

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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editorial

How You Can Help America's Railroads

The Surface Transportation Act of 1971 is in need of your support. Prompt legislative action is needed if the transportation industry is to expand and improve its services to meet the increasing demands being placed upon it.

Whether or not Congress will act this year depends on how much desire the general public and people particularly interested in the health of the railroad industry have for such reforms as those contained in the Surface Transportation Act.

Basically, the STA (Senate bill 2362 and House bill 11207) contains many recommendations made in the 1970 "Astro" report which identified the industry's pressing problems and proposed some solutions.

The product of an unprecedented joint effort by railroads, truckers and water carriers, the bill was introduced in Congress in July 1971, and since then has been stalled in committee. Unless floor action is taken soon, the legislation may be sidetracked indefinitely by Congressional recess.

The STA contains proposals, all desperately needed by the railroad industry, which would:

- Create within the Treasury Department a Revenue Financing Division, modeled on the successful Reconstruction Finance Corporation, with the authority to make or guarantee loans up to \$5 billion to financially-troubled carriers. This provision would provide immediate and substantial help to those carriers most needing it, and only those roads which could not obtain financing through normal private channels would be eligible for this assistance.

- Prohibit state and local taxing authorities from assessing transportation property at a substantially higher proportion of fair market value than that proportion at which other taxable property is assessed. So serious is this problem that the Senate Commerce Committee found in 1968 that almost one-fourth of the \$300 million in property taxes paid by the railroads could be attributed to discriminatory taxing procedures.

- Require that at least five per cent of the Federal Highway Trust Fund money given to a state be used for highway grade crossing safety improvements.

- Restore the investment tax credit for certain transportation equipment.

- Expedite the regulatory process by which little-used branch lines can be abandoned, by permitting abandonment when they fail to recover variable costs. The Interstate Commerce Commission would also be required to complete action on a proposed line abandonment within 7½ months after receiving the request.

- Require the ICC to develop rate standards which would return operation costs, capital costs, and a reasonable return on investments. Provisions for the granting of interim rate adjustments are also included in the bill.

- Extend ICC regulation to for-hire motor transportation of livestock and certain processed agricultural products, and require water carriers to publish their dry bulk commodity rates. Currently, railroads are totally ICC regulated, but only 39 per cent of truck transporta-

tion and 13 per cent of barge traffic is so regulated.

- Permit the ICC to submit its budget requests directly to Congress rather than through the Executive Branch.

These provisions would go a long way toward making the railroad industry more competitive with other forms of transportation.

The Surface Transportation Act provides the means by which transportation services can be improved and costs reduced—meaning the consumer pays less. It provides transportation's four million employees with better, more stable jobs. And, it provides an economical alternative to the expensive mistake of nationalization.

You can help. You can call or write your Congressman, urging him to support this legislation. And, you can write the members from your state on the two key committees (listed below) and tell them of your support for the STA. Even if you've written before, another letter will help—because time is running out.

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CONTENTS

- 4 Mr. Smith Meets A Railroad
- 8 Spokane Ceremonies Mark Expo '74 Construction Kick-off.
- 11 Railroads, Unions Settle Fireman Dispute
- 12 New Life For Old Milwaukee Road Stations
- 16 Mrs. L. G. Ellis Named To Head Milwaukee Road Women's Club
- 18 Russians Visit Bensenville (Ill.) Yard
- 20 Retirements
- 21 About People Of The Railroad



transport briefs

President Abandons Emergency Strike Bill

President Nixon has abandoned, at least for the present, his proposed legislation for dealing with emergency transportation strikes. Labor Secretary James D. Hodgson explained that support for the legislation was withdrawn because its chances of passage were slim, because the railroad fireman-manning and longshore disputes had been settled, removing the threat of emergency-creating transport disputes this year, and because both labor and management had requested changes.

New Container Agreement Reached

A task force made up of representatives from the railroad, highway and water carrier industries has developed an agreement for the intermodal interchange of containers and related equipment among surface transportation modes. In announcing the agreement, President Nixon said it "will make unnecessary much of the costly, time-consuming and confusing carrier-by-carrier negotiations that now affect the efficient and economical flow of containers in intermodal transportation."

Arkansas Railroads, UTU

Sign Protection Agreement

Railroads operating in Arkansas and the United Transportation Union have signed an agreement setting up jobs and earning protection conditions that would go into effect if voters approve repeal of the state's full-crew law in November. Arkansas is the only state with a full-crew law still in effect.

Louisiana Legislature Endorses STA

The Louisiana Legislature has become the ninth state legislature to endorse the proposed Surface Transportation Act. In urging Congress to pass the STA, the Louisiana legislators noted that "much of the surface transportation system is today in a precarious financial position, which impedes its ability to modernize and to meet increasing needs of both shippers and consumers alike." Other legislatures which have urged enactment of the STA are those of South Carolina, New Mexico, Georgia, California, Alabama, Kentucky, Michigan and Illinois.

THE COVER

Worthington L. Smith, newly elected president of the Milwaukee Road, shakes hands with Milwaukee Division Engineer Kenneth C. Kelley during an informal visit to meet people at work.





"...there are many people on this property today who know an awful lot about what can be done...to profitably affect the Milwaukee. I want to know what they think . . ."

Mr. Smith

On July 17, when Worthington L. Smith began his first full work day as president of the Milwaukee Road, he faced two very large challenges.

First was the enormous task of familiarizing himself as rapidly as possible with the operations of the Milwaukee Road, a railroad which throughout his 18 years in the industry had always been part of the "competition."

Second, and equally important to him, was the crucial but logically difficult task of introducing himself to the people of the railroad, letting them know, as he says, "who this guy is that is going to be making decisions which affect them."

As imposing as the first task is, Mr. Smith feels he has a great advantage in that he already knows a lot about the widespread Milwaukee Road country.

"I have neighbored along the Milwaukee all of my working life and I grew up along the Milwaukee," he says. "I have a familiarity with quite a bit of the Milwaukee territory."

"Also, everybody's equipment is the same and everybody's gauge is the same and a lot of problems are common to all railroads. What I have to do is get out and gain an appreciation for what people are doing and how they are doing it on the Milwaukee Road."

Mr. Smith's emphasis on the second challenge, meeting the people of the railroad, comes through very strongly when he discusses his general philosophy.

"I believe it's people who cause things to happen," he says, "not just one man sitting on the top floor of a building."

In Chicago Union Station and in the other places he has visited, Mr. Smith has made many informal visits to

offices and other facilities to meet people at work. He has been highly impressed during these visits because "during the time I have been able to spend just walking around saying hello to people, I've found a very friendly, very open and very interested group of people. I sense the need to simply get around and meet people so we can understand and talk."

These two activities, learning about the railroad and learning about and meeting the people, have occupied almost all of Mr. Smith's first few weeks, and he expects them to consume the major portion of his first few months.

At a meeting of the board of directors held June 30, Mr. Smith was selected to succeed Curtiss E. Crippen as president of the railroad effective July 15.

Mr. Crippen, who is scheduled to retire at the end of the year under the railroad's pension plan, was elected vice chairman of the board. He had served as president since 1966.

Mr. Smith was also elected a director of the railroad and the Chicago Milwaukee Corporation, parent company of the railroad. At the time of his election, he was vice president of market development for the Burlington Northern in St. Paul.

William J. Quinn, Milwaukee Road board chairman, said he was very pleased that Mr. Smith accepted the invitation to join the Milwaukee Road as president.

Mr. Quinn said many persons had been considered for the position and that Mr. Smith's age, background, education, experience, personality and familiarity with much of the Milwaukee Road's territory made his choice a natural and logical one.

"... thinking of this as a former competitor, the Milwaukee goes the right places and serves the right part of the country."



Chairman William J. Quinn (left) and President Smith discuss the Milwaukee Road's anticipated Louisville entry in Mr. Quinn's office.

Meets a Railroad

Mr. Quinn added, "I have been acquainted with Mr. Smith for several years and have known something of his ideas about railroading."

"I am in complete agreement with Mr. Smith's thinking with respect to the need for a strong market-oriented, profit-oriented, customer-oriented feeling about our essential purpose."

At 47, Mr. Smith is the second-youngest president in the 122-year history of the company. Mr. Quinn was 46 when he succeeded John P. Kiley as president in 1957.

Tall, white-haired, relaxed and with a wry sense of humor, the Milwaukee's new president has the calm and decisive manner of a man well used to constant challenges and rapid adaptation. He has a long background in operations and a very strong orientation toward marketing.

Two-and-a-half years ago he was assistant vice president-general manager, lines west, for the former Great Northern. Since then he has been regional vice president in Seattle and vice president of market development with the Burlington Northern.

Among his responsibilities in these

positions were the initial coordination and supervision of the newly-formed Burlington Northern in the Pacific Northwest and the development of a new approach to marketing.

Mr. Smith feels that it was his experience in operations and his activities in market development, along with his familiarity with the territory, which influenced his selection as president.

But, in his characteristically frank way, he admits that even he is not

completely sure why he was chosen: "I don't mean it facetiously, but I very frankly had not expected to have an opportunity like this come along."

Railroading has run strongly in his family, and that he would choose a railroad career would not seem surprising. But, he says, "I didn't start out to work for a railroad. I never resisted it, but I didn't feel particularly obliged, either."

His father retired as a division superintendent of the former Northern Pacific. His grandfather was involved

"We have got to have a strong marketing - oriented, profit-oriented, customer - oriented feeling about our essential purpose..."



in the financial affairs of several railroads and his great-grandfather was president of the Northern Pacific for a time during the 1870's.

In railroad fashion, Mr. Smith grew up along the Northern Pacific line. He was born in Tacoma, Wash., on February 12, 1925. He attended grade school in Portland, Ore., junior high in Billings, Mont., and went off to high school in Connecticut.

Following service in the army from 1943 to 1946, he entered Yale University and graduated with a B.A. degree in 1950. He was recalled into the army during the Korean conflict in 1951 and 1952. He then enrolled in the University of Minnesota and received an M.A. degree in 1953.

Mr. Smith describes how he got into the railroad industry in this way:

"After I got out of the army for the second time, I went to graduate school in Minnesota for a year and thought a little bit about the sorts of things that were of primary interest to me. On completing that course, I solicited a job with the railroads around the Twin Cities."

With a smile, he adds, "I wasn't able to get a job at the Milwaukee, but I was offered one at the Great Northern . . . so I went to work for that railroad in 1954.

"If I can meet 14,000 people by the end of this year I'll achieve one of my goals."



Mr. Smith talks with (left to right) George A. Kay, conductor, Milwaukee division, Fox Lake, Ill., Ray J. Plumb, conductor, Milwaukee division, Elgin, Ill., and Paul Goodnow, brakeman, Milwaukee division, Long Lake, Ill., in Chicago Union Station.

dent of operations and assistant vice president of operations. He worked in Wisconsin, Minnesota, Washington, Oregon and British Columbia.

At the time of the Burlington Northern merger in March, 1970, Mr. Smith was promoted from assistant vice president-general manager, lines west, of the GN to regional vice president in Seattle for the BN.

A year later, he transferred to the newly-created position of vice president of market development where he helped guide the evolution of a "profit-center" concept. The concept is based on the theory that, for a railroad to succeed in the present business climate, it must have a means of identifying, anticipating and filling the needs of each particular customer and a means of putting the entire range of railroad operations, services and resources at the full disposal of that customer.

Mr. Smith brings this customer-oriented philosophy with him to the Milwaukee, although he says he doesn't yet know how it will translate into specific plans and programs.

"This," he says, "ties into an assessment of strengths and weaknesses, determining what our customers are trying to do and how we can help them do it profitably. This, to me, is the lowest common denominator of railroad marketing—understanding the dynamics of a particular commodity."

"I have great respect for operations, and I spent most of my time in operations, but the essential fact is

that the operation does not exist for itself. The operation exists to solve problems. But the problems it has attempted to solve, and I think this is true of the whole industry, have more often been railroad problems, when the real issue is to solve the customer's problem.

"I think that in many instances in our industry we have been highly efficient and we have done some wonderful things in producing railroad service. But the very fact that intercity ton-miles have eroded tells me we haven't produced customer service. The issue now is how are we going to produce customer service at a profit. And this again leads me back to the marketing concept.

"The tremendously critical job of operations—and it's a hard job, I know that—is, with its resources and its people, its equipment and its facilities, to match our system of distribution to the needs of the customer."

The Milwaukee's new president sees the marketing area as one of the key challenges now facing the railroad industry and he is optimistic about the future of the Milwaukee Road.

"Marketing," he says, "is a developmental activity and it requires a very, very good analysis of the strengths and weaknesses of an individual company and the economic environment in which this company, or any other company, lives."

"Specifically as far as the Milwaukee is concerned, we have to understand not only the upper Midwest



"I'd worked college summers and high school summers. I even was an assistant water boy on an extra gang once. I worked on section gangs summers and always enjoyed it for the type of work it was, but not necessarily with the idea of going on to work for a railroad."

With the Great Northern, he began and stayed in the operating department. Among the jobs he held there were trainmaster, division superintendent, assistant to vice presi-



and the Pacific Northwest, but we have to know what the implications are for the state of Alaska, for western Canada, for the Pacific rim countries.

"I have a very strong feeling about the Pacific Northwest and about the territory we serve. I'm thinking of this probably more as a former competitor, but the Milwaukee goes the right places and it serves the right part of the country. It has some exciting opportunities for serving the southeastern United States directly. I have met a great number of enthusiastic and able people and I feel very positive about the possibilities of this railroad. And the more I see, the more positive things appear to me."

Mr. Smith's first two weeks were spent largely in orientation meetings with Mr. Crippen and people from the various departments and facilities located in the Chicago area.

"The orientation meetings went very well," he commented, "because the people I met with put in a lot of time and homework to brief me not only on their organization and personnel, but more important, on their current activities. Their efforts have done a great deal to speed up my education, and I am grateful to them."

His informal visits have been rewarding, too, he says, because "for continuity and effectiveness, it is absolutely essential that I get around as broadly and as fast as possible to open up lines of communication.

Vice Chairman Curtis E. Crippen briefs Mr. Smith on operations in the Chicago Terminal District in Mr. Crippen's office.

"If I could meet 14,000 people by the end of the year, I'd achieve one of my goals. I know it's impossible, but it's something I would like to do. There are many people on this property today who know an awful lot about what can be done here, there and the other place to profitably affect the Milwaukee. I want to know what they think and how they think."

Mr. Smith has so far visited Mil-

"I am also aware of the fact that there may be inherent resistance to some of these ideas because maybe they were not the way people have always thought."

waukee Road facilities and operations in the Chicago and Twin Cities areas, and his plans include a trip to the West Coast "at the earliest opportunity."

He also hopes to visit the Milwaukee area, the Terre Haute division and Louisville in the near future. On September 28, he is scheduled to address a meeting of the Northwest Shippers' Advisory Board in Great Falls, Mont., and he hopes to visit Milwaukee Road people and operations in Montana at that time.

