captain of the Milwaukee Road fire department in Milwaukee (left), is congratulated by General Superintendent Brown upon receiving a Distinguished Service Award from the City of Milwaukee Fire Department for his work on fire prevention committees. Twenty-six individuals and 29 industries were honored Oct. 14 for contributions to the department's programs. The railroad received a Distinguished Service Award for participation in Fire Prevention Week. (Jim Scribbins photo)



EXPERIMENTAL AUTO CAR. An enclosed car for handling trilevel loads of automobiles comes off the assembly line at the Whitehead & Kales plant in Detroit, where it was built for the Oldsmobile Division of General Motors. The project utilized a standard trilevel car enclosed on all sides to protect the automobiles from exposure to weather and vandalism. The Milwaukee Road participated in the test run on Nov. 14 from Lansing, Mich., to Minneapolis.





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Wickes Furniture — A New Industry on the Milwaukee Road

The Wickes Corporation, highly diversified through lumber, building supplies, mobile homes and other shelter operations, recently established a retail furniture division, starting with five outlets in the Midwest. Shown here is the grand opening of its new 150,000

square foot warehouse/showroom complex located on the Milwaukee Road at Itasca, Ill. Assisting E. L. McNeely, president and chief executive officer of the corporation, at the symbolic ribbon cutting is Miss Illinois of 1972, Anita Joyce Pankratz.