

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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1970



**MARIE HOTTON**  
*Editor*

**PUBLIC RELATIONS  
DEPARTMENT**

Union Station—Chicago

The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employees may continue to receive it without cost by sending their address to the circulation department, 824 Union Station, Chicago, Ill. 60606.

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# TRANSPORTATION PEOPLE and NEWS

**STAFFORD HEADS ICC**

George M. Stafford, acting chairman of the Interstate Commerce Commission since Jan. 1, was appointed its first permanent chairman by President Nixon on May 13. The appointment was made under the provision of the reorganization plan of 1969 which gives the President the privilege of appointing a chairman at his "will and pleasure." Previously the post was rotated annually through election among the members of the ICC themselves.

**DOT UNDER SECRETARY**

John P. Olsson has been named Deputy Under Secretary of Transportation to succeed Charles D. Baker, who became Assistant Secretary for Policy and International Affairs. Mr. Olsson formerly was assistant to the senior vice president at United States Smelting, Refining and Mining Company of New York.

**PUBLIC RELATIONS AWARD**

The Association of American Railroads, with the Union Pacific and the Southern Pacific railroads, received one of the 25 Public Relations News Awards conferred by that publication on its 25th anniversary for outstanding public relations programs. The three were cited for their cooperative activities last year com-

memorating the 100th anniversary of the driving of the Golden Spike and demonstrating the railroad industry's modernization.

**"GENERAL" GOES HOME**

Bubbling-up of a Civil War incident resulted in a court ruling that "The General," one of the most famous locomotives of all time, will call Kenesaw, Ga., its home instead of Chattanooga, where the ancient engine rested from 1901 to 1961. The United States Court of Appeals in Cincinnati declared that the Louisville and Nashville, owner of the engine, could move it anywhere it wished, despite the argument from Chattanooga city attorneys that "The General" had become a "charitable trust" because of its long residence in Tennessee.

**WRA'S RODDEWIG RETIRES**

Clair M. Roddewig retired as chairman of the Western Railroad Association on Apr. 30. He had served as chairman since Jan. 1 and had been president of the WRA's predecessor organization, the Association of Western Railways, since Sept. 1, 1957.

**PASSENGER SERVICE BILL**

The Senate passed a bill on May 6 establishing a public corporation to  
*(Continued on page 3)*

**THE COVER**

The President's Safety Trophy awarded to employes on the Twin City Terminal Division of The Milwaukee Road for posting the best safety record on the railroad in 1969 is presented by President Curtiss E. Crippen, right, to Division Superintendent R. L. Tewell. Standing by are F. G. McGinn, vice president-operation, left, and G. J. Barry, superintendent of safety. For the story, please turn to page 4.



# Milwaukee Road to Terminate Exchange of Transportation With Other Roads

In view of the action taken by other railroads to terminate the exchange of transportation, the Milwaukee Road will discontinue its exchange of transportation with other roads on July 1, 1970.

The change in policy will include withdrawal from participation in the Home Road Pass Plan and the discontinuance of reduced rate orders and trip passes for other than Milwaukee Road employes. By the same token, the Milwaukee will no longer request free

and/or reduced rate transportation from other railroads.

One-half fare tickets sold prior to July 1, 1970 will be honored until the expiration date of the ticket. Trip passes and half-rate orders already issued will be honored until the expiration date.

Outstanding annual passes issued to other than Milwaukee Road personnel will be honored to the expiration date of Jan. 31, 1971, unless otherwise notified.

succeeded Barbeau as first vice president, and H. Pier Clifford, advertising manager of the Southern Railway System, became second vice president.

Joe D. Singer, advertising manager of the C&O/B&O, was reappointed executive secretary-treasurer.

Barbeau has been with the Milwaukee since 1950, holding positions as traffic representative in Washington, D. C., city freight agent at Philadelphia, and secretary to assistant general manager in Chicago. He transferred to the public relations and advertising department in 1962 and was appointed to his present position in 1964.

Barbeau served as committee chairman for ARAM's 19th annual advertising competition, the awards of which recognize outstanding contributions, through advertising, to public appreciation of the nation's railroads. Electro-Motive Division of General Motors Corp. submitted the winning entry and received the Golden Spike award. ACF Industries and RCA received Silver Spike awards, and Republic Steel Corporation and the Rohr Corporation were presented Merit Awards.

Judges of the competition were Earl Collings, vice president of the advertising firm of Tatham-Laird & Kudner; Frank Shaffer, special features editor of Modern Railroads magazine; and James Sloss, research consultant, Northwestern University Transportation Center.

operate rail passenger service in the United States. The bill, which contains many features of the DOT's "Railpax" proposal, is endorsed by the Association of American Railroads, United Transportation Union and National Association of Railroad Passengers. The railroads believe their own proposal (S. 2750), calling for reimbursement of losses incurred on passenger service required in the public interest, is the best solution, but regard the current proposal as the most acceptable of the alternatives advanced so far.

## HEAD CHARITY UNITS

William J. Quinn, chairman of the board and chief executive officer of The Milwaukee Road, was elected president of the Catholic Charities of Chicago at the 52nd annual meeting of its board of directors. Curtiss E. Crippen, president of the railroad, was named associate general chairman of the 1970 United Settlement Appeal for Chicago, to head the transportation and communications division of the fund drive.

## RETIREMENT LEGISLATION

A Senate labor subcommittee has approved a bill that would increase retirement benefits for railroad employes by 15 per cent. The legislation, passed 379-0 by the House on Apr. 7, now goes to the full Labor Committee. The increase would involve a maximum of \$50 a month for employes and \$25 a month for their spouse or survivors.

Mark Twain: "When some men discharge an obligation you can hear the report for miles."

## Barbeau Elected President of Railroad Advertising Managers

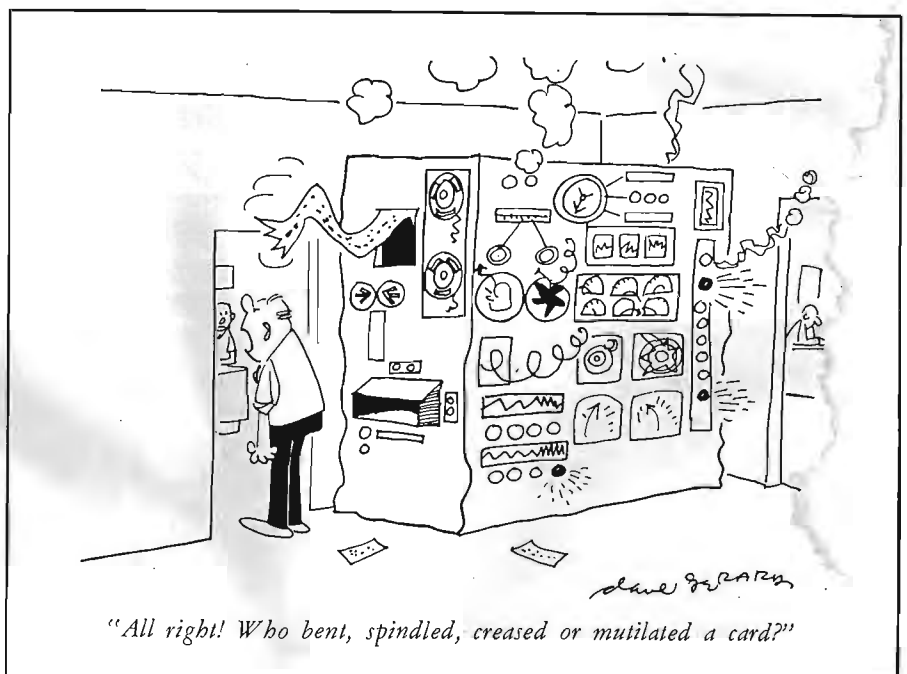


L. J. Barbeau

Laurence J. Barbeau, advertising manager of the Milwaukee Road, was elected president of the Association of Railroad Advertising Managers at its 46th annual meeting in San Francisco May 24-27. He succeeded Maynard O. Edwards, advertising manager of the Norfolk and Western.

Charles R. Ward, acting general advertising manager of the Union Pacific,

*A parking meter is a device that enables you to do two hours shopping in one.*





President Curtiss E. Crippen, right, presents the safety trophy to Superintendent R. L. Tewell as captain of the ranking safety team for 1969.

## TWIN CITY TERMINAL DIVISION RANKS FIRST IN SAFETY

### Employees Cited for Record in 1969

FOR MILWAUKEE ROAD EMPLOYEES on the Twin City Terminal Division, all roads led to St. Paul on Apr. 21. The big occasion was the awarding of the President's Safety Trophy for posting the best safety record on the railroad in 1969.

Almost 650 witnessed the ceremonies in the Prom Ballroom at which President Curtiss E. Crippen presented the trophy to Superintendent R. L. Tewell. Present also were other officers from Chicago and general chairmen of railroad labor organizations.

The award winners were honored at both a luncheon and a dinner, so that work shifts would not prevent anyone from attending. S. W. Rider, solicitor at Minneapolis, handled the toastmaster duties for the special events, which included musical entertainment.

The Twin City performance for 1969 showed no fatalities and only seven reportable injuries among the division's 975 employees in Minneapolis-St. Paul and on the line extending to Duluth. The resulting casualty ratio of 3.68 per million man-hours worked compared with a ratio of 3.23 scored by the winning division in 1968 and an identical 3.68 posted in 1967.

Six departments had no reportable injuries—the car department, track, bridge and building, signals and communications, station employees and road trainmen. In addition—although their safety performance does not figure in the division's rating—both the material division and police department employees in Twin City territory established clear records.

Since the division contest was started in 1941, the Twin City Terminal has won three times, having taken first place in 1950 and again in 1951. It was the

Scene at the Presidential Safety Award Dinner in the Arizona Room of the Prom Ballroom.



runner-up five times, and finished twice in third place.

In awarding the trophy, Mr. Crippen noted that 1969 was not the easiest year in which to win, owing to the unusually heavy snows and floods that severely hampered operations. He recalled that when he was superintendent of the Twin City Terminals in 1948, a deterioration of the safety record early that year (but corrected to finish in second place) prompted a decision to bear down on safety.

"Safety isn't something that just happens," he pointed out, "you have to *make* it happen. Everybody has to play if you're going to win. Everyone must have a genuine interest in safety.

"Your performance last year was the result of a team effort—not of one man's effort. Everybody had a hand in it. Our safety program has spared a lot of people a lot of pain and suffering. This is the most important aspect of the program and of your achievement. You've provided a safe place to work."

Observing that safety is a part of railroading tradition, Mr. Crippen cited opportunities for improvement and called on the employees to do "the better job I know you can do. I give this award to Ron Tewell for all of you and challenge the Twin City Terminal to win the contest again."

Mr. Tewell accepted the challenge for the employees and expressed his grati-

tude and thanks to all for bringing the trophy to the division. "With your help, we can do it again," he said. "We will do it if it is possible."

Other officers at the ceremony included F. G. McGinn, vice president-operation; B. J. Worley, vice president-chief engineer; L. W. Harrington, vice president-labor relations; G. J. Barry, superintendent of safety; D. L. Wylie, assistant chief engineer-signals and communications; and D. O. Burke, assistant general manager.