His first weeks also included an introduction to civic and business leaders in the Chicago area. On July 27, the railroad held a reception at the Chicago Club to introduce Mr. Smith to the more than 300 prominent citizens who attended.

Mr. Smith, his wife Elizabeth and their three children, Worthington R. ("Rob"), Scott and Nancy, continue to make their home in North Oaks, Minn., a suburb of St. Paul, but they expect to make the move to the Chicago area in September.

Although Mr. Smith has some strong and definite ideas about railroading and its future, he wants whatever happens on the Milwaukee Road to be a joint venture.

"I am fully aware that the success of the Milwaukee Road is based on the desire of 14,000 people to make it successful, and not just on any one guy," he says. "Now I don't claim to have all the answers. In fact, I'm not sure just how many I do have. Maybe my purpose is to argue my case—communicate my ideas—and I hope to succeed in getting acceptance for them.

"I think that whoever said once that it's ideas which move things was absolutely right. I am also aware that there may be some inherent resistance to some of these ideas because maybe they are not the way people have always thought. But it's essential to communicate to people that they are not a threat to anyone. It is essential to communicate what it is that we are trying to do.

"And the other side of that is to have an open route at all times for the ideas, the comments, the criticisms that people have. I believe in trying to be open and absolutely candid with people. I believe in an open-door policy." □





Havermale Island (foreground) focus of Spokane's Expo '74 plans.

Spokane Ceremonies Mark Expo '74



AMID HIGH HOPES and civic celebration, the crash of a wrecker's steel ball and the staccato clatter of air hammers, demolition crews began creating on June 1 the rubble from which Spokane's international exposition, Expo '74, "A Man and His Environment," will slowly begin to emerge.

Demolition began at the Milwaukee Road's freight house at Trent Avenue and Washington Street following a ceremony at the Ridpath Hotel where the Milwaukee transferred key downtown property to the City of Spokane as part of a combined railroad gift of land essential to the Spokane Riverfront Development program and Expo '74.

Transfer of the Milwaukee Road property followed a similar action by the Union Pacific Railroad on May 31, and gave the city ownership of railroad land and structures along the north side of Trent Avenue and south of the Spokane River from Bernard to Monroe Streets.

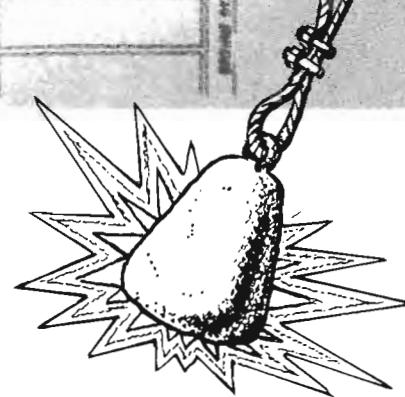
The exposition, scheduled to open on June 1, 1974, for a six-month run, will turn approximately 100 acres of railroad and industrial property along the Spokane River into a park that will house a permanent cultural center and a center for ecology and outdoor recreation.

William J. Quinn, chairman and chief executive officer of the

William J. Quinn, chairman of the Milwaukee Road (right), and Spokane Mayor David H. Rodgers prepare to pull down a section of the Milwaukee Road freight house wall, the first official act in the city's extensive and farsighted riverfront development program. That program, in turn, is basic to the preparation for Expo '74.



Artist's conception of Spokane's riverfront park after 1974.



Construction Kick-off

Milwaukee Road, represented the railroad at the June 1 transfer ceremony in Spokane.

"Knowing how much beautification of the downtown area has meant to Spokane," he said, "it is a genuine pleasure for me to be here today for the explicit purpose of transferring documents with respect to property and structures that will help the City of Spokane realize its dreams."

"The Milwaukee Road has always been made to feel welcome here," Quinn said. "We have been well accepted by Spokane businessmen and residents, and we have always tried to reciprocate.

"I hope our actions here today will make Spokane even more beautiful for all time . . . a greater joy for its fortunate citizens and an attractive home for new businesses."

Expressing the city's gratitude, Mayor David H. Rodgers said the Milwaukee Road displayed corporate responsibility consistent with the best interest of the city.

"Without the railroad's coopera-

tion," he said, "we could not have taken the great stride of clearing the central district waterfront to make room for a permanent riverfront park. The signing of these documents gives the city the 'green light' it has needed to move ahead with this project.

After the remarks, Quinn presented Rodgers with a venerable brass telegraph key mounted on a wooden base with a plate bearing the following inscription over the name of the Milwaukee Road: "To mark a long and friendly relationship with the City of Spokane."

In presenting it to the mayor, Quinn observed that the old key had served as an instrument of communication for many years, carrying good news and bad, the workaday messages that kept a busy railroad rolling.

"Between this great city and the Milwaukee Road," he said, "may there never be anything but good news."

Also representing the railroad at the ceremony were B. E. Lutterman, vice president, Seattle; W. H. Ploe-

ger, western counsel, Seattle; and P. W. Scott, western director of real estate, economic and resource development, Seattle.

Principal documents signed by Quinn and Rodgers were:

—A quitclaim deed conveying to the city the Milwaukee Road's interest in property lying north of Trent Avenue along the south bank of the Spokane River between Monroe and Washington Streets. Included is the Union Passenger Depot and other property between Washington and Howard Streets, which is jointly owned by the Milwaukee Road and the Union Pacific.

—A quitclaim deed to railroad property and to the track structure jointly owned by the Union Pacific along Trent and south of the river extending 512 feet west of Washington Street. This is the location of the Milwaukee's freight house and site of the Washington State Pavilion for Expo '74.

—Bills of sale from the railroad for improvements between Bernard



Spokane's Union Passenger Depot and surrounding structures fall before the wrecker's steel ball. Altogether, the Milwaukee Road conveyed its interest in approximately 10 acres between Bernard and Monroe Streets, including its half interest in the jointly owned passenger depot and adjoining viaduct.

The exposition, scheduled to open on June 1, 1974, for a six-month run, will turn approximately 100 acres of railroad and industrial property along the Spokane River into a park that will house a permanent cultural center and a center for ecology and outdoor recreation.



and Center Streets and between Center and Division Streets, as well as lease agreements on the land between those points, and from Division Street to the Trent Avenue tunnel.

Altogether, the railroad conveyed its interest in approximately 10 acres between Bernard and Monroe Streets, including its half interest in the jointly owned Union Passenger Depot and adjoining viaduct.

Hopes of those supporting the \$60 million exposition were recently buoyed by word that the Soviet Union will be an exhibitor, joining Canada, Iran and the United States. The State of Washington also plans an exhibit.

Expo '74 officials feel that since Philadelphia will no longer be competing with Spokane for the exhibitors two years later in 1976 for America's bicentennial celebration, there may be as many as 25 to 30 countries, plus twice that many domestic exhibitors.

Activities, shows and exhibitions will zero in on outdoor events to avoid crowding the site with numerous buildings. Expo planners are also looking toward having the kinds of things a vacationing family can easily see and enjoy in one or two days.

The exposition is being built on two islands and the banks of the Spokane River, an area in the heart of Spokane that for years has served as railroad yards and industrial sites. Railroads that now intersect the site are to be removed and the bridges demolished to, according to one Expo official, "revitalize the area into an exciting exposition site, with the post-fair legacy to be one of America's sparkling urban park and civic center areas."

Among the features at Expo '74 will be the U. S. A. Pavilion, now in the planning stages and hoped to be one of the major attractions and a statement by the nation on the environmental theme of the exposition; the Washington State Pavilion that is to contain a permanent performing arts theatre, with seating for nearly 3,000; a 2,000 seat outdoor waterfront theatre; and island theme structure; an amusement center; restaurants; a riverfront park; pathways; pools; and a natural setting. □

Railroads, Unions Settle Fireman Dispute

Settlement of the nation's longest-running labor dispute—the controversy over the use of firemen on diesel locomotives—was announced July 20 following the signing of agreements between major railroad companies and the United Transportation Union.

William H. Dempsey, chairman of the National Railway Labor Conference, which represents the railroads in national negotiations, hailed the reaching of the agreements as "another step forward in the railroad industry's efforts to modernize operations and apply the rule of reason to work practices."

"The resolution of an issue that has been troubling the industry for 35 years is obviously an occasion for happiness," Dempsey said. "It gives us cause to hope for an improved atmosphere of teamwork between railroad labor and management."

The two agreements signed settle issues raised in the most recent phase of the dispute, which began with the serving of notices on the railroads in November 1965 by the Brotherhood of Locomotive Firemen and Engineers—which has since become part of the UTU. Those notices sought the restoration of firemen jobs eliminated under the award of an arbitration board created in 1963 and the estab-

lishment of a training program for the promotion of firemen to engineers.

One agreement, disposing of the dispute respecting the employment of firemen, provides that the railroads will continue to employ the approximately 18,000 firemen presently working until they retire, resign, die, are discharged for cause or are promoted to jobs as engineers. A formula in this agreement requires the railroads to employ an adequate number of firemen to meet each road's operating needs for engineers.

In addition, a sufficient number of firemen will be maintained to fill assignments in passenger service and as hostlers and hostler-helpers under the requirements of previously negotiated agreements.

Also included is a provision for compulsory retirement of firemen at age 65. And the pact sets up two panels—a National Disputes Committee to study work rules concerning the duties of firemen and to resolve disputes as they arise and a National Manning Study Commission to make a continuing investigation of the results of the agreement.

This manning agreement supersedes all past agreements relating to the use of firemen, including the 1963 arbitration award based on a finding

that there was no need—except in unusual circumstances—for the assignment of firemen to freight and yard diesels. Under the terms of that award, the railroads had eliminated a substantial number of firemen jobs.

The agreement also disposes of all claims arising from court decisions concerning the use of firemen on train runs created after the 1966 expiration of the arbitration award. The new agreement will not be subject to change before July 1, 1975.

The other agreement provides for classroom instruction and work experience as determined necessary by each carrier to promote firemen to engineers.

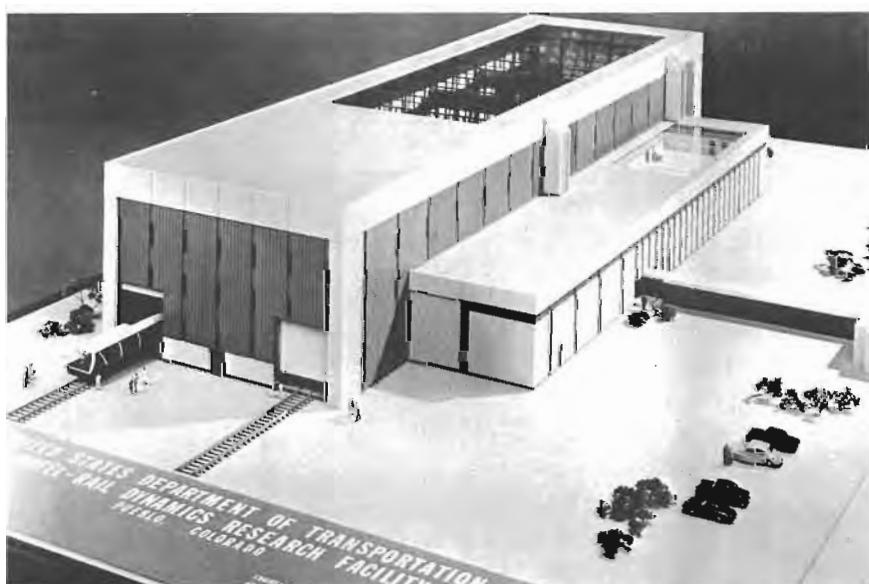
Martha Moehring, editor of RAILS, retires on May 31

Martha Moehring, editor of RAILS, the mimeographed news sheet avidly read by all Milwaukee Road employees between Aberdeen, S.D., and Minneapolis, Minn., retired on May 31 from her official position as trainmaster-roadmaster's clerk at Montevideo, Minn.

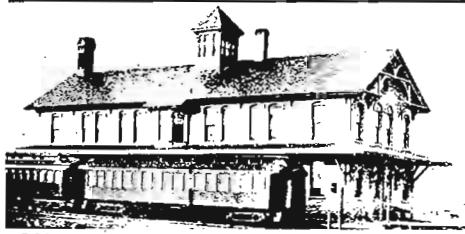
Martha, whose name is familiar in every Milwaukee Road household on the east end of the Aberdeen Division, has been with the railroad for 26½ years, having started on October 8, 1945. Her service on behalf of her fellow employees has been in evidence almost from the start.

She became a correspondent for the MILWAUKEE ROAD MAGAZINE in 1946, and by September 30, 1947 had also produced the first issue of the semi-monthly RAILS. It began as a labor of love, principally as a means of keeping the active and retired employees of the division in touch. It continued to be that, coming out faithfully on the 15th and 30th of each month, with a circulation of 1,000 copies per issue, 250 of which went to retired employees and to officials of the railroad from Chicago to Seattle.

Martha will continue to make her home on the family farm near Montevideo, where she lives with her brother Ernest and her sister Emma.



The U. S. Department of Transportation is now constructing this ultra-modern laboratory at its High Speed Ground Test Center in Pueblo, Col. The laboratory will serve as the Wheel/Rail Dynamics Test Facility and will be used for full scale testing of railborne vehicles simulating the dynamics of speeds up to 300 miles per hour.



1897—Passenger Local at Fargo

New Life for Old Stations

The vanishing of an American tradition, the passenger local, left behind many once-proud stations of various shapes and sizes that no longer are needed.

The question of what to do with a building that is so much a part of the historic tradition of a community has been a perplexing one: should the station be torn down; should it be allowed to stand and quietly deteriorate; or can it be renovated and given a new function in the life of the community?

Across the country, interested groups in many places have solved this dilemma by giving their stations such varied new functions as museums, hotels, restaurants, gift shops, art galleries, and general stores.

Representative of renovations undertaken along the Milwaukee Road are the stations at Fargo, N. D., Lewistown, Mont., Great Falls, Mont., and Elkhart Lake, Wis.

Fargo's "DEPO"

On June 20, 1881, 23 Fargo businessmen formed the Fargo and Southern Railway Company in what was then the North Dakota Territory. Their dream was to connect Fargo with St. Louis, but the dream foundered in Orton-

ville, Minn., on the shores of Big Stone Lake. The "DEPO" in Fargo is now all that remains of that dream.

Construction of Fargo's depot began in April 1884 and continued until October of that year, at what is now the corner of 11th Street and 2nd Avenue North. The first train departed from the partially completed depot on Aug. 17, 1884.

In 1884 the Fargo Daily Argus, forerunner of today's Forum newspaper, announced plans for the Fargo and Southern's depot as follows: "The passenger depot will be of solid brick, two stories high, 100 feet long and 35 feet wide . . . The roof is quite steep, and is surmounted by a handsome observatory, 10 feet high. It is 42 feet from the ground to the peak of the roof and 72 feet to the top of the flag-staff on the observatory . . . The first floor will be divided as follows: Gentlemen's waiting room opening into a ladies' waiting room of the same size. Between the two are located ticket office on one side and the newsstand on the other . . . In the rear is the stairway to the second floor and on the other end of the building is the baggage room . . . Numerous windows are in each wall and the structure is designed so as to be both attractive and handsome."