Present also were F. A. Upton, chief mechanical officer; A. W. Hallenberg and J. J. Drinka, assistant chief mechanical officers; A. W. Hass, superintendent

of police and fire prevention; and R. L. Hicks, superintendent of operating rules and special instructions.

Among the officials of labor organizations were Earl W. Mann, general chairman of the Brotherhood of Locomotive Engineers-Lines East; Elmer L. Dirks, general chairman of the United Transportation Union-Lines East; John Brodbeck, general chairman, Railroad Yardmasters of America; and Russell Chambers, assistant general chairman, Brotherhood of Maintenance of Way Employees.

Mr. Barry congratulated the employees also on what he called an outstanding job for a terminal division. It reminded



F. G. McGinn, vice president-operation (right), presents an Award of Merit to Agent A. J. O'Rourke, representing the station employees at the award dinner. Representing other operating department groups with "all clear" safety records are K. J. Kulk, district material manager (from left), W. J. Bear, captain of police, and H. R. Anderson, district general car foreman.

Employees attend the luncheon held for award winners working on second and/or third shift assignments.





B. J. Worley, vice president-chief engineer, presents merit plaques to representatives of the engineering department subdivisions that had clear safety records in 1969: Roadmaster J. A. Messicci (from left), Chief Carpenter V. L. Blake and S. I. Bartels, supervisor of signals and communications.

G. J. Barry, superintendent of safety (right), and Superintendent R. L. Tewell admire the neat handiwork on the king-size "thank you" card in the lobby of the Prom Ballroom.



him, he said, of the two "R's" that stand for Rail Road at grade crossings, but in the sense that the Twin City performance gave them new meaning: "Respect—for yourself, for your fellow employees, for your families and for your company; and for Responsibility as individuals."

Commenting that the "how" in doing one's job is extremely important, Mr. Barry called attention to the role played by District Safety Engineer W. C. Grandstaff in achieving the record. He pointed out, too, that the Twin City Terminal Division continued to rank first on the safety scoreboard during the first four months of 1970.

### **Eight Departments Honored**

Mr. Worley and Mr. McGinn congratulated all for their fine performance, with a special tip of the hat to employees in the departments under their jurisdiction who went through the year without a reportable injury. They also acted to present Award of Merit plaques to representatives of the eight departments that had clear records.

In recognition of the team effort, each employe on the division received a money clip and key chain bearing a medallion inscribed with a message of appreciation from Mr. Crippen, and naming the Twin City Terminal as the winner of the safety contest in 1969.

### **Death Takes Rene Chauveau**

Rene I. Chauveau, retired chef and dining car inspector, died on Apr. 30 in Wesley Memorial Hospital, Chicago, following a brief illness. He was 76 years of age.

Mr. Chauveau, a native of Dijon, France, served his chef's apprenticeship in Europe, including a period under Escoffier, and became a dining car supervisor for the London, Midland and Scottish Railway. He joined the Milwaukee Road in 1928 as assistant to the late George Rector, then director of dining car cuisine. For 30 years his duties involved constant travel, menu planning, and instructing the road's stewards, chefs and waiters. He retired in 1959, since which time he had lived in Chicago.

A funeral mass was said at Holy Name Cathedral, Chicago, and burial was in the Chauveau family mausoleum in the cemetery of Pau, France. He is survived by a cousin, Mme. L. Mounier of Lourdes, France.

*The Milwaukee Road Magazine*

Michael Sol Collection

## Four New Trains Augment Suburban Fleet; Project Transi-plan Progress Report



A team of Andy Frain usherettes waits at the entrance to Milwaukee Road trains in the Chicago Union Station to distribute copies of "On The (bi) Level" to homebound commuters on the railroad's north and west lines.

To provide for the steady growth in Milwaukee Road commuter traffic, four trains were added to the suburban fleet on June 1.

The new trains, together with changes in suburban schedules, were announced in *On The (bi) Level*, the railroad's newsletter to its commuters in the Chicago area.

Three of the trains, known as Nos. 219, 222 and 244, were placed in service on the west line between Chicago and Elgin, Ill., while the fourth, known as No. 43, serves riders on the north line between Chicago Union Station and Deerfield, Ill.

The additional runs were made possible by adjusting the schedules of several trains operated over the two routes, so as to obtain maximum use of the equipment. The changes effected conformed with the results of a commuter survey made by the passenger department to better accommodate off-peak as well as rush hour traffic. All of the trains make intermediate stops.

### Project Transi-plan Progress

Commuters were informed also about the response to *Project Transi-plan* in communities using the suburban service. The plan contemplates achieving better transportation through the formation of mass transit districts which may obtain federal funds to help finance additional passenger equipment (Mar.-Apr. '70

May-June, 1970

Milwaukee Road Magazine).

Mayors and other representatives of west line communities met with the railroad's *Transi-plan* task force on Mar. 3 to explore the proposal, and north line communities were invited to participate at a meeting with their officials on May 27. Members of the task force are now presenting the concept in detail to each village board.

Roselle was the first of several communities to respond early with letters of intent to help form a mass transit district. The Milwaukee Road Commuters' Association also has expressed enthusiasm for the plan. In a letter to President Curtiss E. Crippen it stated that "we can best serve our mutual interests by supporting your efforts toward the formation of such a district," and offered its cooperation toward the achievement of the project's goals.

A railroad commuter survey conducted recently by *Chicago Today* generally supported the opinions of federal and independent transportation experts who say Chicago has the best suburban rail service of any large city in the nation.

The newspaper reported that the Milwaukee has many enthusiastic champions, and quoted as typical comments "It's good to be able to read, relax or sleep on the train after a hard day's work," "Great service. Conductors very efficient and friendly," "Best in Chicago

—a dream come true."

But you can't win them all, *Today* noted, citing among others, "The 5 A.M. is too noisy—you can't sleep," "Rush hour trains are crowded," "The best thing I can say is, I guess we're lucky to have a train to ride."

However, one commuter attached to his questionnaire a note which the paper said should hearten all of the city's commuter railroads. He wrote:

"I rode the Milwaukee Road from Northbrook for four years. The service is excellent and improving, with more trains and better parking.

"Chicago commuters should try New York, Detroit, or anywhere else, if they think we have problems. Our service may not be uniformly good, but it beats any other I've experienced."

### Stockholders Re-elect Five Directors to Company Board; Tilden Cummings Joins Board

The stockholders of the Milwaukee Road, at their annual meeting in Chicago on May 12, re-elected a slate of five directors nominated by management to fill out the company's 12-man board.

William J. Quinn, chairman and chief executive officer of the company, was re-elected for a term of three years.

Also re-elected for three-year terms were Philip W. Pillsbury, honorary chairman of The Pillsbury Corporation; Franklin B. Schmick, director of the General Telephone Company of Illinois; and John P. Wagner, president of the Boynton Company, Milwaukee, Wis.

Re-elected for a one-year term was Patrick L. O'Malley, president and chief executive officer of the ITT Canteen Corporation.

At a special meeting of the railroad's board on May 22, Tilden Cummings, president of the Continental Illinois National Bank and Trust Company of Chicago, was elected a director of the company also. Mr. Cummings fills a vacancy on the board and its finance committee created by the resignation of Arthur S. Bowes, Chicago business executive.

*A man who has never lost himself in a cause bigger than himself has missed one of life's mountaintop experiences. Only in losing himself does he find himself. Only then does he discover all the strength he never knew he had and which otherwise would have remained dormant.*

—President Richard Nixon



Speakers at the kickoff meeting of the Rally 'Round the Flag campaign held in the Chicago Union Station Apr. 20. From left are Clarence S. Sochowski, north central market director, Bond Division, U. S. Treasury Department; C. C. Dilley, di-

rector of public relations and advertising and campaign manager on the Milwaukee Road; President Curtiss E. Crippen; and Harold A. Stone, state sales representative for Illinois, Bond Division of the Treasury Department.

## "RALLY 'ROUND THE FLAG" DRIVE



*New Opportunity To Sign Up For Payroll Savings*



Do you have a special reason for saving? A home? A new car? A college education for your children? A financial anchor to windward when you retire? Or just some ready funds available for an emergency? Of course you have—who doesn't?

When you buy U. S. Savings Bonds through the payroll savings plan you are taking an important step toward your special objective, and in a way that's simple and easy—your money is saved for you automatically.

And now that the Treasury Department has raised the interest rate on E Bonds to 5 per cent, you will be in partnership with more than 10 million American savers who find them ideal for that part of their investment program selected for safety and stability. As interest is compounded semiannually, the owner knows exactly what their dollar value will be.

"Rally 'Round the Flag" is the slogan

for this year's Savings Bond campaign, which was launched on our railroad at a meeting of company officers in Chicago on Apr. 20. President Curtiss E. Crippen, who presided, discussed the benefits of the payroll savings plan for Bond purchases and announced that he had appointed C. C. Dilley, director of public relations and advertising, to serve as chairman of the Bond drive throughout the railroad.

Mr. Crippen pointed out that the goal for 1970 is to enroll at least one of every two employees not presently participating in the plan, and to encourage employees already enrolled to increase their allotment.

He concluded by saying, "I am proud that the Milwaukee Road has always been a leader in payroll savings plan participation. We have a great team, and we recognize that we have a good thing going for us in payroll savings. It's the

easiest way I know to save.

"I am confident," he added, "that all of us on the Milwaukee Road will continue to support the payroll savings plan, not only to provide greater financial security for ourselves and our loved ones, but to do our share for America."

Following the kickoff meeting in Chicago, training sessions were held throughout the railroad in May to create a campaign atmosphere and to familiarize the campaign managers and team captains with the advantages of the payroll savings plan in detail. They were briefed also on canvassing procedures, to assure that every employe on the railroad would be contacted personally and given an opportunity to become a payroll saver.

Savings Bonds provide a combination of attractive and unique features that recommend them for every personal investment program. Our company is one





Campaign managers watch a showing in the Chicago Union Station conference room of the Treasury Department film, "Rally 'Round the Flag."

W. F. Plattenberger, superintendent of the Rocky Mountain Division (right), welcomes Ben Ulberg, state director for Montana, Bond Division, U. S. Treasury Department, to a meeting of campaign team captains in Deer Lodge, Mont., May 13.

of many thousands throughout the country that offer their employees the advantage of buying them "on the installment plan." One advantage of this method is that it doesn't require a minimum of \$50 or \$100 to start. You don't even have to buy a Bond a month. You can start with as little as \$2 a month.

Of course, the advantage is similar if you are already signed up. By increasing your allotment even a small amount, you can see your savings grow faster, especially with the new interest rate.

The tax advantages are an important feature. Savings Bonds are exempt from state and local income taxes. The interest they earn is subject to Federal income tax, but you don't have to report the interest as income until you redeem the Bonds. In many situations this can result in a higher effective rate of return.

If you have children, there's the "Tax Free" Educational Plan to be considered. There are two methods available to payroll savers to provide funds for their children's education without paying taxes on interest earned on savings.

If you are planning for your retirement, you can also get a special tax advantage when you buy Series E Bonds to build up a larger retirement income. This tax break results from the tax deferral feature which permits you to delay reporting the E Bond interest.

There are two methods that may be used in realizing this advantage. These are described by the Treasury Department as follows:

*(Continued on page 10)*

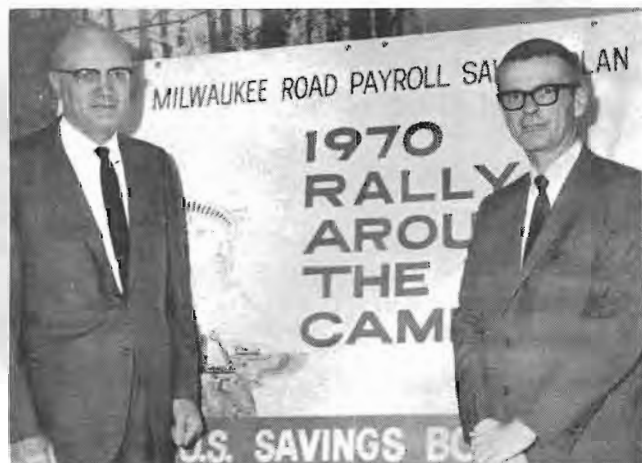


Coast Division team captains attend a Savings Bond rally held May 15 at Tacoma.

Team captains for the Savings Bond rally on the Iowa, Minnesota & Dakota Division.



W. K. Peterson, superintendent of the Iowa, Minnesota & Dakota Division (left), introduces Andrew J. Henjum, deputy director for Minnesota, Bond Division, U. S. Treasury Department, at a meeting of team captains in Austin Apr. 29.





Team captains for the Savings Bond campaign in the Twin City Terminals listen to an address by the deputy director for Minnesota at a meeting in St. Paul May 5.



Employees serving as team captains for the Savings Bond rally in the Chicago-Fullerton Avenue offices attend the kick-off meeting in the building's conference room May 8.

(Continued from page 9)

**METHOD NO. 1:**

Buy E Bonds during the working years at a rate fitted to income. After retirement, cash the Bonds as needed to supplement income, reporting the interest as income on the Federal tax return. Income is usually lower in retirement and, with double tax exemption after age 65, taxes are greatly reduced or eliminated entirely.

**METHOD NO. 2:**

Buy E Bonds during the working years at a rate fitted to income. At retirement, exchange the E Bonds for H

Bonds which pay interest semiannually by Treasury check. The accumulated interest on the E Bonds is applied to the purchase of the H Bonds with the privilege of further deferring the tax liability on E Bond interest until the H Bonds are cashed or mature. Thus the tax money you still owe on the E Bond interest enables you to earn more money in H Bond interest.

\* \* \*

Remember you now have the added advantage of a shorter wait until your Bonds reach full maturity—five years and 10 months instead of the seven years it used to take—for your higher return. They also have an automatic 10-

year extension privilege. If you have purchased bonds and held on to them since they were first offered for sale in May 1941, they, too, now earn 5 per cent interest compounded semiannually and have been extended by the Government.

E Bonds are one sure way we can all help our country hold back inflation and stabilize the dollar—a boost we should all give in managing the national debt.

Savings Bonds are, in short, the American way of helping to keep America strong and at the same time provide for our own future and the future of our loved ones the safe and automatic way.

## Jacobs Retires From Mason City Office

Henry H. Jacobs retired on Apr. 30 as district manager of sales at Mason City, Ia., where he had been "Mr. Milwaukee Road" since 1954. At age 65, he had served the railroad 48 years.

Mr. Jacobs, whose father was a Milwaukee Roader also, began his career in Albert City, Ia., when he was 17 and just out of high school. Starting as a station helper, he progressed to telegrapher and station agent.

In 1923, while continuing his education through correspondence courses, Mr. Jacobs landed a job in the Des Moines traffic office and subsequently was appointed city freight agent. From that position he advanced to traveling freight and passenger agent in 1945, and to division freight and passenger agent in 1950.

As district manager-sales at Mason City since 1954, Mr. Jacobs headed the company's sales and service efforts in a 24-county area. He is immediate past

president of the Mason City Rotary Club and has been active in the Chamber of Commerce and activities relating to transportation. He also is active in Masonry, and is second vice president of the Iowa-South Dakota Association of

High 12 Clubs.

His future plans include more extensive pursuit of photography, a long-time hobby. Upon retiring, he and his wife, Whilma, were planning to attend the Rotary International Convention in Atlanta, and then the High 12 International Convention in Fort Lauderdale.

Henry H. Jacobs inspects one of his cameras. His retirement plans include a more intensive pursuit of photography, his hobby for many years. (Mason City Globe-Gazette photo)



## Vice President Stoll Elected President of American Industrial Development Council

Edward J. Stoll, vice president-real estate and industrial development, was elected president of the American Industrial Development Council at the organization's 45th annual conference in Kansas City May 10-13.

Robert B. Cassell, head of the Community Development Branch, Industrial Development Department, Georgia Institute of Technology, succeeded him as first vice president; James W. Stephens, vice president-community services of the Missouri Public Service Company, Kansas City, was elected second vice president; and John W. Perryman, director-area development, the Lone Star Gas Co., Dallas, Tex., became treasurer.

Mr. Stoll is the first railroad officer to head the AIDC, whose membership of approximately 1,100 includes representatives of federal, state and municipal organizations, universities, railroads, utilities, banks, and numerous other organizations and individuals on the North American continent.

The Council provides a medium for the interchange of ideas between individuals concerned with industrial development at the international, national, regional, state/province, area and local levels. Its services and activities, which encompass many that are educational, include the sponsorship of The Industrial Development Institute, a three-year (week a year) course with these requirements at the University of Oklahoma, together with an advanced symposium conducted at the University.

In addition, it accredits basic industrial development courses offered on a regional basis by industrial development associations and public agencies in collaboration with universities on whose campuses they are held. Seven are being sponsored this year at the University of Alberta, Edmonton, Canada. This program is designed to serve the needs of persons contemplating a career in industrial development and newcomers to the field.

The Council also assists in structuring formal education media, such as the undergraduate and graduate courses offered at Georgia Institute of Technology, and provides assistance to organizations programming industrial development conferences, workshops, clinics and seminars.

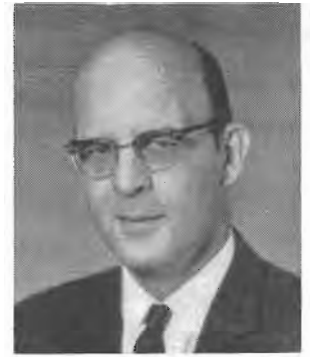
A library maintained by AIDC is unique in the field. More than 1,500

annotated publications and articles are catalogued in the collection, while other works are available through the Inter-Library Loan Network. In connection with it, the executive offices of AIDC in Boston, Mass., maintain an information service.

As a service to members, the Council issues a variety of publications. The list includes a quarterly journal devoted to in-depth studies of economics and social and political developments bearing on the practice of industrial development; an illustrated booklet showing concepts and practices in North America; a loose leaf field book containing technical articles, to which 22 chapters are added annually; a series of bibliographies prepared from material catalogued in the AIDC library; and a bimonthly newsletter.

An Educational Foundation established by AIDC and tax-free to donors helps to finance activities such as research projects, the development of audio visual material, scholarship awards, the publication of reference books, and the upgrading of other educational programs.

The 1970 meeting in Kansas City was the first national get-together of the newly organized Sections of the AIDC.



Edward J. Stoll

The Sections program was implemented to bring more meaningful services directly to industrial development agencies by dividing the membership into groups with similar economic activities and interests, namely (1) development organizations deriving support from private and civic sources; (2) development agencies financed by public funds; (3) financial; (4) land development companies; (5) research/educational consultants; (6) transportation; (7) utilities.

About 600 members attended the conference. Because of national interest in pollution problems, the theme was "Industrial Development and Human Environment," with emphasis on practices beneficial to the improvement of communities. As a public service, AIDC members are available to speak to interested groups regarding pollution.

Aerial view in a southeasterly direction of the new plant erected by the Downing Box Division of the Longview Fibre Company in the Hiawatha Industrial District of the Milwaukee Road at Rockford, Ill. The 120-acre district served by trackage connecting with the Chicago-Omaha line at Davis Junction, Ill., was opened for industrial development in 1967.



# Milwaukee Declines Offer to Purchase Chicago and North Western Railway

The offer of Northwest Industries to sell substantially all the transportation assets of the Chicago and North Western Railway to the Milwaukee Road was declined by the Board of Directors on Apr. 2.

In the view of the Board, the proposal differed so substantially from the plan of merger and the exchange offer recently terminated by Northwest Industries, as to be unacceptable.

Under that agreement, the merged railroad would have had as subsidiaries the North Western's chemical company interests, and through the exchange offer to stockholders, would have become a part of Northwest Industries, a holding company with diversified non-transportation assets, rather than a purely railroad operation.

The subsequent proposal would have brought the North Western to the Milwaukee minus its chemical company subsidiaries, which last year produced over \$6 million in dividends, and without the benefit of the working capital, financing advantages, and other benefits deriving from inclusion in Northwest Industries.

In addition, it involved providing for approximately \$340 million of outstanding North Western indebtedness which had to be taken care of, and the issuance of \$30 million long-term debt in order to take over the property. Another deterring factor was the operating loss of the North Western in 1969, which was approximately \$15 million.

Under these circumstances, it was the opinion of the Board that the unification of the two properties by acquiring only the transportation assets of the North Western would not produce enough savings to overcome the severe disadvantages.

Chairman William J. Quinn notes that the purpose of railroad mergers is to attain strength, which would have been the result of the original agreement. He points out, however, that even if the Milwaukee and the North Western could be merged under reasonable terms, such merger would in no sense be a final solution to the long-range problems of the two carriers. He said that, looking to the Milwaukee's long-range needs, the obvious answer is to become part of a larger, financially strong transportation system.

To this end, a petition was filed with the Interstate Commerce Commission on

Apr. 3 requesting as a condition of the Union Pacific-Rock Island merger case that the Milwaukee be included either in the Union Pacific system, should the Commission approve the merger of the Rock Island into that company, or the Southern Pacific system, if it acquires part of the Rock Island. In either case, the combined railroad would be one of the largest in the country, with gross revenues and miles of track as great or greater than that of the new Burlington Northern Inc.

On May 20, the Interstate Commerce Commission granted the Milwaukee's request to reopen the Union Pacific-Rock

Island merger case, to afford the Milwaukee an opportunity to present its case for inclusion.

Upon Mr. Quinn's recommendation, the executive committee of the Board also gave consideration to forming a holding company that would give the railroad greater flexibility and permit it to diversify its business pending the disposition of the I.C.C. applications. Under the proposal, a new corporation would be formed that would hold the stock of the present Milwaukee Road and any other acquisitions that might be made.

In this connection, consideration was given to the question of whether The Milwaukee Land Company, the real estate and timber holding subsidiary of the railroad, might serve as a vehicle for further diversification.