The Fargo depot as it appeared before and after renovation (opposite page). In 1884 a group of Fargo citizens who had started their own railroad, the Fargo and Southern, built a passenger depot on what is now 11th Street and 2nd Avenue North. Ten months after the depot was completed the Fargo and Southern was purchased by the Milwaukee Road. Jack Akre, a Fargo businessman, recently purchased the "DEPO" and renovated it to accommodate other businesses.

In later articles the Argus announced, "A magnificent awning, seven feet wide and encompassing the entire building will soon be put into place." The awning was built, however, in later years constant snow and ice forced its removal.

The Argus also described the wooden platform as being 12 feet wide and wrapping around the entire building to afford both carriages and trains a common platform so one did not have to dirty one's feet when changing from train to awaiting carriage.

Ten months after the completion of the Fargo depot, the Milwaukee Road purchased the Fargo and Southern and commenced operations in the Fargo area.

The last all-passenger train pulled into the depot on Dec. 7, 1931, after which mixed trains operated on the line until Oct. 31, 1956, when all Milwaukee Road passenger service to Fargo was ended. The depot then became a freight house.

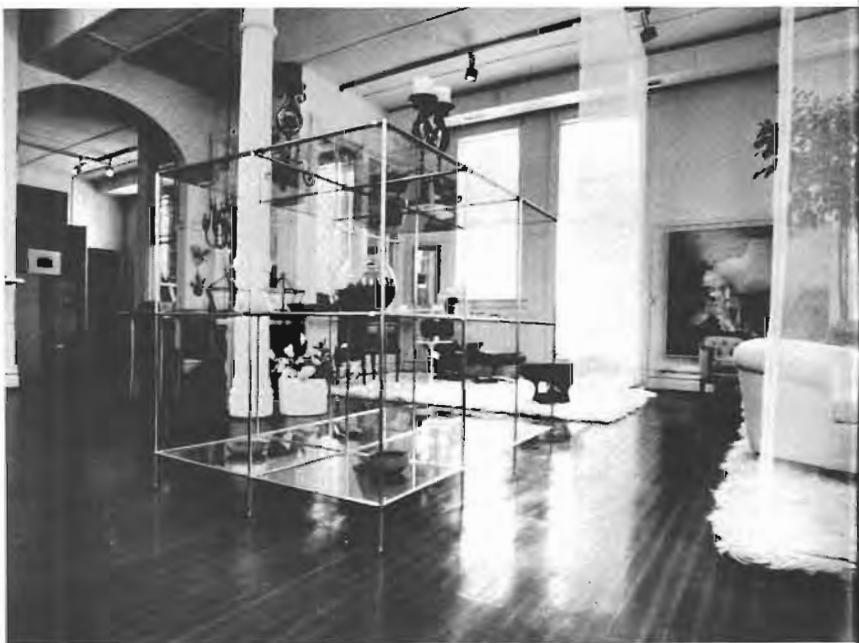
Jack Akre, a Fargo resident and a member of the American Institute of Design, began negotiations to purchase the building from the Milwaukee Road in September 1970. Envisioning the use of the gentlemen's and ladies' waiting rooms plus the newsstand and the ticket office area for his own showrooms and offices, Akre made plans for utilizing the remaining rooms in the depot as private areas to be rented to related firms in the design field. The purchase was completed and renovation began ten months later.

With the help of Stewart Mitchell, a student at North Dakota State University and a longtime railroad historian, Akre succeeded in preserving the original structure of the building wherever possible. Unfortunately the natural yellow Fargo Brick had been painted red in 1932 so it was decided to paint the exterior in an 18th century style, white brick with olive green trim.

Because the building is no longer



Interior view before renovation began



In what was once the passenger waiting rooms, there are now displays of interior decorations.

The Fargo Gallery of Art spreads throughout the old depot's freight office and along an 80-foot second floor hallway.

a depot but a home of creativity, it was suggested that the "t" in the word depot be dropped. Akre agreed and the building now bears the name "depo."

The ten firms now located in the "depo" are: B-J's General Store, Creative Builders, Harlyn Thompson Associates, Jack Akre and Associates, Inc., Jerry Bakke-Woodcarving, Leroy's Drapery Service, Midweek Publications, Otto's Upholstery, R. Thomas Gunkelman Ltd. and The Fargo Gallery of Art.

Lewistown—Great Falls

The Milwaukee Road's Lewistown and Great Falls, Mont., depots were

completed in late 1914 and the first official run over the Lewistown-Great Falls line was made in mid-December of that year.

The Great Falls Tribune described the first run as follows: "A one car special, a caboose, was piloted by engineer J. D. MacVicar of Great Falls as far as Belt Creek bridge. There the passengers, headed by C. A. Goodnow, a vice president of the Milwaukee line, hiked across the bridge and walked three-fourths of a mile across the only unfinished section of track to board another special train for the rest of the trip to Lewistown. This second train consisted of Goodnow's private car, a coach and

caboose.

"The following day, the Belt Creek section of track was completed and a construction train headed by Jay Gould, general construction foreman, made the run from Lewistown to Great Falls."

Both buildings continued to serve as passenger depots until service between Great Falls and Harlowton was curtailed in late 1954.

The depot in Great Falls was given to the city on Dec. 2, 1954. The city could find no practical use for the building and so offered it to a local resident in 1970 with the understanding that he would develop the property within 18 months or the old station would be torn down.

His time expired and the station was slated for demolition in February 1971, when it was purchased by Dan Snyder, a Great Falls businessman. After extensive remodeling, Snyder opened his "Import Depot" late last year.

The "Import Depot," a store specializing in imported items, also features a restaurant, located in a remodeled passenger car, and a soda fountain and beer bar in the old depot's baggage room.

The Lewistown depot was given to the City of Lewistown on two different occasions, and in each instance it

Lewistown's two-story brick depot is now part of the Yogo Inn Motor Hotel. The inn offers what is reputed to be the finest accommodations in Northern Montana.





The yellow and red tile signs on the 130-foot tower of the Great Falls depot were covered last October with the new signs of the "Import Depot." The building underwent extensive renovation and opened for business as an import specialty shop late last year.

was given back to the railroad.

However, Les Alweis, a Lewistown businessman and head of an organization working to advance the Lewistown area, became interested in the depot and purchased the two story brick structure.

The old depot was included in the design plans of a new hotel being planned for Lewistown—the Yogo Inn Motor Hotel. The building was completely renovated and is now the central structure in the hotel complex.

Elkhart Lake
Big and bulky, but with a flowing, tapered roof, the Elkhart Lake Railroad Museum opened to the public last year with a

The Yogo Inn is reputed to provide some of the best accommodations in Northern Montana and offers facilities for both meetings and banquets.

Elkhart Lake

Because of the foresight of a group of Elkhart Lake, Wis., residents the village's 73-year-old railroad station has been turned into a museum to keep alive the area's historic past.

The village depot opened on June 26, 1971 as the Elkhart Lake Rail-



The main waiting room in the Great Falls depot now features imported items of every shape and size imaginable. Dan Snyder, owner of the Import Depot, has managed to create an exciting restaurant-lounge-shop complex while retaining a valued historic landmark.

road Museum, fitted out with the momentos of its residents. It combines the trappings of "railroading's golden era"—a brightly painted REA freight wagon, old lanterns and other signaling equipment, a potbellied stove, kerosene lamps and many newspapers and magazines circa 1900.

But almost overshadowing the railroading influence in the museum is the Village of Elkhart Lake itself. It shows its heritage of resort living

(continued on next page)

unique collection of railroad-related items and personal keepsakes in an effort to keep alive the village's historic past.



(continued from page 15)

with browned photos of boats and vacationers. Small farming implements, wooden furniture and other items from the village's past have been restored and given a place of honor in the depot by members of the Elkhart Lake Historical Society.

The group found that the station was to be torn down by the railroad in 1969 because of dwindling passenger service and increasing maintenance costs. The society inspected the station, found it to be in good condition, and asked the village council for permission to purchase the land.

Fund-raising projects and solicitations followed. The railroad, interested in the society's project, decided to donate the building to the group.

The station has now been repainted in dark green with white trim inside, contrasted with a red exterior and green shingled roof. Community "painting bees" took care of the outside walls, while interior renovation continued until just prior to the museum's opening. □

Mrs. L. G. Ellis named to head Milwaukee Road Women's Club

Mrs. Lansing G. Ellis of La Crosse, Wis., was elected president general of The Milwaukee Road Women's Club at the biennial meeting of the club's general governing board at the Palmer House in Chicago on June 24. She succeeded Mrs. Roy E. Melquist of Hopkins, Minn., head of the system-wide organization since 1964.

The meeting was conducted by Mrs. W. Ray Dolan of Chicago, that office having devolved upon her following Mrs. Melquist's recent resignation from the presidency due to illness. Mrs. Dolan was re-elected first vice president general, one of various positions she has held on the board while serving as general luncheon and entertainment chairman. She has been active in the last named capacity since the club was chartered in 1924.

Mrs. Ellis has been active in the affairs of the Milwaukee Road Women's Club for several years. She has

held a number of positions in the La Crosse chapter and has represented the chapter on the club's general governing board. She has also served as vice president general of the system-wide organization.

In addition to her efforts on behalf of the organization, Mrs. Ellis is president of the La Crosse Deanery of Catholic Women. She is also president of the Western Wisconsin Technical Institute Homemaking Club, an activity of the W.W.T.I. adult education program.

Other general officers elected for two-year terms were Mrs. H. F. Shannon, Phoenix, Ariz., second vice president; Mrs. E. L. Hubbs, Madison, Wis., third vice president; Miss Marilyn J. McNicholas, Chicago, recording secretary; and Mrs. Dorothy Hart, Chicago, secretary-treasurer.

Mrs. Melquist became junior past president and Mrs. Ralph Vannella of Mountain Home, Ark., was named honorary advisory officer.

Named directors in the Chicago area were Mrs. L. V. Anderson, Glenview, Ill., Mrs. Judith Sottysik, Chicago, and Mrs. Phil Schneck, Bensenville, Ill. Outside the Chicago area: Mrs. H. H. Jacobs, Mason City, Iowa, Mrs. W. H. Miller, La Crosse, Wis., and Mrs. Victor Cardin, Marquette, Iowa. In the western area of the railroad system: Mrs. James Hartley, Seattle, and Mrs. L. V. Hinrich, Miles City, Mont.

Mrs. Joseph Ashenbrenner of Iron Mountain, Mich., was named to the advisory board.

Appointed to serve as general chairmen were Mrs. Clarence Knoblauch of Minneapolis, Safety; Mrs. Dennis Kurtenbach, Minneapolis, Welfare; Mrs. Oscar Bond, Terre Haute, Ind., Constitution and By-laws; Miss Marie Hotton, Chicago, Publicity; and Mrs. Leona Reuter, Milwaukee, Historian.



MILWAUKEE ROAD WOMEN'S CLUB ELECTS NEW OFFICERS. Officers of the Milwaukee Road Women's Club are shown following their June 24 election in Chicago. Shown are: (left to right seated) Mrs. W. Ray Dolan, Chicago, first vice president general; Mrs. Lansing G. Ellis, La Crosse, Wis., president general; Miss Marilyn J. McNicholas, Chicago, recording secretary general; (standing left to right) Mrs. Dorothy Hart, Chicago, secretary-treasurer general; Miss Marie Hotton, Chicago, publicity; Mrs. L. V. Anderson, Glenview, Ill., general director-Chicago; Mrs. E. L. Hubbs, Madison, Wis., third vice president; and Mrs. H. H. Jacobs, general director-Mason City, Iowa.

Portland Offices Moved

The Milwaukee Road has moved its Portland traffic office from the Sylvan Westgate Building to 1231 N.W. Hoyt Street. The new telephone number is 221-1020.

'The Pivotal Point for the Whole Future of Railroading is Legislative Action': Quinn

"While the future could hold great things in store, the ironic and pressing fact now is the immediacy and the sober reality of the rail industry's financial problems today," William J. Quinn, chairman of the Milwaukee Road, said in an address on June 13 in Bloomington, Minn.

"For years, railroad men have seen this situation developing and have warned of the consequences. But, because the trains kept running (even though the service was not always as good as everyone wished, or as good as it could be if the industry were stronger financially), these pessimistic voices were treated as so many wheels squeaking for grease where none was needed.

The Milwaukee Road chairman represented the railroad industry before the annual meeting of the Midwest Association of Railroad and Utilities Commissioners, being held at the Radisson South Hotel in Bloomington June 12 to 14.

Mr. Quinn, along with representatives of the truck and motor bus industries, spoke on the theme "New Horizons in Transportation . . . Moving People and Things in a Changing Regulatory Climate."

"The pivotal point for the whole future of railroading is legislative action," Quinn said, "action which would provide an end to discriminatory taxation, Federal guarantees of loans, simpler and faster methods for adjusting rates and abandoning unprofitable branch lines, and the freeing of Federal highway trust funds for needed grade crossing repairs."

He cited an estimate made by the Senate Commerce Committee which shows that annual discriminatory taxes paid by railroads amount to more than \$70 million.

"This is an extremely large burden for an industry whose rate of return was only 2.49 per cent in 1971," he said.

"As the demands for rail transportation increase, and some forecasters are looking for as much as a 46 per cent rise in demand by 1980, tremendous amounts of money will be needed for new locomotives, cars and

equipment, as well as for maintenance and upgrading of road and structures."

"Yet, railroads are not making much money," Quinn said, "and they are finding it hard to compete for credit with other industries possessing more attractive rates of return. This is why we need Federal loan guarantees. Not subsidies, but loan guarantees so we can make the necessary investments and take advantage of the growing demand for our services."

"The constant pressures on the railroad industry for efficient service and economic stability dictates that continued judicious pruning of little used branches will be necessary," he said. "It is a controversial subject, but one for which there must be found a reasonable solution."

The required use of Federal highway funds for grade crossing improvements, he added, would help shift some of the burden of such improvements to those most benefitted, the highway users.

He explained that these are some of the provisions of what the railroads, in conjunction with truckers and water carriers, have requested of the Congress in the pending legislation called the Surface Transportation Act of 1971.

He asked the members of his audience for their support of this legislation.

"Then," he said, "the rail industry as a whole will begin to take full advantage of the many new ideas, systems and technologies which have been developed but until now have had to remain largely in the future."

He explained that if the proposed legislation is adopted changes would occur that would very likely affect all phases of railroading, from the cab of the locomotive to the corporate board room.

"In fact," he said, "some of the most significant and wide-ranging changes may occur on the level of the corporate structure of the industry."

"For example, mergers have already changed the rail map a great

deal in the past few years. Regardless of how we may feel about this trend, it seems likely that it will continue in the future, even though it has been temporarily slowed by the Penn Central problem.