## Swierenga Retires From Freight Traffic

Fred J. Swierenga, assistant general freight traffic manager-rates and divisions, retired on Apr. 30 with the good wishes of many friends and Milwaukee Road associates. Three affairs were held in his honor—a dinner at the Millionaire's Club in Chicago, a luncheon in the Union League Club given by fellow traffic officers, and an open house in the Union Station conference room hosted by the rates and divisions department on his last day with the company.

Mr. Swierenga, a native of Chicago, retired after 48 years of service. He started in 1922 in the advertising department, but transferred to traffic in 1926, and advanced through various positions to assistant general freight agent in Chicago in 1958. In 1961 he was appointed general freight agent, and in 1963 was made assistant freight traffic manager-rates and divisions. He was appointed assistant general freight traffic

manager-rates and divisions in 1966.

Among his various duties, Mr. Swierenga represented the Milwaukee Road in rate and division matters handled with the Trans-Continental Freight Bureau, the Western Trunk Line Committee and the General Freight Committee-Eastern Railroads.

Mr. Swierenga and his wife, Anne, are planning a tour of the West, starting out in a new car. Both enjoy travel and intend to do so more extensively in the future, while continuing to make their home in Elmhurst, Ill. Their son, Roger, and their daughter, Mrs. Peter Woldman, live in suburbs close by, and between them, there are 10 grandchildren. Mr. Swierenga takes great interest in maintaining his home. He also enjoys golf, fishing and keeping up with the book world, his interest in reading leaning to American history.

F. J. Swierenga and fellow traffic officers who were among the group of approximately 80 associates who held a dinner in his honor at the Millionaire's Club. From left are E. W. Chesterman, assistant vice president-rates and divisions; G. H. Kronberg, vice president-traffic; Mr. Swierenga; and P. J. Cullen, assistant vice president-sales and service.



## Gold Spike Funds Aid Historic Research



Scene of bridge construction at Green River, Wyo., taken over a century ago by Andrew J. Russell, official photographer for the Union Pacific link of the transcontinental rail system. Russell's photographic record of more than 200 glass negatives is now housed in the Oakland, Calif., historical museum.

The Utah State Historical Society and the Sacramento Historic Preservation Trust of California have received donations totaling \$7,827 from the Golden

Spike Centennial Celebration Commission.

The money is the surplus from funds raised by the Commission to finance last

year's celebration of the 100th anniversary of completion of the nation's first transcontinental railway system on May 10, 1869.

Thomas M. Goodfellow, president of the Association of American Railroads and chairman of the Commission, announced that a check for \$6,327 was given to the historical society in Salt Lake City and another for \$1,500 to the historical preservation trust in Sacramento. He said that the division of the surplus funds in this manner was decided upon in appreciation of the important contributions of these organizations to the Golden Spike program.

The donation to the Utah Historical Society is to help it establish a revolving fund for prizes to encourage research on transcontinental railroading.

The Golden Spike Commission authorized by the 90th Congress financed its own operations from start to finish, mainly through the sale of Centennial medallions and other souvenir items. Its receipts, including contributions of \$8,000 by the State of Utah and \$3,500 each by the Southern Pacific Company and the Union Pacific Railroad, totaled \$275,031. The funds were used to promote the nationwide Golden Spike celebration climaxed by the dedication of the transcontinental rail-linking site at Promontory, Utah, as a national historic site.

## Engineer McGinn Retires After 55 Years

A career that spanned more than 55 years on the Milwaukee Road drew to a close on Apr. 28 when Arthur J. (Speck) McGinn, the senior engineer on the La Crosse Division, stepped down from the cab of No. 57 in the Minneapolis passenger station. His last trip rounded out a colorful chapter in a family history of railroading unusual for continuity of service.

Speck's retirement recalled that the McGinns have been part and parcel of the Milwaukee Road since 1867, when his grandfather helped build the Minneapolis-Austin line and remained on the line as a section foreman. His father carried on the tradition for 43 years, including 22 years as the agent at Farmington, Minn.

In Speck's generation there are close to 190 years of service. In addition to his 55 years, his brother Sylvester, best known as "Red," had 54 years' service when he retired last year as agent at

Farmington. His brother F. G. "Greg" McGinn, the road's vice president-operation, will soon mark his 40th year, and another brother, John, a conductor on the St. Paul-Farmington patrol, has been with the railroad 38 years.

This total is exclusive of the service of

a brother and sister now deceased—Tom, whose 28 years of railroading included some years with the Milwaukee, and his sister Mary, who was a telegrapher for 52 years with the Milwaukee, the Rock Island and Western Union.

Speck's plans for the present center on taking life easy to savor his well-earned retirement at his home in St. Paul.

Engineer Arthur J. McGinn, left, arrives in Minneapolis on his last trip aboard No. 57. With him are, left to right, Conductor D. G. Witz and Brake-men G. Simons and H. H. Gatz.



## Model Railroading Highballs Into the '70s



This scene is on the model railroad of Leroy W. Thompson, Elgin, Ill., who has built to HO scale the Milwaukee Road yard complex at Davis Junction, Ill., as it was when he drew the plans about 12 years ago. A few variations from the prototype were necessary to fit an 8' x 22' Northhome Mizpah & North Bay system. The model was built from scratch, with the exception of accessories such as signals and water columns. Mr. Thompson, an architect-engineer, has been a model railroader since 1930. (Photo by Cliff E. Lohs)

The jet age notwithstanding, scale model railroading is enjoying its greatest growth rate since the end of World War II. This conclusion is based on the results of a survey conducted recently by *Model Railroader*.

The magazine estimates the number of Americans presently engaged in model railroading at 150,000—the most ever—and the hobby as a business yielding more than \$40 million annually. The average hobbyist, it learned, spends about \$275 per year on equipment, kits, tools and accessories.

To meet this demand, there are about 110 domestic suppliers, ranging from large manufacturing firms to one-man home shops. In addition, many foreign manufacturers export products made especially for the United States market. In this country, equipment is sold through 1,300 hobby stores, as well as other retail store outlets.

Because model railroading encompasses a variety of skills and interests, it attracts many different kinds of people. Professional men represent the largest occupational group (25.2 per cent), fol-

lowed by students (20.8 per cent), skilled workers (15.8 per cent), and executives (10.9 per cent). The typical model railroader is 33 years old, earns \$12,906 per year (excluding students), and has pursued the hobby for 12 years. About 42 per cent have college degrees.

Scale model railroading had its start during the depression of the early 1930's. Although times were hard, the nation was railroad conscious and Lionel and American Flyer train sets were established Christmas presents. Such trains are considered toys by scale modelers, but they did provide thousands of youngsters with an introduction to the hobby as it is practiced today.

World War II interfered with the growth of the hobby, as it did with many other facets of American life, but the postwar years saw an unprecedented boom. This lasted into the early 1950's, when television changed leisure-time habits overnight. However, as people became more selective in their TV viewing, the hobby again enjoyed a resurgence.

The large O scale and medium-size

HO scale trains were leading the resurgence when the new small N scale hit the market. Already a fine variety of equipment is available. The advantage of N scale is the small amount of space required for a comprehensive layout. Now people in apartments or with limited space for hobbies can create a realistic miniature railroad operation on no more space than a table top.

## • APPOINTMENTS •

### Traffic Department

Effective May 1, 1970:

**W. R. Hayghe** is appointed district manager-sales, Mason City, Ia. . . **R. L. Crisci** is appointed sales representative, Chicago.

### Operating Department

Effective Apr. 1, 1970:

**N. D. Owen** is appointed special representative to vice president-operation with headquarters in Chicago, and with duties as assigned.

**F. B. Cederholm** is appointed assistant superintendent of the Milwaukee Division with headquarters at Milwaukee . . . **A. G. Beauvais** is appointed assistant superintendent of the Milwaukee Division with headquarters at Green Bay, Wis.

**G. Y. Neu** is appointed trainmaster of the Twin City Terminal—Duluth Division, with headquarters at St. Paul . . . **R. T. Bakke** is appointed trainmaster-traveling engineer of the Aberdeen Division, with headquarters at Montevideo, Minn.

**REDUCE LOSS  
AND DAMAGE..**



**IT TAKES AN  
ALL OUT EFFORT**

Make Shippers Aware  
That Railroaders Care

The Milwaukee Road Magazine  
Michael Sol Collection

# New Book Tells "The Hiawatha Story"

Special Discount to Milwaukee Roaders



Dust jacket of "The Hiawatha Story," a water color titled "Roaring Through Rondout."

At first there was a single experimental coach, next a fleet of lightweight streamlined passenger coaches. Then out of the fleet emerged the Milwaukee Road's world-famous Twin Cities Hiawathas, the fastest things on wheels behind a steam locomotive.

"Swift of foot" was Longfellow's Hiawatha, and no better name could have been chosen for the two trains launched in the spring of 1935. The streamlined Atlantics, the Milwaukee's entry in the Chicago-Twin Cities speed competition, were intended to cruise at 100 mph, and to attain 120 mph, if needed.

The success of the trains exceeded the designers' fondest hopes. Within six years the service that was to become a legend reached out to northern Wisconsin, Omaha and Upper Michigan, and eventually to Seattle and Tacoma. For more than three decades, "Hiawatha" epitomized speed, comfort and luxury to millions of travelers and admiring train watchers.

All this and more is told in a new book titled "The Hiawatha Story," a Kalmbach publication scheduled for release on July 1. The story is told by Jim Scribbins, whose service with the Milwaukee Road spans much of the period of the famous streamliners.

Jim, born and reared in Milwaukee, is a career Hiawathaphile. A passenger and ticket clerk since 1948, he has seen the action for the greater part of the trains' lifespan from the vantage point of the

railroad's passenger station in Milwaukee. To augment his own extensive records, he has delved into the railroad's files and the Kalmbach library.

The result is a carefully planned and meticulously documented chronicle of mid-20th century railroad passenger service. Detailed behind-the-scenes studies of the Hiawathas show the traffic pattern of the Milwaukee Road during that period, as well as what other similarly situated railroads did during the same years.

The book, a 265-page 8½ x 11 hard cover volume, is illustrated with 356 photographs, the majority of which have never been published. Some were taken by Jim, an able photographer as well as writer, others by such well known rail hobbyists as Linn Westcott, Lucius Beebe, Wallace Abbey, Wade Stevenson, Dick Steinheimer and Donald Sims, to name a few. The dust jacket features a painting of a Hiawatha by Gil Reid, a Kalmbach staff artist.

The regular price of the book is \$17.00, but a discount of 20 per cent is being offered to Milwaukee Road employees, bringing the cost to \$13.60. The discount is available to retired employees, as well as those in service. Orders

Jim Scribbins relaxes in a Hiawatha Skytop Lounge car, the most strikingly contoured termination of any train in the United States.



should be sent to the Kalmbach Publishing Co., Dept. MRE, 1027 N. Seventh Street, Milwaukee, Wis. 53233, including a check or money order.

## New Booklet Pictures European Railway Progress and Plans



Cologne, a contrast of art and technology; one of the numerous illustrations in "Railway Without Frontiers."

A new illustrated 32-page booklet entitled "Railway Without Frontiers" has been issued by the International Union of Railways.

The booklet describes the technical progress reported by Europe's railways in recent years, the extensive use of ferry boats by railroads, the establishment of the railway bus system, and standardization practices adopted by the various systems of Western Europe. Also covered are such subjects as the use of cybernetics, the development of the Trans-Europe Express system of high speed trains, and the evolution of combined rail-road transport.

In general, the booklet indicates the shape of things to come on a continental scale for Europe's railways, based on present and planned developments.

The booklet may be obtained by writing to the offices of the French (610 Fifth Avenue), German (11 West 42nd Street), Italian (11 West 42nd Street), Scandinavian (630 Fifth Avenue) or Swiss (608 Fifth Avenue) railroads in New York City.

# DURANDITES RESTORE LANDMARK STATION

Today It's a Museum  
And Community Center

The kind of thing that pleases antiquarians has been happening to the Milwaukee Road station at Durand, Wis., a landmark in that area for 88 years. After outliving its usefulness to the railroad, the building is enjoying a resurgence as a museum and community center.

The restoration was a project of the Durand Woman's Club, triggered in the spring of 1968 when news circulated that the weatherbeaten structure was going to be razed. The club, 60 members strong, asked that it be spared "as a symbol of the mode of transportation which was so vital to all phases of life in the early years of our community and to remind our youth of their heritage."

Letters from the president, Mrs. Thomas Schiefelbein, and the project chairman, Mrs. Leona Sylvester, outlined plans for assuming the restoration, with the result that the ladies got their way. On Aug. 6, 1968, the building was donated to the club, and to preserve its historic significance, allowed to remain on the site where it was erected in 1882.

Restoration began soon after, primarily as a Green Thumb work program for retired Durand citizens. In November, with the interior freshly scrubbed, the community was invited to an open house. Three hundred people turned out to drink coffee and munch homemade cookies. The showing yielded \$588 in contributions for the project, plus almost that much in pledges.

According to the publicity chairman, Mrs. Bernard Carlisle, the open house was held "so folks could see the building as it was before we got too far along on restoring it. Some had thought it couldn't be done; that it should be sold or torn down."

A preview also for members of the



The Durand station becomes the new home of the Durand Woman's Club. In front are the women who spearheaded the renovation, Mrs. Bernard Carlisle, publicity chairman (from left), Mrs. Thomas Schiefelbein, president, and Mrs. Leona Sylvester, committee chairman.

State Historical Society brought an endorsement from that organization and listing in the historic guide for the State of Wisconsin.

The opening as a museum and community center was a highlight of Durand's Funfest Days last June. In connection with the civic celebration, the club sponsored an exhibit of the work of local artists. Throughout the summer and until cold weather closed in, a surge of interest in the facility continued to attract visitors from the surrounding area and from nearby states. Visiting days for

the public are Saturday and Sunday, but it is also open at other times on request.

The restoration has been termed "a magnificent package" by the historical society. With an investment of \$1,000 for materials and labor by the Green Thumb, the old doors and windows were made weathertight. Fifty gallons of paint—gray with cottage red trim—brightened the exterior, and the buffer

**EAU CLAIRE LEADER PHOTOS**

by **DICK FRIEDMAN**

Mrs. Bernard Carlisle adjusts articles made by handicapped persons on display in the waiting room which now serves as a gift shop. Members of the woman's club handle the sales, with all proceeds going to the handicapped artisans.



*The Milwaukee Road Magazine*

Michael Sol Collection





Mrs. Thomas Schiefelbein stands in the dispatcher's room which still contains some of the former furnishings. The telegraph key in the bay is hooked up to a tape recording of the authentic sound.

strips along the siding were converted into planters for petunias.

Interior refurbishing concentrated on repairing and sanding the floors of the office and the two waiting rooms (in yesteryear, one for men and the other for women and children) and painting the walls and ceilings the original beige.

One waiting room has become a center for community activities such as club meetings, art exhibits, and flower, antique and hobby shows. The other serves as a sales room for articles made by the handicapped, with the aid of Helping Hands Sales O Rama. The display is arranged through the West Central Wisconsin Community Action Agency, with all proceeds going to the handicapped artisans.

The office area now houses a county history exhibit, with artifacts being gathered on a selective basis. Items reminiscent of the station's heyday include a four-wheeled luggage cart, the office desk, the pot-bellied stove, and a number of others the club plans to restore.

Still to be utilized are the large lobby and the long narrow freight storage area at the west end of the building. The club hopes to turn the lobby into a recreation spa for the city's teenagers and remodel the freight area for use by the Community Arts Guild, which puts on plays. Plans are to give the latter a summer stock appearance, maintaining the rugged beams and wooden walls.

But these projects are contingent on more funds, for costs of plumbing and modernization don't come cheap even in

a small city. However, buoyed by the success of its initial effort, the Woman's Club hopes to qualify for a national Sears Foundation Grant of the type awarded for civic improvement.

## W. Ray Dolan

W. Ray Dolan, 75, retired special assistant to general adjuster, died at his home in Chicago on May 8. Funeral mass was said at St. Philip Neri Church, with interment in Holy Sepulchre Cemetery. He is survived by his wife, Anna, first vice president general of The Milwaukee Road Women's Club.

Mr. Dolan, a native of Oswego, N. Y., started his career in the claim department of the Chicago & Eastern Illinois Railroad while attending Chicago Kent College of Law, from which he was graduated in 1919. He was admitted to the Illinois bar in 1920 and joined the Milwaukee Road at that time as an adjuster. He was appointed a district adjuster in 1923 and special assistant to general adjuster in 1951, holding that position until he retired in 1957.

## EXPO 70 SERVICE HIKE

The Japanese National Railways has stepped up service on the New Tokaido Line from six trains to nine per hour each way between Tokyo and Osaka to handle visitors to Expo 70 at Osaka. Consists have been increased to a daily capacity in each direction for 107,913 passengers.

# RETIREMENTS

The following employees' applications for retirement were reported during March-April 1970

### General Office & System Employees

Allen, J. J. ....	Waiter ..	Chicago, Ill.
Hall, George .....	Cook ..	" "
Holloway, B. ....	Porter ..	" "
Lofton, M. ....	Waiter ..	" "
Shields, A. W. ....	Waiter ..	" "
Stead, M. J. ....	Messenger ..	" "
Tinsley, M. H. ....	Waiter ..	" "
Touhey, Agnes .....	Secretary ..	" "
Wlos, Wanda J. ....	Comptometer Opr. ....	" "

### Aberdeen Division

Anderson, P. W. ....	Trav. Engineer-Trainmaster ..	Montevideo, Minn.
Koopman, E. P. ....	Sec. Foreman ..	Bird Island, "
Tangvold, R. ....	Section Foreman ..	Cologne, "

### Chicago Terminals

Kogan, T. J. ....	Check Clerk ..	Chicago, Ill.
Kowalski, B. E. ....	Car Inspector ..	" "

### Coast Division

Andrews, A. J. ....	Fireman ..	Spokane, Wash.
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### Dubuque & Illinois Division

Brennan, T. F. ....	Messenger ..	Savanna, Ill.
Vaughn, H. R. ....	Clerk ..	Ottumwa, Ia.

### Iowa Division

Jensen, N. S. ....	Car Inspector ..	Council Bluffs, Ia.
Schubert, J. L. ....	Carman ..	" "

### Iowa, Minnesota & Dakota Division

Foster, R. L. ....	Engineer ..	Sioux City, Ia.
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Peschen, P. J. ....	Sec. Laborer ..	Pipestone, Minn.
Vonarx, E. B. ....	Sec. Laborer ..	Spring Grove, "

### La Crosse Division

Flanders, G. E. ....	Loco. Engineer ..	Portage, Wis.
Moore, C. W. ....	Agent ..	Hastings, Minn.
Prestasky, J. J. ....	Loco. Engineer ..	La Crosse, Wis.
Timme, E. G. ....	Loco. Engineer ..	Portage, "
Wilhelm, R. L. ....	Lt. of Police ..	La Crosse, "

### Milwaukee Division

Carlson, A. F. ....	Yard Conductor ..	Milwaukee, Wis.
Tesch, W. J. ....	Agent-Operator ..	Hartford, "

### Milwaukee Terminals & Shops

Glenn, J. S. ....	Carman ..	Milwaukee, Wis.
McIntire, D. E. ....	Blacksmith-Welder ..	" "

### Off Line

Blair, G. E. ....	Sales Rep. ....	Detroit, Mich.
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### Rocky Mountain Division

Aitken, J. H. ....	Track Laborer ..	Walton, Mont.
Surbrook, R. W. ....	B&B Foreman ..	Lewistown, "

### Twin City Terminals

Fontaine, T. E. ....	Caller-Clerk ..	St. Paul, Minn.
Johnson, C. R. ....	Conductor ..	Minneapolis, "
Knoll, H. C. ....	Engineer ..	St. Paul, "
McGuire, T. E. ....	Crossing Watchman ..	Minneapolis, "



America's railroads. Who needs them?

The man who has a special on cantaloupes this week. The man who builds a house you can buy, without going to the poorhouse. All the businesses you do business with.

Where would most of them be without railroads to deliver the goods at the lowest cost? Out of business.

America without railroads? We can't afford it. But, if railroads are given the freedom to do business like any other business—with up-to-date regulations and fair taxation—then they'll always deliver the goods.

**America's Railroads**  
Who needs them? You do. We all do.

## Milwaukee Terminals

### MUSKEGO YARD & PASSENGER STATION

Beverly Radtke, Correspondent  
Office of General Superintendent

Congratulations are in order to the following switchmen at Milwaukee Terminals who are now proud fathers: Dwight D. Crouse, a boy, David Douglas, born Feb. 19; Al Schill, a boy, James Allen, born Mar. 17; and James Eyman, a girl, Isobel, born Mar. 26.

We wish to extend sympathy to Switchman Ken Banaszak on the death of his mother on Mar. 16. Also to Yardmaster William Birdsell on the death of his mother on Apr. 8.

Switchman Vince Quinn is in Woods Hospital at this writing. His wife would appreciate it if people would visit him.

Switchman Paul Dennis has been granted a leave of absence due to family health reasons and is now living at Lake Havasu.

Virginia, the caller at Muskego yard, received a letter from Retired Switchman Ken Christopherson, who is now living in Shreveport, La. He reports that his wife, Ruby, died in March, and he will return to Milwaukee this summer.

Switchman John Kimber and his wife recently spent their vacation in Germany, visiting their daughter.

Gerald A. Heuer, son of baggage room employe Roland L. Heuer, received his D.D.S. degree from Marquette School of Dentistry on May 24. He was a 1964 graduate of Wauwatosa West High School. Shortly after graduation, Gerald will enter the Armed Forces.

#### REGIONAL DATA OFFICE

Pearl Freund, Correspondent

The welcome mat was spread for our new assistant manager, T. Kleist, formerly agent at Oshkosh, Wis. Mr. Kleist has a B.S. degree from the University of Wisconsin at La Crosse and spent two years teaching at Oshkosh. At this writing he is engaged in moving his family to Milwaukee. The Kleists have two children, a girl, Terri, age 4, and a boy, Steven, age 1. Mr. Kleist has been with the Milwaukee Road for five years.