"The elimination of unnecessary and unprofitable duplicate lines is a must for the future health of all railroads. Quite simply, mergers offer the most effective means at our disposal right now to effectively rationalize regional rail systems."

"I have no specific merger cases in mind," Quinn said, "but it does seem likely that as economic patterns in the country change, there will be areas in which one well-structured railroad will be able to provide efficient, profitable service where two competitive roads will be unprofitable and will provide deteriorating service to shippers."

Another corporate trend of major importance in the railroad industry is the movement toward diversification by several of the carriers.

"In the case of our own railroad," Quinn said, "the Chicago Milwaukee Corporation, a newly-formed holding company, became the parent of the Milwaukee Road.

"The Chicago Milwaukee Corporation was formed as a holding company to seek diversification in the activities of the railroad system and to provide some balance to the cyclical nature of the railroad business.

"Regardless of future acquisitions, the directors of the Chicago Milwaukee Corporation recognize the importance of their responsibility to the public to continue to maintain and improve the railroad's services as a common carrier."

"But all of this is just part of what lies ahead of us in the rail industry," he stated. "To make the possibilities of the future become productive realities, we need three things: We need long overdue legislative action; we need, in all parts of our industry, continued dedication to vigorous leadership and creative management; and we need the understanding and confidence of shippers and regulatory administrators."

"DOS BR"

Comrade Commi

Boris Pavlovich Beschev (far left), minister of railroads of the U.S.S.R., and members of the seven-man Soviet railroad delegation who recently toured key United States railroad facilities from coast to coast, are shown studying the rating of the Milwaukee Road's freight classification yard at Bensenville, Ill., from the platform of the yard's control tower. D. O. Johnson, Milwaukee Road assistant general manager (fourth from left), explains the yard operations to a member of the delegation.

View showing operations of the Bensenville yard. Members of the seven-man Soviet delegation touring Milwaukee Road facilities on June 10 included: Boris Pavlovich Beschev, minister of railroads; Aleksander Terent'yevich Gorodetskiy, chief of the Ministry of Railroads; Andrey Sergeyevich Kostylev, chief of administration; Grigoriy Il'ich Gerasimov, chief of the Ministry of Railroads; Grigor'yevich Biryukov, section chief of the Ministry of Railroads; and Grigor'yevich Pavlovskiy, chief of railroad engineer of administration in the ministry.

BELOW, C. Carroll Carter of the U.S. Department of Transportation, left, and D. O. Johnson, Milwaukee Road assistant general manager, are shown at the railroad's car repair facilities at Bensenville talking to a member of the Soviet delegation.



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adagidze, chief of railroads; Viktor
ie State Planning Committee; Ivan
ids; and Boris Yefremovich Lukov,
y.

: of Transportation (left) and D. O. Burke,
e shown explaining the operation of the
Minister Beschev and other members of



ABOVE, Aleksander Terent'yevich Golovatyy, administrative chief of the Ministry of Railroads (left facing camera), and Boris Yefremovich Lukov, engineer of administration in the ministry (center), displayed a keen interest in wheel bearing lubrication techniques during their tour of the Bensenville facilities.

BELOW, Mr. and Mrs. Frank Erl of 10104 Schiller Blvd. in Franklin Park (Ill.) had some welcome but unexpected guests at the lawn party preceding their daughter's wedding reception luncheon at Plentywood Farm Restaurant in Bensenville recently. As it happened, the Milwaukee Road had also held a luncheon at Plentywood Farm that day, their guests being seven railroad officials from the Soviet Union who were completing a coast-to-coast tour of key railroad facilities. The Soviet group, headed by Boris Pavlovich Beschev, minister of railroads, had been inspecting the Milwaukee Road's Bensenville Yard since 9:30 that morning. The Soviet group and their Milwaukee Road hosts had started to leave the restaurant just as the wedding party took to the lawn for pictures. It was immediately apparent that this was a pleasant bit of American culture that the group had not seen. And almost before the interpreters could explain what was happening, the Soviet railroad officials stepped forward and graciously extended their best wishes. Mr. and Mrs. Erl and their daughter and son-in-law, Mr. and Mrs. James Ruppel, made their foreign well wishers completely welcome, and the unexpected visitors responded by signing a large card for the bride. L. V. Anderson, Milwaukee Road assistant vice president-operations and general manager (shown congratulating the bride) joins with the Soviet delegation in extending best wishes to the bride and groom.





Retirements

Applications Reported During May-June 1972

General Office & System Employees

Brown, R. R. Gen'l. Supt.... Milwaukee, Wis.
 Carlson, A. E. Chf. Tel. Opr.... Chicago, Ill.
 Hill, C. E. Waiter.... Chicago, Ill.
 Hubbard, J. E. Chair Car Atten.... Chicago, Ill.
 Kaberlein, G. A. Asst. Engr.... Chicago, Ill.
 Moscinski, J. P. Ticket Agent.... Chicago, Ill.
 Nelson, A. E. Secretary.... Chicago, Ill.
 Ridlow, Alice W. Secretary.... Chicago, Ill.
 Roggow, A. E. Clerk.... Chicago, Ill.
 Waldman, Bessie Law Clerk.... Chicago, Ill.

Aberdeen Division

Moehring, M. L. Asst. Supt's. Cl. Montevideo, Minn.
 Oe, A. G. Fireman. Aberdeen, S. D.
 Sanders, A. J., Chief Revising Clk.. Aberdeen, S. D.
 Schile, G. F. Conductor. Aberdeen, S. D.

Chicago Terminals

Bartuska, J. J. Checker.... Galewood, Ill.
 Broker, J. J. Engineer.... Bensenville, Ill.
 Cieslik, J. Oiler.... Bensenville, Ill.
 Ebert, E. E. Engineer.... Chicago, Ill.
 Minihan, W. H. Check Clerk.... Galewood, Ill.

Coast Division

Carter, H. Brakeman.... Seattle, Wash.
 Cheney, E. G. Foreman.... Bellingham, Wash.
 Mina, P. M. Section Laborer.... Seattle, Wash.
 Seaman, L. P. Dist. Mat'l. Mgr.... Tacoma, Wash.
 Thomas, N. F. Conductor.... Tacoma, Wash.
 Woods, L. A. Brakeman.... Spokane, Wash.

Dubuque & Illinois Division

Saltow, H. F. Train Clerk.... Savanna, Ill.
 Schnulle, G. W. Crossing Man.... Elgin, Ill.

Iowa Division

Christen, G. J. Section Laborer.... Amana, Ia.
 Graham, A. M. Conductor.... Perry, Ia.
 Kendall, C. H. Foreman.... Hornick, Ia.

Joseph Grier

Joseph F. Grier, 67, retired Western director of real estate and industrial development, died July 19 in Bellevue, Wash.

Mr. Grier of 2131-104th Place SE, Bellevue, was responsible for railroad property management between Aberdeen, S.D., and Seattle until his retirement in 1966.

He is survived by his wife, Margaret; a son, Joseph C. Grier, Grand Rapids, Mich.; two daughters, Mrs. Duane Hagel, Medford, Ore., and Mrs. Gerald O'Neill, San Diego, Calif.; and seven grandchildren.

Burial was in Sunset Hills Memorial Park in Bellevue.

Iowa, Minnesota & Dakota Division

Bieter, H. P. Asst. Chief Opr. Faribault, Minn.
 Johnson, A. C. Engineer.... Austin, Minn.
 Reyner, G. M. Cashier.... Rapid City, S. D.
 Siebenburner, R. H. Sec. Lab.... Britt, Ia.

La Crosse Division

Hallinger, E. J. Chauffeur.... Tomah, Wis.

Milwaukee Division

Borror, J. E. Asst. Mech. Engr.... Milwaukee, Wis.
 Kasper, G. W. Clerk.... Milwaukee, Wis.
 Schwab, H. Chauffeur.... Milwaukee, Wis.
 Wolf, D. D. Invoice Clk.... Milwaukee, Wis.

Milwaukee Terminals & Shops

Bell, G. P. Gatekeeper.... Milwaukee, Wis.
 Cameron, W. M. Chief Carpenter.... Milwaukee, Wis.
 Franks, R. Burner.... Milwaukee, Wis.
 Whitnell, J. R. Section Laborer.... Milwaukee, Wis.
 Wish, A. Tractor Opr.... Milwaukee, Wis.

Off Line

Bahde, H. W. DM-S Frt. Traf.... Winston Salem, N.C.

Rocky Mountain Division

Dunn, L. Fireman.... Harlowton, Mont.
 Eck, E. L. Conductor.... Three Forks, Mont.
 Laws, R. N. Electrician.... Deer Lodge, Mont.
 Martinez, F. C. Sec. Foreman.... Great Falls, Mont.
 Syverson, A. N. Switch Foreman.... Lewistown, Mont.

Terre Haute Division

Prickett, I. K. Car Foreman.... Delmar, Ill.

Twin City Terminals

Arendt, W. J. Engineer.... Minneapolis, Minn.
 Smith, L. G. Yardmaster.... St. Paul, Minn.

S. Grover Grace

S. Grover Grace, 86, of 1139 South Clinton Street, Oak Park, Ill., retired freight traffic manager of the Milwaukee Road, died July 2 in St. Anne's Hospital, Chicago.

Mr. Grace, who was in charge of rate matters for the railroad prior to his retirement in 1951, held numerous positions of responsibility in the course of 42 years spent in the service of the Milwaukee Road.

He is survived by his wife, Laura, and four daughters, Mary and Patricia Grace, Mrs. Noreen Vogt and Mrs. Geraldine Roche. Also surviving are 11 grandchildren and 3 great grandchildren.

Appointments

Operating Department

Effective July 1

E. L. Bell is appointed traveling engineer-trainmaster, LaCrosse Division, with headquarters in Portage, Wis. He succeeds F. J. Hedstrom who resigned.

H. L. Johnson is appointed traveling engineer-trainmaster, Milwaukee Division, with headquarters at Milwaukee. He succeeds G. L. Hoffman who resigned.

Mechanical Department

Effective June 1

J. W. Mulholland is appointed manager of personnel-Mechanical Department with headquarters in Milwaukee.

Traffic Department

Effective July 16

V. Richard Baruch is appointed assistant district manager of sales with headquarters in Green Bay, Wis. He succeeds H. W. Parent, deceased.

Charles Schlom

Charles Schlom, 79, retired chief industrial engineer, of 222 Rowley Ave. in Madison, Wis., died May 25 of an apparent heart attack.

He is survived by his wife, Florentine; two sons, Charles and John; and one daughter, Elizabeth.

Burial was in Resurrection Cemetery in Madison.

Social Security Changes to Affect Railroad Retirement

The July social security amendments will give about 250,000 annuitants on the Railroad Retirement Board rolls, mostly widows and children, increases in their annuities because of the special minimum guaranty provision of the Railroad Retirement Act. About 30,000 wives on the Board rolls will also receive increases. The annuities of most retired employees are not affected; however, nonretired railroad employees will be affected because the amount of earnings subject to the railroad retirement tax will increase as a consequence of this legislation.



About people on the railroad

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Mr. and Mrs. Ed Barger celebrated their 50th wedding anniversary on June 4 at Trinity Lutheran Church. Mr. Barger was employed as a railway mail clerk for over 44 years. They have lived in Harlowton since 1924.

Clarence Hotchkiss, formerly with the Milwaukee in the Harlowton area, died at the VA center in Helena. Military rites were conducted and burial was in the Harlowton soldier's plot.

The Milwaukee Women's Club of Lewistown held their annual family dinner at the Eagles Hall on May 13. About 140 employees and families and friends from Harlowton, Great Falls and other points in northern Montana attended. This has been a great event for many years.

Orville Thompson, formerly with the Milwaukee as a machinist helper, passed away at Harlowton. He had worked as a general contractor the past several years.

Machinist Hartley Hernden of Harlowton surprised us with the announcement that he and Arvilene Fisk were married recently in a private ceremony in Livingston, Mont. The bride is the daughter of former Conductor Russell Fisk. Hartley's father was an engineer out of Miles City.

Retired Conductor and Mrs. Arnold Syverson are now operating the Down Town Motel in Lewistown. Mr. Syverson recently retired from the railroad after 34 years in train service.

Janice Gwin, daughter of Conductor and Mrs. William "Billy" Gwin of Lewistown, has received a scholarship from the Welcome Wagon Newcomers Club. She plans to enter Montana State this fall where she will study nursing. Miss Gwin is a top student and has several achievements to her credit, including the Kiwanis award for two years. She is also active in the Methodist Church.

Engineer Ralph Newbary of Harlowton died at his home. He was born in 1914 at Ekalaka, Mont. He graduated from Custer High in Miles City and joined the Milwaukee there in 1943. He transferred to Harlowton in 1945, where he worked in engine service until his death.

Carol Syverson, daughter of retired Conductor and Mrs. Arnie Syverson of Lewistown, received the Pi Omega Pi

award given to the outstanding freshman in commerce at MSU at Bozeman.

Dorothy Wester has been working the roundhouse clerk's vacancy while Wesley Varland has been absent because of ill health.

Master Mechanic D. A. Radabaugh and Charles Clinker, safety engineer, have been over the territory distributing the much cherished President's Safety Awards to each employee. The award depicts events along the Rocky Mountain Division.

Section Foreman F. C. Martinez of Great Falls retired June 2 after 44 years with the Milwaukee. Before coming to the Milwaukee, he worked on other railroads in Texas, Oklahoma, and Kansas. He also worked on the coal docks at Pownal and Square Butte. A retirement party was held in his honor at Great Falls, where his wife, Jo, and about 50 employees and friends attended. Mr. and Mrs. Martinez will continue to make their home in Great Falls.

from Tacoma, Wash., where they attended the graduation of their daughter, Myra Marie, from Pacific Lutheran University. She received a bachelor of arts degree in political science.

John Micu, machinist for the Milwaukee in Deer Lodge, is doing his part to instill a love of nature in the local school children. He recently presented the elementary school with about 125 petunia plants, which were planted in individual peat pots for the children to grow. He instituted the program several years ago.

A 6 lb. 1 oz. daughter, Lisa Jeanette, was born to Clerk and Mrs. George N. Martin on April 28.

Deer Lodge residents are delighted that their small city is now a flag stop for Amtrak passenger trains No. 9 and 10.

Anna Mae Hogue of Deer Lodge was recently employed as an extra clerk in the superintendent's office.

R. P. Morgan, foreman on the Steel Gang, died while working on the Rocky Mountain Division.

Mr. and Mrs. Jack Kelly are the parents of a new son. Jack is employed on the division's welding crew.

Jim Holten, signal helper at Deer Lodge, was recently transferred to McLaughlin, S.D., where he is now working as a signal maintainer.