After a long and courageous fight against cancer, Geraldine Hartner, inbound rate clerk, passed away Apr. 7, terminating almost 25 years with the Road. She is survived by her mother, Victoria. Services were at Our Lady Queen of Peace Church, with burial in Mt. Olivet Cemetery. She was a member of Our Lady of Lourdes Circle No. 316 Daughters of Isabella and a charter member of the above church.

Sympathy was extended to Margaret Hagberg, assistant cashier, on the death of her mother. She was a resident of Cedar Grove, Wis.

Barbara McPhee has returned to work after her recent hospitalization for a heart problem.

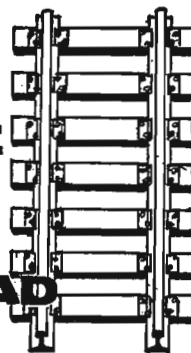
Judy Kerr, our former secretary-

May-June, 1970



**SIoux CITY TRANSPORTATION CLUB OFFICERS.** R. A. Kolhoff, district manager-sales at Sioux City, Ia., who has been elected president of the Transportation Club of Sioux City, shown with fellow officers who were installed at the club's annual dinner. From left are C. C. Wickstrom, insurance executive, retiring president; F. Brig Young, Burlington Northern Inc., secretary; Mr. Kolhoff; Martin Van Buren, Hawkeye Building Supply Co., past president; Jerry Meisner, Sioux City Transportation Co., first vice president; and Frank Keute, Farmers Union Grain Terminal Association, second vice president.

## ABOUT PEOPLE OF THE RAILROAD



timekeeper, Sharon Rakowski, key-punch and machine operator, and Mary Ann Neuman returned from a vacation trip to Hawaii with glowing reports of the islands and the fun they had. They were also sporting a color much darker than the usual coat of tan.

#### AGENCY

Mary Brower, daughter of John Brower, reconsigning clerk, became the bride of Eric Holdeman Apr. 4 at Mt. Olive Lutheran Church. The young couple was honored by having Dr. A. C. Rehwaldt, grandfather of the bride, officiate at the ceremony. Doctor Rehwaldt, who came from Portland, Ore., for the occasion, also married the bride's father and mother. Joann and Carol Brower attended their sister as bridesmaids, and brother Michael was an usher. A reception was held in the church parlors, with a dinner following. Both young people are students at Concordia Teachers College, River Forest, Ill., and will reside there until they graduate.

Jan Draeger, switching clerk, was a winner in the 14th annual Charities Tournament sponsored by the Milwaukee Bowling Council and the March of

Dimes. Miss Draeger qualified in the first round with a 579, scratch 156 handicap, total 735. She finished in the roll off with a 538, scratch 156 handicap, total 694, winning third place. Her prize was an RCA 19-inch black and white TV set.

Assistant Chief Clerk Joseph Hoerl is on the sick list at this writing, from a blood clot in the leg. We hope it is a short-term illness and that he will be back on the job soon.

♦ ♦ ♦ ♦ ♦

The news above from Pearl Freund, our magazine correspondent, marks "finis" to the marvelous work she has done since 1948 in reporting happenings in the regional office and agency. Due to a health condition for which she underwent treatment recently at Lutheran Hospital and from which she is presently recovering, Pearl has terminated her long-time role as our faithful reporter. We, her co-workers, express our sincere thanks, and wish her God's blessing in her convalescence. Many, many thanks from all of us, Pearl.

## Chicago General Offices

### AUDITOR OF EXPENDITURE'S OFFICE

Ruth D. Brauneis, Correspondent

Sincere sympathy to Helen Mundinger of the accounts receivable bureau on the loss of her mother; to Ruth Nuel, lead clerk, on the loss of her father; to Stella Schremba of the miscellaneous timekeeping bureau on the loss of her husband; to Ann Gole's sister; also to Mary Oehm, who worked in the stats bureau before her retirement, on the loss of her brother, Father Andrew; and to the family of Frances Schmu g g e, retired, who passed away suddenly.

## Sharpshooting Trophy For Aberdeen Police

The Milwaukee Road has presented this trophy to the city police department of Aberdeen, S. D., which will award it to the winner of its annual inter-departmental marksmanship contests. At the presentation ceremony on May 14 ore, left to right: R. G. Williams, district manager-sales; Capt. Chet Rollins of the city police; Capt. G. W. Neihart of the Milwaukee Road police; and Dave Sauer, detective-lieutenant on the city force. Competition for the trophy will be between the three shifts of the city's police officers, the idea being to win three years in succession, whereupon it will be inscribed with the team's name. This magazine's correspondent in Aberdeen reports that all are gunning for it, and any shift winning two years in a row should beware of a rosh of accidentally broken arms prior to the next shoot.



### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Rose Printz, Correspondent

Anna L. Gole passed away Mar. 24 after being hospitalized several days for surgery which did not materialize. Ann started service on June 4, 1956 and was employed as a comptometer operator. Sincere sympathy was extended to her sister, Minnette Gole.

Evelyn Mazier, typist of the miscellaneous bureau, recently returned from a leave of absence after undergoing surgery.

Marie Rostan's bowling team, Marie's A.B.C.T.V., was one-half point out of first place in the second half of the season when it cinched the championship by winning four points the closing night. Marie also was awarded the "Patch" by the W.I.B.C. for having bowled a 168 triplicate score, and a trophy for her 162 average.

Evelyn Gunnell and "Heidie," the family's dachshund, are attending Obedience School. On completion of this training, "Heidie" will be in full control when she takes Evelyn out walking.

### OFFICE OF AUDITOR OF FREIGHT ACCOUNTS AND OVERCHARGE CLAIMS

Contributed by Ruth Schuhrke

A. Gallagher, chief clerk for the auditor of freight accounts, has returned to work after his recent surgery. It is good to see him back at work and feeling great.

Elmer Berry, revisor of overcharge claims, and his wife recently visited Alma, Mich., to look over their new granddaughter, Kristine Eileen, who was born Mar. 6. She is Mr. Berry's second grandchild.

Welcome to statistical bureau newcomers Geri Cynova and Daniel Wil-

liamson. Also Mildred Kerns, who came from the auditor of expenditure's office into the suspense bureau.

Robert Struwe's daughter Cheryl was in Washington, D. C., recently, seeing the sights with her classmates from school. Robert is bureau head of the overcharge claims.

This correspondent is leaving on her vacation at this writing. Acapulco and Mexico City are on the agenda and then on to Pocatello, Ida., for the wedding of my son, John Schuhrke, to Margaret Kennedy of Pocatello.

Nancy Wauchulis left recently to await the stork, after receiving many beautiful gifts from her co-workers.

### TRAFFIC DEPARTMENT

Diane Oberhaus, Correspondent

On Apr. 27 we welcomed back Bill Ryan after a period of convalescence. It's good to see Bill's smiling face again.

Our department's former correspondent, Sharon Penington, gave birth to her first child on Mar. 9, a girl, Kristen Louise. Our congratulations to Sharon and husband Steve.

For all golf enthusiasts, the sixth annual golf outing will be held on Aug. 22 at the Tally Ho Country Club in Mundelein, Ill. The \$10.00 fee includes 18 holes of golf—prizes—buffet and liquid refreshments; first tee-off at 10:30 A.M. If there are any questions, please contact Bill Schauer or John Pelikan.

We regret to report that Mrs. Joseph L. Riplinger, wife of assistant freight traffic manager, passed away on May 10. Funeral mass was said at St. Edward's Church, with interment in St. Joseph's Cemetery. Surviving, in addition to Mr. Riplinger, are their son, the Rev. Thomas, O.P., and daughter Susan (Mrs. William C.)

Clark; also a sister, Severine Marcin, and Dr. Hilary Marcin, D.D.S.

George A. Sarlie, retired rate analyst, passed away in February at the age of 73. Funeral services were held in St. Angela's Church, Chicago, with interment in Queen of Heaven cemetery. A bachelor, he is survived by three sisters and four nieces and nephews. Mr. Sarlie had 32 years of service in the general freight department as a clerk, tariff supervisor and rate analyst. Since he retired in 1958, he had made his home in Saugatuck, Mich.

Fred C. Fairbairn, who retired in 1951 as general agent at San Francisco, died Apr. 10 in Oakland, Calif., at the age of 83. He had been living at Piedmont Gardens, Oakland, since the death of his wife about a year ago. Mr. Fairbairn started his career with the Pacific Coast Steamship Co. and worked briefly for the Southern Pacific before joining the Milwaukee as a freight agent in 1906. He was appointed general agent at Los Angeles in 1926 and to same position at San Francisco in 1935, serving in that capacity until Aug. 1, 1951.

### PURCHASES AND MATERIAL DEPARTMENT

Shirley James, Correspondent

Sympathy was extended to Dorrell and Leonard Thelander, whose nephew was killed in an automobile accident on Mar. 12. Gary Thelander and his wife, along with another couple, were returning home from a bowling tournament. Their car went out of control and hit two trees. Surviving are his wife and four children, who reside in Waukegan, Ill.

There is excitement in the air for June Dopp. June left for Acapulco on May 17. She planned to absorb as much sun as possible, so that she can come back golden brown. Her main goal for the trip is plenty of relaxation. A very creative and ambitious girl, June made all of her own outfits for the trip, and did a beautiful job.

### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Jane Lauterer, Correspondent

Best wishes to Stanley Penczak of this office and Dolores Damps of auditor of expenditure, who were married May 16 at St. Ferdinand's.

A shower was held for Bertha Albritton of the car record bureau who took her leave May 15 in order to await the birth of her baby.

Arthur Steward, of the car record bureau, left Apr. 14 to fulfill his military obligation.

A farewell party was held for Donna Wolff of the statistical bureau, who resigned Feb. 27 to enjoy the pleasures of country life.

Sympathy is extended to Carol Parmley of the car record bureau and her family at the death of her brother, Richard Mayer. Also, to Donna Buck, of the same bureau, at the death of her father.



**Lieutenant Wilhelm Retires**

Two send-offs marked the retirement of Police Lieutenant Ray Wilhelm, a veteran of 33 years of service on the La Crosse Division. The picture above shows him at a luncheon in Milwaukee on Mar. 26 as Captain M. V. Cunningham presented a gift from his co-workers while A. W. Hass, superintendent of police and fire prevention, stood by. The other in his honor was a cake and coffee get-together held by employees at La Crosse, Wis., on Mar. 31, when he joined the retired ranks. Wilhelm entered the police department as a special officer with headquarters at Portage, Wis., and had been a lieutenant since 1945.



**SOMETHING TO REMEMBER THEM BY.** Employees in the Chicago traffic office look on as A. J. Berry, assistant regional manager-sales of the Illinois Region, presents gifts to Warren L. Boggs and Gail F. Meintzer prior to their departure for other locations on Mar. 1. Boggs (center) was appointed sales representative at Houston, Tex., and Meintzer (at his left) was made assistant regional manager-sales with headquarters in Seattle.

**CELEBRATING THEIR SIXTIETH.** Retired Sectionman Felix and Mrs. Peccia, who were married in Italy in 1910, celebrate their sixtieth anniversary with an open house at their home in Harlowton, Mont. The family circle includes a daughter and three sons with the Milwaukee, Tony as section foreman at Judith Gap, Mont., and Albert and William, trainmen at Three Forks, Mont. Another son was lost in action in the war. Mr. Peccia was employed on the railroad from 1921 until 1958.



**SHOW BUSINESS.** Dorene Stasiak, the daughter of Irene Stasiak of the auditor of capital expenditure's force, serves as a charming foil for Jimmy Durante while dancing in the comedian's recent show in the Empire Room of Chicago's Palmer House. Dorene, a sophomore at Northwestern University majoring in anthropology, is employed week ends as an assistant dance instructor.



**FORTY - FIVE - YEAR PASS.** Joseph Kinsfogel, cabinetmaker in the passenger car shops at Milwaukee (center), displays the Silver Pass presented to him in recognition of 45 years of service. Congratulating him are Carpenter Foreman Martin Porubcan (left) and General Foreman G. A. Wendt.



**IM&D RETIREMENT.** A gift from fellow employees is presented to J. J. McGuire, yardmaster at Austin, Minn., upon retiring Mar. 31 after more than 47 years of service. Doing the honors is Chief Clerk H. J. Swank. McGuire started in 1922 as a yard clerk at Marquette, Ia., became a switchman in 1927, and worked in that capacity at both Marquette and Austin until April 1965, when he was promoted to yardmaster.

## Agent Saeugling Retires After 46 Years



Mr. and Mrs. Ray Saeugling shown at the dinner in their honor with their daughter, Mrs. R. F. Eggen (right), and their son Dick and his wife, who came from Chicago. Dick is an assistant to the general superintendent of transportation.

The retirement of R. R. (Ray) Saeugling, agent at Spencer, Ia., was marked by his co-workers on the Iowa, Minnesota & Dakota Division with a testimonial dinner at Stub's Steak House in Spencer on Apr. 29. They presented him with a new set of fishing gear, plus cash for a gift of his choosing.

Superintendent W. K. Peterson acted as toastmaster for the dinner, which was attended by the Saeuglings' son Dick, assistant to the general superintendent of transportation in Chicago, with his wife, and their daughter, Mrs. R. F. (Shirley) Eggen, whose husband is em-

ployed on the rail detector car.

Ray's well-earned retirement concluded more than 46 years of service. Starting in the maintenance of way department at Guttenberg, Ia., he became an agent-operator on the Dubuque & Illinois Division, and transferred to the IM&D in 1937. He had worked at numerous stations on that division before going to Spencer, where he was stationed the past 25 years. His present plans are to continue living in Spencer, and do some leisurely hunting and fishing.

### OPERATING DEPARTMENT

Ashley Wilhite, Correspondent  
Office of Vice President-Operation

Dolores Dite, nurse-clerk in the office of the chief surgeon, had a vacation in April touring Europe and visited Holland, Germany, Switzerland, Austria, Italy, France and England.

Friends and co-workers said farewell to John J. Thomas, systems analyst in the transportation department, at an Apr. 24 cake and coffee party held in his honor. Jack is reporting for active service in the Army and will be on a three-year leave of absence.

### AUDITOR OF CAPITAL EXPENDITURE OFFICE

Marion J. Frank, Correspondent

Best wishes to Irene Barry on her recent retirement. Most of her career with the railroad, which began in November 1925, was spent in various accounting offices and in the central typing bureau. In 1968 she came to work in the auditor of capital expenditure's office as head typist. Irene was honored with a party at the Diplomat, at-

tended by her mother, sister and a host of friends and fellow employes.

Anna Marie Corselle, office girl, became Mrs. Thomas Randell on May 2 at St. Andrew's Church. Tom was formerly employed in the paymaster's office. A reception at Antione's was followed by a honeymoon in Jamaica.

Best wishes for a speedy recovery to Betty Carroll, bill clerk, convalescing from surgery at Augustana Hospital at this writing, and to George Kaberlein, who is recuperating at home.

Lucille Staver, daughter of Assistant Engineer Lloyd Staver, was married recently to Lance Corporal Paul M. Daly, USMC, at Grace Lutheran Church in River Forest.

Harry Stansbury, former assistant engineer, paid us a very welcome visit. Harry is maintaining his fitness program by commuting between his Chicago residence and the home he makes with his niece at Lake Charles, La. Much of Harry's time has been spent with his first love, the sea. He has sailed to Africa around the Cape, to England, and around the Gulf up to the North Atlantic States several times.

## MILWAUKEE MOTOR TRANSPORTATION COMPANY

Marian Petersen, Correspondent  
Secretary to Manager Piggyback Services

The Milwaukee Motor Transportation was recently informed by the National Safety Council that it had won third place in the 1969 Commercial Vehicle Section, Employee Inquiry Safety Contest. The award is presented on a calendar year basis to those companies which have the lowest personal injury rates for the year. The employees of the MMTC can be justly proud of their outstanding achievement.

On Apr. 13, a Safe Driver Award Dinner was held at the Town Room of the Downtowner Motel, Green Bay, Wis. Four drivers had earned awards for their 1969 experience, which totaled 62 years of accident-free driving. Recipients of the awards were: Louis Bartolameoli, 21 years; Ernest Bushmaker, 21 years; Leslie Zastrow, 16 years; and Stanley Stachura, 4 years.

The retirement of Driver Louis Bartolameoli was also celebrated at the dinner. Mr. Bartolameoli had served the MMTC for 27 years, of which 21 were without an accident; a splendid record. Mr. Bartolameoli takes with him the best wishes of everyone for a long and happy retirement. Among those present to honor him and his fellow drivers were Mr. and Mrs. Roy Miskimins, our retired assistant vice president.

James LaShure, Thermo King mechanic at Council Bluffs, Ia., and Miss Linda Diane McKee were married at the First Baptist Church of Raytown, Mo., on Mar. 14. A reception was held in the church following the ceremony. The new Mrs. LaShure is employed at AT&T Company in Omaha, Neb. The bridegroom is a second generation MMTC employe, as he is the son of W. T. (Jiggs) LaShure, MMTC terminal manager at Kansas City, Mo.

On Apr. 16, Mr. and Mrs. Sol Rizzo became parents of their second child and first daughter, Gina Marie. Rose, who formerly was revenue clerk in the MMTC's Chicago accounting office, and Sol are also parents of Sol Jr.

## Terre Haute Division

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

Happiness is reporting the birth of Kenneth Michael Kosinski, whose parents are Chet and Rosemary Kosinski. Chet is a clerk in the office of Fred Priestler, assistant district manager-sales. Chet and Rosemary have been married for 28 years, and this is their first child. The axiom "try and try until you succeed" has its reward.

Congratulations are extended also to Trainman Gerald Walker and his wife Pat on the birth of their son, David James, on Mar. 27. A successful life was assured when his father passed out cigars.

Conductor Elwood Endicott reports the birth of another grandson, born to Wayne and Leigh Ann Kanizer.

*The Milwaukee Road Magazine*

Michael Sol Collection

## BLOOD FLOWS AT DEER LODGE IN A GOOD CAUSE

Who won the trophy in that recent blood bank drawing contest at Deer Lodge, Montana? Well, the state prison staff will retain it this year, but General Car Foreman Dick Labbe, who co-chaired the community drive, vowed that at the first drawing in 1971 it will be paroled in the custody of the Milwaukee Roaders.

The challenge issued by our employees to the prison staff with the understanding that the losing team would ante up for a trophy was just the stimulus the blood bank needed. The Deer Lodge area, which had failed to meet its 70-pint quota for several years, responded with a record number of donors.

The drawing, sponsored by the Kiwanis Club, yielded 126 pints of blood—the largest amount in 19 years. Moreover, many donors had to be turned away, for the simple reason that the Red Cross was caught short of supplies.

Donations from the Milwaukee Roaders fell only 3 per cent points short of those credited to the prison employees, but blood has been drawn. In agreement with W. J. Estelle Jr., prison warden, a competition for the railroad-prison trophy will be held annually to kick off the first blood drawing of the year. (*Silver State Post photos*)



Division Superintendent Plattenberger waits his turn as a nurse takes a blood sample from Warden W. J. Estelle.

Lawrence Magone, a five-gallon donor, presents the trophy. From left are Superintendent Plattenberger and Time Revisor Hermund (six-gallon) Larsen; John Svarny, prison training officer; J. F. Disney, deputy registrar; and John Kennedy, president of the prison employees' union.



Retired Agent Marty Farris broke his leg last June. We are sorry we did not know about this sooner, but are happy to report that he is up and going.

I had a nice letter from Yard Clerk Doug Stevenson, who is in the Army. He is stationed at Fort Rucker, Ala.

Mike Bedwell, clerk at Latta, is back to work after six months of active duty with the Air National Guard.

Section Foreman Tom Gish has great plans for a newly purchased pickup truck. When he gets over the cab camper, he will be known as "Nomad" Gish.

We welcomed a new roadmaster. N. J. Monoz. He hails from South Dakota.

Mr. Chamberlain's son, Von Kevin, was in a serious auto accident, and in intensive care for 10 days. He has been released from the hospital and is recuperating at home at this writing.

Our congratulations to Wren F. Stultz, retired engineer, and his wife on their 50th wedding anniversary, Apr. 26. Their son, Bill J., from Crawfordsville, Ind., and daughter, Betty Rose Cartee, Noato, Calif., were among the many who honored Wren and his wife at the Imperial House in Terre Haute.

Our sincere sympathy to the fami-

lies of Donald T. Hehman and Mrs. Harry (Flora) Van Brunt. Donald died Apr. 12 at Union Hospital. He had been chief dispatcher for several years. Services were held at the DeBaum Funeral Home, with burial in Roselawn Memorial Park . . . Mrs. Van Brunt, wife of retired engineer, was dead on arrival at Union Hospital. Services were held at the Cross Funeral Home, with burial in Roselawn.

### D & I Division

Eunice Stevens, Division Editor  
Superintendent's Office, Savanna

Joel Hersey, Savanna, a music trumpet major at Highland Community College, Freeport, Ill., and son of Police Lieutenant H. A. Hersey, presented a recital May 14 in the college annex along with several other students. He played "Young Werner's Parting Song," "Andante and Allegretto" and "Glen Eden."

Savanna Yard Switchman A. E. Falls passed away suddenly on May 2. Burial was in Savanna Township Cemetery. Surviving are his wife, one daughter, a stepson, two stepdaughters and two sisters. Mr. Falls began his railroading career in January 1943

and was in active service up to the time of his death.

F. J. (Bud) Riddle, leverman at the CB&Q tower in Savanna, recently completed 30 years of service on the railroad, and says he is now aiming at the 50-year mark.