DEER LODGE AREA

Ona Lake, Correspondent

Superintendent's Office, Deer Lodge

Time Reviser and Mrs. Hermund Larsen of Deer Lodge recently returned



Harry W. Bahde, general agent in Winston-Salem, N. C. (center), is shown receiving a silver pass in recognition of his 45 years with the Milwaukee Road from G. V. Valley, regional manager-sales (right), and E. P. Schilling, district manager-sales, at a retirement party held in his honor in Winston-Salem. Mr. Bahde joined the Milwaukee in 1926 in the St. Louis, Mo. traffic office. He transferred to the Pittsburgh office in 1945 and worked as city freight agent, traveling freight agent and traveling freight and passenger agent before his present assignment in Winston-Salem in 1945.

George Salo recently resigned from his post as lieutenant of police at Deer Lodge and was replaced by Harold Schwendeman, who recently transferred from the Chicago Terminals. Harold will soon be moving his family here and hopes to get some fishing in with his four sons during the summer months.

Margaret Striebel, daughter of Division Engineer and Mrs. Striebel, has received a degree in chemical engineering from Montana State University at Bozeman and has accepted a position in Bellingham, Wash.

Geraldine Fraser, daughter of retired Yardmaster and Mrs. Don Fraser and sister of Time Reviser Denise Gransberry, was married to Michael Sullivan at the Immaculate Conception Church of Deer Lodge.

Laurence Magone, machinist at Deer Lodge, recently underwent eye surgery at the University of Oregon Medical Center in Portland.

Robert Nielson, machinist at Deer Lodge, retired May 31 after 45 years with the railroad. Bob was honored at a retirement party at the home of Mrs. Marvin Mero. Co-hostesses at the party were Mrs. Byron Lindquist, Mrs. Eugene Burns, Mrs. LeRoy Sager and Mrs. Ronald Curtiss. Mr. Nielson plans to remain in Deer Lodge.

Mr. and Mrs. Harry Gaskell are parents of a son, John Walter, born June 2. Harry, who works as a machine operator on Roadmaster Singer's crew, has informed us that his new son is named after "Granddad" Walter Gaskell, who is PBX operator in Deer Lodge.

Joseph S. MacGillivray, 80, retired locomotive engineer, passed away in

Tacoma on May 16. He is survived by his wife.

Summer help in the Engineering Department will be Ralph Berger, M. Cofer and John Ullery.

Nancy Lee Traverso and Louis F. Smith were married June 3 at the Assembly of God Church in Deer Lodge. Nancy is the daughter of Machinist and Mrs. Jack Traverso.

Rocky Mountain Division employees have received the President's Safety Trophy for the fourth time in the last eight years. The presentation was made at a staff meeting in Deer Lodge. All of the local chairmen of labor organizations representing Rocky Mountain Division employees were among the invited guests. The award goes to the division which achieves the best record in the prevention of employee personal injuries.

A retirement party was held on June 14 at the Frontier Lounge in Missoula for Richard N. Laws, who retired from his position as substation operator at Primrose Substation May 8, after 35 years with the Milwaukee Road. Mr. Laws started with the railroad in 1937 as an electrician and was promoted to chief maintainer in 1939. He later transferred to second trick operator at Tarkio Substation in 1952, and finished his last 19 years at Primrose. Friends from as far away as Avery, Idaho and Three Forks, Mont. attended the party. Mr. Laws and his wife, Dee, were presented a gift from co-workers on the Rocky Mountain Division and the Electrical Engineering Department in Tacoma.

Mike Denton, Powell County High



Jo Ann Matherne, daughter of Agent and Mrs. Frank Matherne of Lewistown, Mont., was married on April 29 to Thomas Kelly at St. Leo's Catholic Church in Lewistown. The couple will make their home in Billings, Mont.

School valedictorian and son of Electrician and Mrs. Ralph Denton, has been awarded a \$250 "most valuable student scholarship" by the Montana State Elks Association. He was also first place winner in the Deer Lodge leadership and scholarship contests.

Retired Pipefitter Clyde M. McGuire, 88, died June 15 in Powell County Memorial Hospital. He retired from the railroad in 1958.

EAST END

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

Ken Lentz, son of Section Laborer and Mrs. Willis Lentz, lost his right arm in an accident while working at a locker plant. Ken is determined that the accident is not going to handicap him. Before leaving for final training in using an artificial limb, he had already tried bowling and could tie his own shoelaces. With the spirit Ken displays, he should be back at work before long.

The family of Section Laborer George Schoonover had occasion to count their blessings recently. An explosion occurred in the basement of their home lifting the roof several inches. In addition, it blew out a window and did other damage. Several members of the family were home at the time. Quick thinking on the part of sons Chuck and Sam in turning off the gas probably averted further damage by fire.

The May meeting of the Milwaukee Road Women's Club had an interesting demonstration on glass cutting presented by retired Engineer Glen Sarff. Jeff Grutkowski, first place winner of the Elk's talent contest, entertained the



FOUR RECENT RETIREES HONORED IN MILES CITY. Agent L. F. Hopkins (left) and Trainmaster-Traveling Engineer P. M. McLean flank recent retirees D. E. Smith (second from left), H. A. Dah, L. S. Richey and L. V. Hinrichs at a June gathering in Miles City, Mont.



L. S. Richey, chief clerk to the agent in Miles City, Mont. (left), is shown receiving the congratulations of Yardmaster J. A. McElroy on the occasion of his recent retirement.

club at their June meeting with several vocal selections. The local Ladies Auxiliary of the UTU was entertained at their April social meeting by Mrs. C. E. Guidice and Mrs. K. D. Clark. The May meeting was hosted by Mrs. Vern Taylor and Mrs. H. E. Zuelke. Participation of the members in the Northwest Association Meeting were discussed.

Jean Sweeney, wife of Car Foreman H. J. Sweeney, was presented a gift as outgoing president of the Xi Gamma Chapter of Beta Sigma Phi. She was also presented a pin for perfect attendance and presented the "Girl of the Year" award.

Retired Roundhouse Clerk Arnold Running visited briefly in Miles City on his way to Minnesota for Memorial Day. Arnold is living in Tacoma with his son and family.

Retired Conductor and Mrs. L. V. Hinrichs made an extended trip following his retirement. They spent a month in New Orleans then joined a trailer caravan for a month traveling through Mexico. A highlight of their trip was the 150-lb. Marlin Lou caught while they were at Mazatlan.

Congratulations to Mr. and Mrs. Schieffert on their recent marriage. Mrs. Schieffert is the former Renee Lynn Johnson, daughter of Carman and Mrs. Keith M. Johnson. The young couple plan to make their home in Miles City.

Congratulations also go to Mr. and Mrs. Dana Haggerty on their recent marriage. Dana is the son of Engineer and Mrs. Wayne Haggerty. They plan to make their home in Miles City.

Alvera Preston, wife of Brakeman K. C. Preston, captured first place in the Third Annual Ladies Marathon

Bowling Tournament held at Rapid City, S. D.

Bev Glover, wife of Conductor H. R. Glover, and Grace Zuelke, wife of Engineer R. H. Zuelke, tied for high game and high series in the "Blows and Splits League." Grace also won a trophy for the most improved bowler in that league.

Maxine Guidice, wife of Engineer C. E. Guidice, won a trophy for the most improved bowler in the Monday Afternoon League. Grace Zuelke won high series in that league.

Robert Wellem, son of Engineer and Mrs. R. J. Wellem, has left the Custer County Sheriff's office to join the Henderson Police Department.

Charlie Beauchot, a former brakeman and son of Conductor and Mrs. R. E. Beauchot, took first place in the annual Montana Invitational Pistol Shoot held in Miles City on May 24th. Charlie is a member of the Miles City police force.

With our students: Jeanette Glover, daughter of Conductor and Mrs. Ray Glover qualified for Rocky Mountain College's Spring Semester Honor Roll by earning straight A's.

Linda Potter, daughter of Shovel Operator and Mrs. C. L. Potter, Jr., was one of 33 students at Montana State University tapped for membership in Mortar Board. Linda also was one of 14 juniors named to the University's chapter of Phi Kappa Phi, national academic honorary.

Mary Baumann, granddaughter of retired Machinist and Mrs. Herb Lathrop, was selected for membership in the Society of Outstanding American High School Students, the U. S. high school honorary.

Tom Zuelke, son of Engineer and Mrs. R. H. Zuelke, was a member of a brass choir that placed first in the state music festival.

Jim Bastian, son of retired Brakeman and Mrs. E. L. Bastian, and Allen Slater, son of Conductor and Mrs. Kermit Slater, received superior ratings in vocal music at the state festival.

Congratulations to Engine Watchman and Mrs. Jon Wilkerson on the birth of a son on April 26. Engineer and Mrs. W. H. Wilkerson are the proud grandparents.

A coffee hour was held on May 31 in the Miles City Yard Office to honor recent retirees. Honored were Conductors L. V. Hinrichs and H. A. Dahl, Brakeman D. E. Smith and Chief Clerk to the Agent L. S. Richey. Gifts were presented to the men by their fellow employees. Making the presentation was Trainmaster-Travelling Engineer P. M. McLean.

During the party Mr. Richey was pleasantly surprised when he received

a telegram from his daughter and son-in-law, Mr. and Mrs. Bill Elbert of Anaconda, congratulating him on his retirement.

P. J. Smith, president of the local UTU lodge, presented Messrs. Hinrichs, Dahl and Smith with life membership cards in the UTU.

Sympathy is extended to the following: The Willis Lentz family. Willis' mother passed away on May 23 at Forsyth, Mont. To the Jim Vivian family. Jim's father passed away on May 4. And to the family of retired Fireman L. G. McDonald whose wife, Merton, passed away June 15.

Seven members of the Ladies Auxiliary of the UTU made a trip to Livingston, Mont. to put on the memorial service at the Northwest Association meeting held on June 23. Those making the trip were Mrs. H. R. Glover, Mrs. K. M. Peterson, Mrs. E. E. Steiner, Mrs. E. R. Martin, Mrs. R. H. Zuelke, Mrs. Vern Taylor and Mrs. D. W. Roberts.

Aberdeen Division

EAST END

Mavis Wallien, Correspondent
Trainmaster's Office, Montevideo

Employees, both past and present, paused to say farewell to Martha Moehring, Montevideo's "first lady" of the Milwaukee Road, who ended 26½ years of service with the company on May 31. After ice cream and a cake—complete with train and tracks no less—came much reminiscing about the "old days." With her retirement we also bid farewell to "Rails," the news sheet she published for Milwaukee Road employees.

Roxanne Plinske, daughter of Switchman Alan Plinske, won the grand prize in the annual Fiesta Kiddie Parade during the recent Montevideo Fiesta Days. Roxie had a small float on which she featured dolls from various nations.

Attending the 26th reunion of the 744th Railroad Battalion in Sioux Falls, S. D., were Mr. and Mrs. Howard Sheimo.

The old Montevideo yard office has breathed its last and dismantling has begun. The building was sold for one dollar. If only those walls could talk!

Jim Karns, son of Mr. and Mrs. Rich Karns, was married June 3 to Luella Racker at New Munich, Minn. The couple will make their home in St. Cloud.

Brakeman and Mrs. Glen Roder have a son, their first-born. "Red" Roder is the baby's grandfather.

Ralph Cushman, formerly of the



F. J. Hilt, roadmaster on the West end of the Aberdeen Division, recently retired in Bowman, N. D. He is shown here with his wife at a retirement party attended by 65 of his friends and co-workers in Bowman.

roundhouse forces, died in June. Mrs. Perry Shipley, widow of Conductor P. A. Shipley and mother of Roadmaster Vernon Shipley, passed away in June.

Retired Operator and Station Agent Fred U. Fleming, 81, died June 13 at the Community Memorial Hospital in Redfield, S. D. Mr. Fleming, a World War I veteran, retired from the railroad after 47 years of service. He is survived by his wife, Cornelia; a daughter, Bonnie Myers of Salem, Ore.; and a son, Robert, of Redfield. Burial was in Greenlawn Cemetery in Redfield.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

AUDITOR'S OFFICE: A card from Al Nance, auditor, dated June 6 from Maui, Hawaii, told the story: "Our Hawaii Experience has been tremendous. Waikiki is certainly a far cry from my previous visit in the 40's. See you next week. Mahole." Nice hearing from you Al!

ASSISTANT SUPERINTENDENT'S OFFICE: Seattle Section Laborer P. M. Mina retired May 31 after many years of faithful service. A coffee and cake get together was held in Pete's honor at the Seattle Yard office on May 31 at which time he was presented with a gift from his fellow employees.

LOCAL FREIGHT OFFICE: The department recently welcomed Dave Emler, former yard clerk. Dave has been assigned to the position of zone clerk.

DISTRICT MANAGER'S OFFICE: Miss Leah Werner, daughter of District Manager-Sales and Mrs. Jack L. Werner, has recently been appointed as second messenger for the State Grand Bethel of the Job's Daughters.

E. Nolan King, sales representative, recently celebrated 35 years of service with the Milwaukee Road.

Our office recently said farewell to two sales representatives: Bob Burns, who was transferred to the Tacoma



Seattle Section Laborer P. M. Mina (center) receives best wishes for a happy retirement from Assistant Superintendent D. F. Gallipo (right) and Section Foreman A. L. Sehlin at a cake and coffee party in his honor on May 31.

District Sales Office, and Rich Ball, who was transferred to the Pricing Department in the White-Henry-Stuart Building in Seattle. Best of luck Bob and Rich.

Welcome to Sales Representatives Randy Burns, who has transferred from Billings, Mont. and Mike James, who transferred from the Regional Manager's Office in Seattle.

FOREIGN FREIGHT OFFICE: A surprise luncheon in the Foreign Freight Office recently honored Sam Graf upon the occasion of his 43rd anniversary with the Milwaukee Road. Authentic Japanese food, music and decorations provided an oriental atmosphere. Japanese costumes for the girls and incense completed the motif.

PRICING DEPARTMENT: What a surprise Audrey Hotten got when her husband "Whip" took her to dinner at "The Flame" Restaurant in Kirkland for their Silver Wedding Anniversary on May 30. Thirty of their friends were waiting to greet them and "Whip" presented Audrey with a new set of rings. It was truly the first time Audrey had a loss for words.

The Pricing Department welcomed Rich Ball on his return to their staff as a senior rate officer.

REGIONAL DATA OFFICE: Welcome to Don Weir who has recently joined the Regional Data Office force.

After two years in our department, Steve Snow, comptometer operator, has resigned to attend drama school. Cake and coffee was served on his last day of work and he was presented an attache case by his co-workers.

REGIONAL SALES OFFICE: Steven A. Hicks was welcomed June 1 to the office in his new capacity of assistant chief clerk. Steve replaces Mike James, who was promoted to sales representative in the District Manager-

1965 Women's Club Scholarship Winner Receives Doctor of Medicine Degree

Karen Schueler Fountain, daughter of Agent and Mrs. Floyd E. Schueler of Redfield, S. D. and winner of a 1965 Milwaukee Road Women's Club Scholarship, received a doctor of medicine degree June 2 from the University of Maryland in Baltimore.

While in medical school, Dr. Fountain spent her summers assisting in kidney physiology research in the university's Department of Anatomy. She also worked with the Baltimore Cancer Research Center and received a fellowship with the American Cancer Society.

She began a rotating internship July 1 at Maryland General Hospital in Baltimore, and will begin residency training in radiation therapy at University Hospital in Baltimore next year.

She is the wife of Robert Fountain, formerly of Tulare, S. D.



Sales' Office in Seattle.

TELEPHONE AND TELEGRAPH OFFICES: A colorful and impressive wedding ceremony was held on May 20 at the Bethlehem Lutheran Church in Tacoma uniting Berit Eva Caspersen and Paul Schweiss. The Rev. Jacques Schweiss, father of the groom, and the Rev. Knute Lee officiated. The bride is assistant switchboard operator and messenger for the General Offices in the White-Henry-Stuart Building in Seattle. She is the daughter of Assistant Engineer and Mrs. R. Caspersen of Tacoma. The bride's twin sisters, Linda and Laila were maids of honor. A reception in the church hall followed the ceremony after which the couple left for their honeymoon in Canada.

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Birthday congratulations were extended to Superintendent M. T. Sevedge recently when Tacoma Office employees surprised him with a beautifully decorated birthday cake and an abundance of good wishes.

L. M. Petroski, electrician and powerhouse operator in the Locomotive Department shop building, passed out cigars and proudly announced the birth of a son, Peter Lawrence, on May 1. Machinist and Mrs. Z. L. Petroski of Tacoma are the baby's grandparents.

Karl Symons, former crane operator in Tacoma, and his wife welcomed the arrival of a son, Jon Craig, born May 14 at Tacoma General Hospital. Jon weighed in at 8 lbs. 13 oz. Karl is now

serving with the U. S. Army.

We were sorry to hear of the recent death of Roadmaster V. F. Shipley's mother.

Emil Schweighart, retired locomotive engineer, passed away on May 1. He is survived by his son Stanley, also a locomotive engineer, and a granddaughter, Lisa.

Our sympathy is also extended to Harry Hoye, chief clerk in the Superintendent's office, on the death of his brother, Leo.

We were also saddened by the recent death of Helen Ivory's husband, Don, who passed away on May 20 after an extended illness. Helen is billing clerk in the Agent's office.

A most welcome note was received from Mr. and Mrs. W. E. Brautigam, who now live in Seal Beach, Cal. Mr. Brautigam was an electrical instructor at Tacoma under former Master Mechanic Jack Wright. He later transferred to Deer Lodge as master mechanic where he retired in 1952. They are currently planning to attend the annual Milwaukee Picnic to be held in Tacoma's Lincoln Park on August 10 and hope to meet many old friends.

Larry Scott of the Locomotive Department completed his machinist apprenticeship and was presented his certificate on May 1.

Milwaukee Road electricians, System Council #8 IBW, headed by Steve Hough, held a three-day convention in Tacoma on June 5, 6 and 7. Mr. Hayes, a representative from the International in Chicago, was also in attendance. At the close of the convention a banquet was held at O'Brien's Restaurant.

A party was held at Ivan's Restaurant on May 5 in honor of Louis P. Seaman,

who retired as district material manager at Tacoma after 44 years of service. He received gifts and best wishes from his co-workers for a long and happy retirement. Special guests included E. F. Volkman, manager of materials, and H. H. Melzer, general manager of purchases and material, and their wives. Mr. Seaman's party also afforded the guests the opportunity to welcome and become acquainted with his successor, John G. Waldman, who was formerly employed at Western Avenue as assistant district material manager.

The Material Division was happy to welcome Mrs. Leola Cease back to work after her recent surgery.

Welcomed back to her cashier's desk is Chris Wemmer, who was off due to recent surgery.

Stella B. Wadkins was pleasantly surprised recently with a luncheon at Cecanti's Restaurant honoring her on her retirement May 15 after nearly 30 years of service. At the time of her retirement she was serving in the capacity of relief clerk in the Agent's Office. Many fellow employees attended the luncheon where she was presented with a gift and hearty wishes for a wonderful retirement.

Congratulations are in order for David B. Merchant, who was promoted to assistant to the superintendent. Mr. Merchant took the place of Darrell L. Failor, who has been transferred to St. Paul in that same capacity.

Arthur Taylor, a senior engineering student at Montana State University in Bozeman, is working in the division engineer's office this summer as an engineering aide.

Betty Carpenter and Donald E. Klamm were married on July 1 in Bethel Lutheran Church. Betty is a secretary in the transportation department and is the daughter of Milwaukee Road retiree S. E. Herzog. A surprise wedding shower was given for Betty at the Sands Restaurant on June 28, with her mother, sister-in-law and co-workers in attendance. After dinner, cake and coffee was served and the bride-to-be was presented with many lovely gifts.

Mrs. Ruth Fullerton, former secretary in the Sales and Service Office in Tacoma, was a recent visitor. Mrs. Fullerton retired in 1962 and has been living in Sherman Oaks, Calif., since that time.

R. D. Wood, assistant district manager-sales at Tacoma, has been appointed district manager-sales at Missoula, Mont., effective June 1. He succeeds S. J. Cloke, who retired. A coffee and cake hour was held in Dick's honor at the Tacoma Sales and Service Office on June 21.

G. E. Montgomery, former sales



RETIREES AFTER 44 YEARS. Louis P. Seaman, district material manager in Tacoma (center), is shown with E. F. Volkman, manager of materials, and H. H. Melzer, general manager of purchases and material, at a retirement party held in his honor on May 5 at Ivan's Restaurant in Tacoma.



RETIREES AFTER 35 YEARS. Conductor Amos Graham (left) is shown with Traveling Engineer J. Wrecza at Perry, Iowa, as he recently completed his last run on train No. 62 from Council Bluffs.

representative in Tacoma, was promoted to assistant district manager-sales, succeeding Mr. Wood.

We are also welcoming to our Tacoma Sales and Service Office Sales Representative R. L. Burns. He was formerly with the Seattle Sales & Service Office.

Mr. Ralph W. Patterson retired on May 31 after 23 years of service as chief inspector at Tacoma for the Trans-Continental Freight Bureau. Mr. Patterson began his railroad career as a rate and division clerk for the Missouri Southern Railroad in 1927. He served with several different railroads and the freight bureaus in the Midwest and on the West Coast before joining the Trans-Continental Freight Bureau in Tacoma. In recognition of these many years of service a retirement party was held at The Top of the Ocean Restaurant on May 19, where he was presented with a gift from his many railroad friends. All those present extended to him their best wishes for a happy retirement.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Iowa Division Conductor Amos Graham retired on May 30 after 35 years with the Milwaukee Road. He started with the railroad in 1937, and was promoted to conductor in 1946. He also served in the U. S. Marine Corps from 1942 to 1945. Mr. Graham plans to make his home in Cedar Rapids, Iowa.

Miss Marcie Behnke, daughter of Roadmaster and Mrs. Walter Behnke

of Marion, was married to Larry Achlenbach of Cedar Rapids at St. Paul's Lutheran Church in Marion. After a honeymoon in Wisconsin, the couple plan to make their home in Marion.

Section man and Mrs. Walter Kulish of Cedar Rapids are the parents of a son, Mark Robert, born on May 15.

Miss Suzanne Peta, daughter of Assistant Superintendent and Mrs. W. J. Peta, was one of five students from the Cedar Rapids-Marion area who received a scholarship to attend the Northwest Iowa Summer School on Chemical Addictions at Buena Vista College at Storm Lake, Iowa. Suzanne will be a junior at Linn Mar High School this fall.

Congratulations to Cedar Rapids Switchman Dale F. Boddicker, who was married recently to Miss Catherine Ann Stolka at the Immaculate Conception Church in Cedar Rapids.

Mrs. Fred Newlin, wife of retired Train Baggage Man Fred J. Newlin of Marion, passed away recently. Sympathy is extended to her family.



Milwaukee Terminals Welder Helper Vincent H. Petersen is shown "burning his last rod" before retiring from his job on June 22 after 43 years with the Milwaukee Road. A cake and coffee party attended by many of his friends and co-workers was held on his last day at the Track Center in Milwaukee. He plans to spend his retirement years fishing at his retreat in Crivitz, Wis.

officers for the Milwaukee Division of the National Association of Railroad Business Women, Chicago Chapter. Installing officer was Hazelle Anderson, national welfare chairman.

Marian Peterson, mail clerk, is on leave of absence because of illness.

AGENCY

Yard Clerk Harold Hegge retired July 7 after 26 years of railroad service. He was the yard clerk at West Allis Station most recently but worked in various other districts during his service. He will no doubt devote his new leisure time to his hobby of repairing watches and clocks. He also likes to travel.

Marian Steckbauer left her position

Sioux City and Dakota Retirement Banquet Announced

Milwaukee Road Employees in the Sioux City-Dakota area of the Iowa, Minnesota and Dakota Division are invited to attend the annual banquet honoring their co-workers who retired during the past year. The banquet is to be held at the Sioux City Eagles Lodge, 8th and Douglas Streets on Oct. 1 at 2 p.m. Tickets may be obtained from any member of the banquet committee in Sioux City: W. J. Leach, E. A. Weiland, H. A. Peterson, D. D. Speulda, R. V. "Bud" Ryan, and Alice Butcher; and in Sioux Falls from J. M. "Jack" Dunham.

of steno-timekeeper to Agent R. E. Chalifoux, to become secretary to Milwaukee Division Superintendent F. H. Ryan. Laurie Jordan will fill the position of steno-timekeeper.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of General Superintendent

Welcome back to Switchman David Gilbert, who has returned from a tour of duty in the military. We also welcome a new caller at Muskego Yard, Michael Maloney.

Congratulations to Clerk and Mrs. Sylvester Kluck on the birth of a daughter, Jennifer Marie, born May 19.

Switchman James Luedke spent his vacation touring Europe.

Sympathy was extended to the following: to Switchman George Stien on the death of his mother May 18; to Switchman Dave Cammack on the death of his mother June 6; to Retired Switchman Marnell "Pete" Connelly on the death of his wife.

Retired Switchman Glen Bock died May 31. Switchman James Deacon died May 14.

Retired Engineer Walter Rausch and his wife were killed in an automobile accident on May 19.

Heidi Haese, 17, daughter of Yardmaster Robert Haese and a zither playing high school student from Sussex, has been chosen Miss Holiday Folk Fair—1972. She will represent the German community during this year's fair



CELEBRATE 60th WEDDING ANNIVERSARY. Retired Galewood Assistant Agent and Mrs. Bernard G. Pobloske celebrated their 60th wedding anniversary on June 17 at their home in Cortland Manor, 1900 North Karlov Avenue, Chicago. Their anniversary was commemorated with a mass in the chapel at Cortland Manor, followed by a breakfast attended by many relatives, friends and well-wishers. Mr. Pobloske started with the Milwaukee Road in 1905 and retired in 1953.

Nov. 17, 18, 19. The fair is sponsored by the International Institute with the co-operation of 45 ethnic groups and the Pabst Brewing Company.

Russell R. Brown, general superintendent in Milwaukee, retired May 31 after 44 years of service in various capacities across the railroad. Two parties were held to wish him well on his retirement. On May 19, a luncheon was held at North Hills Country Club in Menomonee Falls, which was attended by 160 various shippers and officers of the railroad. Mr. Brown's son, Daniel, came from San Francisco to attend this luncheon, which was a complete surprise to Mr. Brown. On June 8th at the Knights of Columbus Hall in West Allis, 175 fellow employees, Mrs. Brown and daughter Sharon gathered for a buffet dinner and dancing.

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

Denise DesRocher, daughter of Switchman and Mrs. Paul DesRocher of Racine, Wis., was married April 29 to Bill Steffen at St. Joseph's Church in Racine.

SECOND DISTRICT

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

Al Smith, son of Trainmaster-Travelling Engineer and Mrs. A. E. Smith of Kingsford, Mich, has been awarded the most valuable tennis player trophy at Kingsford High School for the second consecutive year. Al and his partner, Jeff Ryan, reached the semi-finals in the Great Northern Conference and placed third out of 48 teams in the Upper Peninsula High School Tennis Finals. This fall Al plans to attend Central Michigan University in Mount Pleasant.

Congratulations to Green Bay Switchman M. J. Katers and his wife Judith on the birth of a baby girl, Lori Lynn, on May 30.

Switchman Milton A. Giese was hospitalized April 25 as the result of a heart attack. He is now recuperating at his home in Green Bay.

Assistant District Manager-Sales of the Traffic Department Harry W. Parent, 46, died unexpectedly May 26 at a local hospital. Born in Niagara, he lived in Milwaukee and Wausau before moving to Green Bay in 1960. Mr. Parent began his career with the Milwaukee as a clerk in Muskego Yard on January 16, 1943. He entered the Traffic Department in 1949 as a clerk. He became chief clerk to traffic manager in 1953, and transferred to Wausau as



Milwaukee Terminals Chief Carpenter W. M. Cameron (right), who retired from his position May 31 after 42 years with the railroad, is shown with Vice President-Operations F. G. McGinn at a retirement party attended by more than 150 well-wishers at the Maryland Hotel in Milwaukee on May 19.

traveling freight agent in 1955. In January 1964, he transferred to Green Bay as assistant district manager-sales. Mr. Parent is survived by his wife, two daughters and two sons.

Sympathy is extended to the family of a former lineman at Green Bay, Andrew P. Caldie, 69, who passed away on May 8. Mr. Caldie was division lineman for the Milwaukee for 21 years, retiring in 1968. He is survived by his wife, one son and one daughter, all of Green Bay.

Also sympathy is extended to the following: to Switchman and Mrs. William Behrendt on the death of their infant daughter; Section Laborer Herman Jacobs of Menasha, whose wife, Verna, passed away at the age of 59 in May; Yard Clerk M. F. (Mac) Forstrom on the death of his father on May 9; and Switchman Edward C. Dury on the death of his father on June 23.

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Roundhouse Foreman Jim Lingbeck from Austin suffered a heart attack during June, and is home convalescing. We all wish him a speedy recovery.

Evelyn Hilden, who formerly worked in the Regional Data Office at Austin has now filled the position vacated by Kathy Stern, as steno-clerk to the chief clerk at Austin.

Switchman Les Whalen, 50, passed away suddenly on June 16. He is sur-



Emma Dreszynski, seamstress in the Milwaukee (Wis.) Upholstery Shop (center), is pictured with G. A. Wendt, Passenger Shop general foreman (left), and A. R. Grube, Passenger Shop foreman, at a cake and coffee retirement party held in her honor on June 23 after more than 32 years with the Milwaukee Road.

vived by his wife, Margaret; four sons, Donald of Mona, Iowa, Duane of San Diego, and Kevin and Michael both at home; two daughters, Susan and Aletha at home; four brothers; three sisters and two grandchildren.

SIOUX CITY AREA

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

L. C. Iliff, former chief clerk in the freight office at Mitchell, S. D., died Dec. 24, 1971, of complications in connection with diabetes and the flu. He had been retired approximately 10 years. His brother, Pat Iliff, is employed as a clerk in the freight office at Rapid City, S. D.

Mrs. Robert Kvidahl, mother of magazine correspondent Marie B. Franken, passed away at a Sioux City hospital on May 20 after a brief illness. Mrs. Kvidahl was the widow of Robert Kvidahl, former B&B foreman on the old I&D and H&D Divisions. Mrs. Kvidahl is survived by one son and two daughters.

Sympathy is extended to the family of former IM&D Conductor George L. Smith of Sioux City, who died on June 7 after a brief illness. Mr. Smith worked for the Milwaukee Road for 35 years and retired in 1970. He is survived by his wife, two sons and one daughter.

Mrs. George Gaskill died May 16 in Sioux City, Iowa. She was the widow of George Gaskill, former engineer on the I&D Division. Sympathy is extended to the family, which includes Mr. Frank Woestman, retired demurrage clerk of the Sioux City Freight Office.

Carman "Chick" Merryman was hospitalized during the first part of May because of illness.



Here's how we're doing...

	Second Quarter Ending June 30 1972	Six Months Ending June 30 1972
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc..	\$81,906,116	\$75,722,495
		\$154,426,691
		\$145,438,547
PAID OUT		
IN WAGES	37,828,731	34,881,463
(Labor in operating expenses)		
Per dollar received (cents)	46.2	46.1
Payroll taxes on ac- count of Railroad Retirement Act and Railroad Unemployment Insurance Act	4,262,286	3,756,692
Per dollar received (cents)	5.2	5.0
8,143,670	7,424,688	
ALL OTHER PAYMENTS		
for operating ex- penses, taxes, rents and interest	41,008,134	39,524,253
Per dollar received (cents)	50.1	52.2
77,811,616	75,593,794	
<i>Ordinary Income</i> <i>(Loss)</i>	(1,193,035)	(2,439,913)
		(4,462,681)
		(5,474,721)

REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars	241,266	237,267	462,012	463,729
2nd Qtr. 1972 over				
1971	3,999			
1st Half 1972 under				
1971			1,717	

Milwaukee Shops CAR DEPARTMENT

Pat Hoye, Correspondent

The freight shop has a new general foreman. He is J. F. Wilbur. A familiar face and name to many, Jim has served the railroad since 1936. The major portion of this time has been spent in Indiana and Illinois where he started out as carman apprentice. At the time of his transfer to Milwaukee in October 1969, he was district general car foreman at Bensenville, Ill. Before his appointment to the Freight Shop on June 1, Jim was general car inspector in Milwaukee. His many friends here wish him much success in his new position.

Mrs. Niki Pieri, stenographer to the Milwaukee Shops Superintendent, was appointed secretary to the General Superintendent-Car Department on June 8. We have enjoyed working with Niki and wish her lots of good luck in her new assignment.

Mrs. Pat Hoye has been assigned as

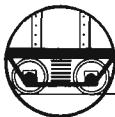
stenographer to the Milwaukee Shops Superintendent. Pat transferred from the Middle District Office where she was stenographer to Mr. J. V. Sands. She will also assume the duties of Milwaukee Road Magazine reporter for the Milwaukee Shops. She will appreciate any and all news items concerning the people at Milwaukee Shops.

Joe and Anna Ferrise are pleased to announce the birth of a daughter, Antonella, on May 1 at St. Luke's Hospital in Milwaukee. Little Miss Ferrise weighed in at 7 lbs. 8 oz. Joe is a carman in the Freight Shop.

Steve Tandarich, a carman welder in the Freight Shop, died June 2. He had been off sick since April 29, 1970. Mr. Tandarich had been with the railroad for 34 years.

Herman A. Mork, retired blacksmith welder in the Forge Shop, died on June 17 at Warren, Mich. He formerly made his home in Greendale, Wis. He retired from the railroad on December 15, 1960.

Congratulations to Glen R. Koenig



Carloadings

JANUARY-JUNE 1972 compared with same period in 1971

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	SIX MONTHS		INCREASE	
		1972	1971	1972 over 1971	% of increase
9.8%	Lumber or dimension stock	28,763	26,275	+ 2,488	+ 9.5%
9.2	Grain	32,124	30,620	+ 1,504	+ 4.9
6.9	All other paper or allied products	38,796	33,553	+ 5,243	+ 15.6
5.6	Motor vehicles	15,470	12,484	+ 2,986	+ 23.9
3.5	Canned fruits, vegetables and seafoods	9,718	9,662	+ 56	+ .6
3.1	All other primary metal products	7,536	7,401	+ 135	+ 1.8
2.9	Grain mill products	25,129	24,693	+ 436	+ 1.8
2.9	All other transportation equipment	15,468	15,418	+ 50	+ .3
2.8	Stone, glass or clay products	14,156	12,885	+ 1,271	+ 9.9
2.8	Industrial chemicals	9,542	8,627	+ 915	+ 10.6
2.3	Freight Forwarder & Shipper Assn. traffic	11,212	9,817	+ 1,395	+ 14.2
2.2	Non-metallic minerals; except fuels	20,295	18,618	+ 1,677	+ 9.0
2.1	Waste or scrap materials	14,205	11,956	+ 2,249	+ 18.8
1.4	All other machinery; except electrical	4,568	3,885	+ 683	+ 17.6
1.3	Petroleum, natural gas or gasoline	7,207	7,040	+ 167	+ 2.4
1.2	Electrical machinery or equipment	6,248	6,028	+ 220	+ 3.6
1.0	Farm machinery or equipment	5,379	5,313	+ 66	+ 1.2
.3	All other farm products	3,328	2,895	+ 433	+ 15.0
.1	Metallic ores	1,814	856	+ 958	+111.9
.1	Small packaged freight shipments (LCL mdse.)	145	124	+ 21	+ 16.9
6.5	All other carload traffic	33,028	31,738	+ 1,290	+ 4.1
68.0		304,131	279,888	+ 24,243	+ 8.7%
loading of these commodities DECREASED in 1972 over 1971		SIX MONTHS		DECREASE	
		1972	1971	1972 under 1971	% of decrease
4.3%	Coal	36,095	41,350	- 5,255	- 12.7%
3.8	All other wood products (incl. plywood)	13,627	13,868	- 241	- 1.7
3.4	All other chemicals or allied products	15,284	16,162	- 878	- 5.4
3.1	All other food or kindred products	13,103	14,141	- 1,038	- 7.3
2.8	Primary iron or steel products	10,939	14,224	- 3,285	-23.1
2.8	Meat, fresh, chilled or frozen	7,688	10,757	- 3,069	-28.5
2.4	Pulp or pulp mill products	7,352	7,664	- 312	- 4.1
1.7	Primary forest products	18,151	23,233	- 5,082	-21.9
1.7	Fabricated metal products	6,277	6,743	- 466	- 6.9
1.6	Malt liquors	7,765	9,359	- 1,594	-17.0
1.1	Soybeans	4,099	6,607	- 2,508	-38.0
1.0	Dairy products	4,015	4,671	- 656	-14.0
.8	Beverages or flavoring extracts	4,910	5,019	- 109	- 2.2
.5	Fresh fruits and fresh vegetables	2,554	2,864	- 310	-10.8
.5	Potatoes, other than sweet	2,337	3,222	- 885	-27.5
.4	Coke oven or blast furnace products	3,308	3,486	- 178	- 5.1
.1	Livestock	377	471	- 94	-20.0
32.0		157,881	183,841	- 25,960	-14.1%
100.0		462,012	463,729	- 1,717	- .4%

upon the completion of his four-year apprenticeship at the trade of blacksmith. Glen earned his certificate of apprenticeship on June 13, and is now a full-fledged blacksmith in the Forge Shop.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

At a recent meeting of the board of directors of the Northwest Maintenance of Way Club, Mr. Roy S. Johnson, terminal division engineer, was elected to the office of second vice-president of the club.

A warm welcome to Ward Lewis, who is replacing Doug Franklin as roundhouse clerk. As reported in the last issue Doug was seriously injured in an automobile accident but he is now on the mend.

Retired employees who have stopped by for a visit include Nels Roth and Carl Matson, formerly with the Store Department; John W. Moe from the Locomotive Department; and Jim and Lorraine Mueller, who were both former Store Department employees. Jim is now with the Bloomington School District.

Retired Airbrakeman Hjalmer Peterson passed away on May 14.

Roy Nadeau, River Division engineer, was appointed by Minnesota Governor Wendell R. Anderson to the Governor's Railroad Crossing Safety Committee. Mr. Nadeau accepted his appointment on April 21.



Eileen Marie McBride, daughter of B & B Foreman and Mrs. Edward McBride, was married to Steve Hintz on June 3 at St. Pascals Church in St. Paul, Minn.

Chicago General Offices

OFFICE OF MANAGER-INTERLINE

FREIGHT SETTLEMENTS

June Mathisen, Correspondent

Happiness is having W. T. Kures and Stephanie Hargus return after extended leaves. Good to see them looking so well. Welcome back.

Florence Steiner and Helen Yankowski are doing fine after recent surgery.

Condolences were given to John Kriese's family, he was a former employee in this office; also to John Cahill on the death of his mother.

Congratulations to Elsie Harbeck, who retired in May. She is going to do all the things that she has planned now that time permits. Good Luck.

John M. Jennings, son of Jack Jennings, was graduated from the University of Illinois at Chicago Circle and was appointed A. C. Y. O. athletic supervisor.

With moving day upon us it will be with a nostalgic note that Ralph Osmundson, Harry Wallace, Florence Steiner and Charlie Baker leave the Fullerton Avenue building after completing 45 years here. Many former employees have visited to say goodbye to their "Alma Mater."

The Milwaukee Road has had offices at Fullerton since 1908 and the north end was built in 1924.

This being election year, it is interesting to note that the "whistle stop" came into being back in the early 1900's. One western state passed a law prohibiting rear-end train politicing. The law stated that gatherings for political speeches less than 200 feet from the train track was forbidden. So, the candidates were whisked from the train by carriage and taken to a podium which had been placed the required number of feet away. The speeches



Mike Biedrzycki, La Crosse Division fireman and son of Chief Clerk and Mrs. Paul Biedrzycki, was married May 27 to Julie Thomas at the United Methodist Church, St. Paul. A reception was held at the Summit House in St. Paul after the ceremony.



M. F. Hubbell, secretary-auditor of the Des Moines Union Railway Company (left), is pictured with F. E. Devlin, the company's general manager and treasurer, as he retired on May 31 after more than 29 years of railroad service. Mr. Hubbell was first employed as an abstract and payroll clerk for the Des Moines Union Railway Company and later served as a chief clerk for the Milwaukee Road. In 1963, he was appointed secretary-auditor of the Des Moines Union Railway Company, the position he held until his retirement. Mr. and Mrs. Hubbell plan to make their home in Des Moines.



Miss Alice E. Nelson, secretary to E. J. Stoll, vice president-real estate, economic and development (right), is shown at a cake and coffee reception in honor of her retirement June 2 in Chicago after more than 42 years with the Milwaukee Road. All of her service has been in the Real Estate Department, where she has served more than 40 years as personal secretary to the head of the department. Miss Nelson plans to remain active in her church sponsored activities with the Bethany Old Peoples Home. She and her sister, Dorothy, will continue to make their home on the north side of Chicago.

**Plan Now to Attend
The 7th Annual
Milwaukee Road
Golf Tournament
September 17
Ramsey Golf Course
Austin, Minnesota
Tee-off 7 a.m.**

For additional information contact:
**W. J. Cassidy, supervisor of
signals and communications,
Austin.**

Elsie Harbeck of the Freight Settlements Intermediate Bureau in Chicago (left) is shown with her sister, Leona, upon the occasion of her recent retirement from the Milwaukee Road.



WEALER-LONGMIRE. Helen Wealer, daughter of George and Evalyn Wealer, both rate clerks in the Galewood Regional Data Office, was married on April 22 to John Longmire at St. Michael's Lutheran Church in Chicago. Pictured are the bride's parents (left) and the bride and groom.



Bloise F. Nelson, chief clerk in the Twin City Terminal B & B Department (right), is congratulated by Chief Carpenter V. L. Blake as he retired on June 30 after 35 years with the railroad. Bloise was presented with a ring and other gifts by his friends and co-workers. A coffee and cake party was held in his honor in the Minneapolis Station on June 30.



Assistant Engineer George A. Kaberlein (center) is shown with W. R. Freyberg, supervisor-valuation bureau (left), and J. G. Kirchen, manager-capital expenditure accounting, at a retirement party held in his honor on May 30 in Chicago. See Marion Frank's column for details.

were given and when the train was scheduled to depart the whistle blew. The carriage then returned the politician to his train. Hence the saying "whistle stop."

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

Not much has happened in our office during the last several weeks. Most of our time has been divided between working and preparing for our long awaited move to Union Station which occurred on June 23.

Our sorter, Mary Mitchell, has really earned a two-week vacation. After cleaning her fire-damaged apartment, she departed for Hayworth, Wis. Mary and her family were very lucky to escape with no injuries only material damage.

Condolences are extended to Chief Examiner Richard Superson, on the death of his brother. Also to Joint Facility Examiner James Snider, on the death of his brother.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Sympathy was extended to the family of Richard P. Kleinfieldt, Sr., assistant engineer, on the death of his father April 17. Mr. Kleinfieldt's father worked for the CB&Q and had been retired since 1958.

Mr. George A. Kaberlein, assistant engineer, retired from the office of Manager-Capital Expenditure Accounting on May 31. A party was given in his honor at Zum Deutchen Eck on May 30. Many of his family and friends attended. Mr. Kaberlein began his railroad career on December 23, 1923, with the Chicago Great Western Railroad at Oelwein, Iowa. He came to the Milwaukee Road in 1952 in the Auditor of Capital Expenditures Office as an assistant engineer, the position he held upon his retirement. It is our sincere hope that he and his wife will enjoy many happy years of retirement.

Mr. C. Robert Schultz, husband of Adelaide Schultz, bureau head of the Bill and Analysis Section, was named "Federal Supervisor of the Year" on May 24 at a luncheon held at the Conrad Hilton in Chicago.

The first day of summer was the occasion of a "family reunion" at the Seminary Restaurant. Among the retirees in attendance were former Assistant Engineer Larry Hogan who now lives in Schenectady, N. Y.; former Auditor E. H. Nank; Charlie Winandy,

a former auditor; Bessie White, former head typist; and Bill Herley former assistant engineer.

Farewell was said to the Fullerton Avenue office building on June 21. The Capital Expenditures office returned to Chicago Union Station building, having left there on November 18, 1950. As a finale to our closing day, the Milwaukee Restaurant also came to an ignominous end with the gobbling up of the building by the wreckers' clam buckets. The Milwaukee Road at one time rented space in the building.

The fifth and final Fullerton Avenue Employee's Golf Tournament was played at Bonnie Dundee Golf Course on May 20. The winner of the handicap traveling trophy with a low net of 67 was Dick Klienfieldt of the Manager-Capital Expenditure Accounting Office. The trophy, formerly displayed in the lobby of the Fullerton Avenue Building, can now be seen in room 202 in Chicago Union Station, the new home of the Manager-Capital Expenditure Accounting. Next year, the former Fullerton Avenue employees will play for the right to hang the trophy in their respective offices at Union Station. Wilma Hoffman, Jacki Hoffman and Claire Hansen were the first women to play in the golf tournament. Wilma Hoffman, also of the Manager-Capital Expenditure Accounting Office, captured the honors among the women with a score of net 74.

Irene Stasiak of the Bill and Analysis Section is doubly proud of the accomplishments of her children. After serving three years in the U. S. Naval Medical Corps, her son, Lt. Roger Stasiak, received his master of science degree in public health from the University of North Carolina at Chapel Hill. Irene's daughter, Dorene, received her bachelor of arts degree in anthropology from Northwestern University on June 17. Dorene was accepted into Mortar Board, the college women's honorary society, during her junior year, and elected into Phi Beta Kappa Honorary Society last May. She will begin work toward a masters' degree in biological anthropology at the University of Georgia this fall.

Mark Barends, assistant engineer in the office of Manager-Capital Expenditures Accounting, received his artistic training from various student groups he was with as a refugee in Germany after World War II. He was born in Latvia in 1932. When he came to the United States in 1950 he continued to draw and paint on his own. Then, while serving with the U. S. Army in Europe, he had an opportunity to meet with other artists in France and Spain and to study contemporary art forms.

He finally settled in Aurora follow-



WINNERS OF THE FULLERTON AVENUE GOLF TOURNAMENT. Assistant Engineer R. P. Klienfieldt, winner in the men's division golf (second from left) and Bill Clerk Wilma Hoffman, winner in the women's division golf, are congratulated by tournament President N. P. Bondi (left) and Edward Marx, member of the tournament's finance committee. The tournament was held May 20 at Bonnie Dundee Golf Course in Dundee, Ill.

ing his tour in the service. He joined the Aurora Art League and participated in its shows, as well as other invitational and juried shows in the Chicago area. He has won several prizes and honorable mentions during the seven years he has exhibited his work. He said, "I think that my work is basically realistic even though at a glance it may appear abstract, further examination will reveal that the message is realistic." After living in the area for more than 15 years, he feels a bit disappointed that artists are not taken more seriously but instead are viewed as a novelty. He's more optimistic about the future though saying, "As man is progressively communicating through 'recorded message,' receiving nonpersonal instructions in his pursuit of a matter-of-fact existence, he may develop a desire for something which is less matter-of-fact, something which will not demand commitment, but just contemplation."

OFFICE OF MANAGER— DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Stephen Krumpack, son of our assistant manager, received an outstanding award for his science fair project from the Illinois Junior Academy of Science at the University of Illinois at Champaign on May 13. Stephen, an eighth grade student at Lakewood Middle School in Carpentersville, had as his science fair project "The Analysis of Carbonic Acid at Varying Temperatures."

Wedding bells rang for Gerald LaGrano, claim adjuster for the regional manager's office, and Alice Kelsey on May 28 at Grace Lutheran Church in River Forest.

Eileen Neumann, our office clerk, was surprised with a bridal shower on June 22. Her wedding will take place on July 1 at Park View Lutheran Church in Chicago.



RETIREES AFTER 30 YEARS' SERVICE. Harry P. Bieter, relief assistant chief operator in the Minneapolis "C" Office, retired May 31 after 30 years with the Milwaukee Road's Communications Department. A retirement party, attended by many of his co-workers and friends, was held in his honor on May 31 at the Normandy Motor Inn in Minneapolis. He will continue to make his home in Faribault, Minn.

Stella Schremba of our general stats bureau is recuperating after ear surgery. We send her our get-well messages.

Emily McDyer, formerly of our bookkeeping bureau, was a recent visitor in our office to say goodbye to friends and to see the Fullerton Avenue building for the last time before our big move to Union Station.

We're calling on all good Milwaukee Magazine readers to send get-well cards to Maureen Callahan who has been in and out of the hospital for various illnesses and is feeling "down in the dumps." Won't you send her a card also? Her address is 414 Fairlawn, Round Lake, Ill. 60073.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

D&I Division Brakeman and Mrs. P. M. Romanchuck celebrated their 25th Wedding Anniversary with 85 guests at Lake Shangra-Lai at Antioch, Ill.

"Mac" McCutcheon, storekeeper's chauffeur at Bensenville, has an unusual and prized souvenir from his vacation in Washington State in June. After he returned home, he received a letter from the Rangers at Fort Casey Historical State Park expressing their gratitude to "Mac" for his help in fighting a beach fire at the park. The McCutcheons were visiting their son, stationed in Washington with the Navy, and his family.

Robert Sullivan, clerk at Bensenville, and his family had a very special guest for a week in May. For 14 years his wife, Marilyn, has been corresponding with Sachiyo Yamada, a Japanese pen pal and this was their first meeting. Sachiyo lives in Otsu, Japan, and was returning home after working two years in Darmstadt, Germany, as a translator. This was her first visit to the United States.

Congratulations to Engineer Kurt Michl and wife Marie on the birth of Stephanie Elizabeth, born July 2.

Also congratulations are in order to Neil and Barbara Quill on the birth of their first daughter, Tiffiny Jean, on May 6th. Barbara is a former clerk in the Bensenville Car Department.

Congratulations to Chief Yard Clerk A. T. Martinek and wife Mary on the birth of a grandchild, Brenda Ann, born May 23 to son Tom and his wife.

Sympathy was extended to Chief Clerk Millie Graff of the Car Department on the death of her husband, Richard Graff, on May 15th. Dick had been on disability from the Mechanical Department for some time.

Sympathy was also extended to the family of One Spot Stockman Red Crager; he passed away on June 10.

Among retirees during the past several months were Engineer E. E. Ebert from Bensenville. Mr. Ebert's fellow workers presented him with a fishing rod and reel and had cake and coffee. Mr. and Mrs. Ebert will live in Westboro, Wis.

Best wishes were extended to Yard Clerk Marshall Merriman, who retired on his 65th birthday, June 30. Coffee and cake was enjoyed by his many friends.

On July 7th, a party was held at Galewood for John "Peanuts" Rozdilsky who retired after 20 years with the Milwaukee Railroad.

B&B Foreman Dale L. Resler retired on June 30 after 44 years of service. A dinner party was held June 28 at the Albert Pick Motel in Terre Haute. As a token of friendship and remembrance, Dale was presented with a chain saw and his wife, Charlotte, was given a brooch. Mr. H. E. Schrab, chief carpenter, was on hand to present Mr. Resler with the gifts as well as with a Superior Service Award representing 10 years in which Mr. Resler had worked as a foreman without having a reportable injury.

Mr. and Mrs. Resler will enjoy their retirement in Odon, Ind. and plan on doing some traveling, particularly in visiting their children.

A party was held at Stella's restaurant on May 26 to honor Coach Yard Switchmen H. E. Sittler and Ross Moore on their retirement from railroad service. Mr. Sittler will continue to make his home in Northbrook and Mr. Moore in Franklin Park. Many of their friends were present at the dinner, including retired Engineer Elmer Martwick and his wife.

Congratulations and best wishes for a long and happy retirement to all of these employees.

GALEWOOD

Eleanor P. Mahoney, Correspondent

Julius Moscinski, cashier at Healy station, retired on May 30. He served the railroad for 52 years working in many different capacities. His most recent posts include chief yard clerk at Western Avenue and cashier at Healy. The personnel of the Galewood regional and yard offices presented Julius with a hand-tooled leather wallet made by Fred LaRue, and a decorated cake.

Sympathy was extended to Irene Dumowski, car record clerk, whose sister passed away. We will remember her for the beautiful job of catering she did for our Christmas luncheons.

Stanley F. Boyle, car record clerk

and the mayor of River Grove, was honored by the village when the townspeople presented him with a "certificate of meritorious service" signed by many Illinois Senators.

George and Evalyn Wealer, both rate clerks in the regional data office, celebrated their daughter's wedding on April 22 at St. Michael's Lutheran Church in Chicago.

Ralph Bode, demurrage clerk, received serious leg burns while changing the gasoline in his power lawn mower. He is presently home recuperating.

Roger Chorney is a new member of our office force working as assistant reconsigning clerk. He recently transferred from the Western Avenue Control Center.

Ray Bishop, chief clerk, is home recuperating from surgery. He is expected to be back at work soon.

Joseph J. Bartuska, freight handler at the Candy House, retired June 15 after 45 years with the railroad. He started at Union Street working as a stoker. He later transferred to the Galewood Freight House and then to the Candy House. He and his wife are going to spend their retirement at Port Wing, Wis., working their farm.

Bess Halvorsen returned to work in the regional office after a sick leave.

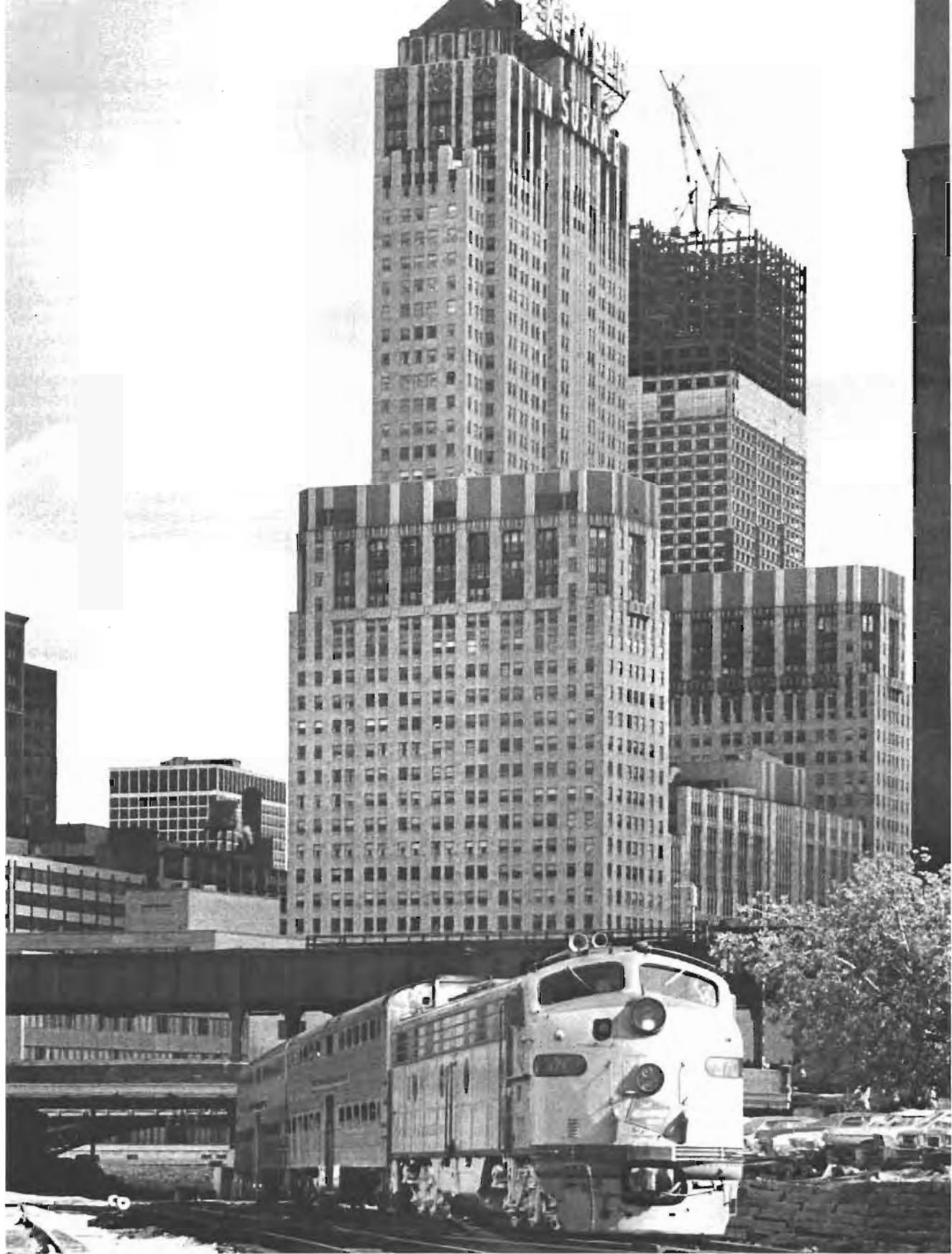
Susan Kalasmiki, daughter of Agent J. P. Kalasmiki, graduated this June from Addison Trail High School, Addison, Ill.

Sympathy is extended to the family of Terry O'Brien, regional data IBM clerk, upon the death of her father.

Joe Peretti, machine operator, is a new employee in the Regional Data Office. He previously worked at Western Avenue and Galewood Control Center.



AuDell E. Carlson, chief telephone operator for the Milwaukee Road in Chicago, is shown on her last day at work, June 15, before retiring after more than 43 years with the railroad. A cake and coffee reception, attended by a great many of her friends and co-workers, was held later that day in Union Station.



Chicago Commuter Railroads Seek Regional Mass Transit Authority

The six commuter railroads serving Chicago, including the Milwaukee Road, have proposed a regional mass transportation system known as the Chicago Metropolitan Area Transportation System (CMATS). This plan, the first of its kind in the Chicago area, would merge all commuter railroads, suburban and

municipal bus lines and the Chicago Transit Authority into a single transportation system for the six-county metropolitan area. CMATS is one of three regional transportation system proposals now under consideration by the Illinois General Assembly.

Tie Injector Gangs:

Automated Railroading At Work

Tie renewal, traditionally one of the most laborious tasks on a railroad, is today a much faster and simpler process thanks to automation. The automated tie renewal gang pictured here is at work on the railroad's Terre Haute Division, in Indiana, readying the line for heavy traffic in anticipation of the Milwaukee's expected entry into Louisville, Ky. Trackage rights into Louisville were granted the railroad as a condition to the Louisville & Nashville-Monon merger in 1970, and final terms for entry are now being negotiated. This tie renewal gang is one of three at work this summer on the railroad. A second gang is at work in southern Minnesota and the third is in eastern Montana. Each gang consists of approximately 35 men and 12 pieces of equipment valued at more than \$250,000, including a tie injector (right). The injector shoves new ties under the rails after equipment ahead of it has pulled spikes, sawed the ties selected for replacement, scarified the roadbed, and placed new ties on the rails for the injector to pickup. Men and machines following the injector replace tie plates, drive spikes and dress the roadbed. Two tie cranes are shown below working ahead of the injector. The crane on the right is removing sawed ties, while the other is placing new ties on the rails. The three automated gangs are part of the railroad's \$5 million 1972 tie renewal program involving the replacement of over 397,000 ties on approximately 550 miles of roadbed. The project is scheduled for completion by October 31.





MAGAZINE

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