Switchman Clayton L. (Nipper) Sturtevant of Savanna recently received his Silver Pass for 45 years. Mr. Sturtevant held various jobs during his years with the railroad and became a switchman at Savanna Yard in 1944. He planned to retire at the end of May and devote more time to his hobbies, fishing and golf. Mr. Sturtevant is a lifelong resident of the area, having been born on a farm in Carroll County. He and his wife will remain in Savanna. Their three children also live in this area. Jason is an engineer on the D&I Division, their daughter Mrs. Linda Charneski lives in Savanna, and their other daughter, Mrs. Karen Holmes, lives in Clinton.

Mr. and Mrs. C. J. Hitchcock of Kansas City, Mo., observed their 50th wedding anniversary on the Sunday of May 31 with a reception at their home. They have one son, Charles Jr., of Independence, Mo. Mr. Hitchcock, a conductor for the Milwaukee 23 years, retired Aug. 12, 1959. He was the



	First Quarter Ending March 31,	
	1970	1969
<b>RECEIVED FROM CUSTOMERS</b>		
for hauling freight, passengers, mail, etc. ....	\$65,870,525	\$65,939,371
<b>PAID OUT IN WAGES</b>		
PER DOLLAR RECEIVED (cents) .....	32,942,249	31,810,731
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act .....	50.0	48.2
PER DOLLAR RECEIVED (cents) .....	3,285,942	3,497,715
<b>ALL OTHER PAYMENTS</b>	5.0	5.3
for operating expenses, taxes, rents and interest .....	35,512,370	37,024,804
PER DOLLAR RECEIVED (cents) .....	53.9	56.1
Net Income (Loss) .....	(5,870,036)	(6,393,879)
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>		
Number of cars .....	241,822	255,413
1970 under 1969 .....	13,591	

founder of the Heart of America Hobby Club and the Midwest Hobby Association, both of Kansas City, as well as Unit 95, Kansas City, of the National Association of Retired and Veteran Railway Employees.

## Coast Division

### SEATTLE

Laura K. Schaub, Correspondent  
Office of Traffic Manager



Jeff Dittebrandt



Carla Dittebrandt

Friendliness certainly is a distinguishing quality of character, and when two people in one family are voted high in that regard, it is really newsworthy. At Shoreline High School in Seattle, chosen "Friendliest Boy and Girl of the Year" were Jeff and Carla Dittebrandt. Jeff is a senior and is 18 years old, while Carla, a junior, is 16. The proud parents are Don and Maxine Dittebrandt. Maxine is messenger and relief operator at Seattle.

**PRICING DEPARTMENT:** Two interesting spring vacations were taken from the department this year. H. R. "Russ" Herth, assistant manager of pricing, and wife Mary Lou recently returned from a three-week sojourn in the South Pacific. A wonderful stay on the Hawaiian Islands and a journey to

Samoa for a four day visit with relatives were on their agenda. . . . Audrey Hotten and husband "Whip" headed in the opposite direction, first visiting relatives in Tennessee and then on to San Juan, Puerto Rico, and the Virgin Islands, where they planned to do some deep sea fishing and take in the bull fights and dog races.

**REGIONAL DATA OFFICE:** Mildred Kinchen, lead machine operator, was in an automobile accident on Mar. 14. She is still at home recuperating from her injuries at this writing. . . . Dianne Olson enjoyed a week of her vacation while her sons were having spring vacation. . . . Various changes recently in the department include Barbara King, steno; Nancy McIntyre, comp operator; Dianne Olson, disbursement clerk; and Teresa Winters, grade B rate clerk. . . . Trucia Tureman took a week of her vacation caring for her mother who had surgery recently. . . . Lola Thomson, who has been on sick leave for the past year, retired on Feb. 9. She was honored with a retirement party on Apr. 21 at the Golden Door. Some 35 of her co-workers attended, to wish her well and present her with a lovely sweater and bracelet. Also attending were retired employes Mildred Fetters and Willa Lindsey. M. S. Gilbert, regional data manager, had the honor of presenting Mildred with a 45-year award for her long service with the railroad. The award came as a surprise to her. . . . Mr. and Mrs. William M. Whalen left Apr. 25 for a two-week vacation in Puerto Rico with his brother Ernest and family. Ernest is retiring as E-8 staff sergeant in the U.S.A.F. and he and Mrs. Whalen recently moved into their new home in Puerto Rico. Bill and Ernest are sons of a former Milwaukee employe.

**REGIONAL SALES:** Linda Bloom,

secretary to the regional manager of sales, resigned May 1 to accept a position near her home in Edmonds, Wash. Employees of both the regional sales and pricing departments gathered the evening of May 2 at the home of Richard Ball, assistant chief clerk, to offer Linda best wishes. . . . A joint luncheon May 11 at the Town and Country Club sponsored by the Men's Transportation Club and the Women's Traffic and Transportation Club of Seattle led the parade of National Transportation Week festivities. Mrs. Lee Derr, secretary to the regional manager of sales and recently elected trustee of the Women's Traffic and Transportation Club of Seattle, was chairman for the women's group. Speaker for the occasion was Norman A. Erbe, former governor of Iowa and recently assigned first regional representative of the Secretary of Transportation. Highlight of the luncheon was the naming of Mrs. Donald Crenshaw, immediate past president of the Women's Traffic and Transportation Club of Seattle, as "Transportation Woman of the year."

**TELEPHONES:** A Hawaiian vacation—one long to be remembered—was enjoyed recently by Lucille Eaton, our genial telephone operator, and her husband, Steve. Joined by friends on their arrival, they visited Hawaii, Maui, Kauai and Oahu. Upon arriving in Hilo, they toured the volcano area and drove to the Kona Coast and through the huge Parker Ranch, where between 40,000 and 50,000 head of cattle are maintained. On Maui, Steve explored the old whaling village of Lahaina, where whales could be seen swimming close to shore. On Kauai, they drove to Waimea Canyon and up the 4,000-foot lookout. They also cruised up the Wailua River to the Fern Grotto. In Honolulu, they rented a car and, as on the other island, enjoyed browsing in the shops and relaxing on the beach. Ah—what a vacation!

The Milwaukee Retired Employees Club meets the second Thursday of



Retirement send-off for Lola Thomson of the regional data staff in Seattle was a dinner party at the Golden Door. Presenting her with a gift is Regional Data Manager W. S. Gilbert. For details, see the news of Correspondent Laura K. Schaub.





**LAST TRIP.** Coast Division Engineer Alexander J. Andrews (left), making his last run on Mar. 1, is met by Assistant Superintendent E. J. Lynam. Andrews, a native of Chippewa Falls, Wis., joined the railroad in 1924 as a laborer and machinist helper at St. Maries, Ida. During the 1930's he worked for the U.S. Forestry Department, but resumed his service in 1942 as a fireman and was promoted to engineer in 1950. His retirement plans include some traveling.

each month, alternating between Seattle and Tacoma. The meeting on May 14 was held at the Barb Restaurant in Northgate, Seattle, and the June 11 meeting was scheduled for Steve's Gay Nineties restaurant in Tacoma. Newly elected officers are Lyle Smith, president, Leo Thiel, vice president, and Ivar Bervin, secretary-treasurer.

#### SPOKANE

Gloria Tortorelli, who left her position as secretary to the district manager-sales on Jan. 1, was honored by her employe associates and friends on Apr. 10 at a baby shower. Gloria and her husband, Sam, are awaiting the arrival of their first child.

Dave Warner returned to the company to take over Gloria's position, after completing three-and-a-half years in the Air Force. Dave spent the first six months in Texas and the remainder at Fairchild Air Force Base in Washington as a personnel specialist.

Earl C. Winther has been welcomed to Spokane as assistant district manager-sales, coming from Salt Lake City. Back in 1962, Earl was chief clerk to his present boss, Denny Sullivan.

### Aberdeen Division

#### EAST END

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

With the arrival of spring, a number of "little people" have arrived at the homes of rails. At Roadmaster Lloyd Bagauss' house at Aberdeen, everybody is enjoying a little boy named Gene. That pink smoke you saw on the

# Carloadings

JANUARY-MAY 1970 compared with same period in 1969

% of Total Revenue obtained from commodities shown		loading of these commodities	NUMBER OF CARLOADS			
			FIVE MONTHS		INCREASE	
		INCREASE	1970	1969	1970 over 1969	% of increase
		in 1970 over 1969				
9.2%	Grain .....		29,900	27,322	+ 2,578	+ 9.4%
2.7	Grain mill products .....		23,124	21,388	+ 1,736	+ 8.1
2.5	Freight Forwarder & Shipper Assn. traffic .....		10,588	9,708	+ 880	+ 9.1
2.0	Nonmetallic minerals; except fuels .....		17,677	15,472	+ 2,205	+ 14.3
1.9	Waste or scrap materials .....		11,511	10,666	+ 845	+ 7.9
1.7	Fabricated metal products ..		6,167	6,100	+ 67	+ 1.1
1.6	Primary forest products .....		19,258	17,492	+ 1,766	+ 10.1
.6	Beverages; except malt liquors .....		4,569	4,492	+ 77	+ 1.7
.5	Soybeans .....		5,181	3,198	+ 1,983	+ 62.0
.5	Potatoes, other than sweet ..		2,861	2,803	+ 58	+ 2.1
.5	Fresh fruits and vegetables ..		3,355	2,939	+ 416	+ 14.2
.1	Small packaged freight shipments (LCL Mdse.) ..		170	129	+ 41	+ 31.8
<b>23.8%</b>			<b>134,361</b>	<b>121,709</b>	<b>+ 12,652</b>	<b>+ 10.4%</b>
		loading of these commodities	FIVE MONTHS		DECREASE	
		DECREASE	1970	1969	1970 under 1969	% of decrease
		in 1970 under 1969				
8.4%	Lumber or dimension stock ..		19,424	22,540	- 3,116	- 13.8%
6.7	All other paper or allied products .....		30,024	30,213	- 189	- .6
4.3	Motor vehicles .....		8,350	8,733	- 383	- 4.4
4.0	All other chemicals or allied products .....		14,632	15,614	- 982	- 6.3
3.6	Coal .....		37,816	38,048	- 232	- .6
3.5	Meat, fresh chilled or frozen		12,232	14,923	- 2,691	- 18.0
3.5	All other wood products (incl. plywood) .....		11,469	12,224	- 755	- 6.2
3.4	All other food products (incl. sugar) .....		10,645	11,223	- 578	- 5.2
3.2	All other primary metal products .....		7,376	7,968	- 592	- 7.4
3.0	Stone, clay, or glass products		12,776	15,635	- 2,859	- 18.3
2.9	Primary, iron or steel products		13,331	13,435	- 104	- .8
2.8	Canned fruits, vegetables and seafoods .....		9,737	10,622	- 885	- 8.3
2.7	All other transportation equipment .....		11,441	12,514	- 1,073	- 8.6
2.6	Industrial chemicals .....		7,235	7,919	- 684	- 8.6
2.1	Pulp or pulp mill products ..		6,684	7,047	- 363	- 5.2
1.6	Malt liquors .....		7,220	9,486	- 2,266	- 23.9
1.6	All other machinery; except electrical .....		3,459	3,715	- 256	- 6.9
1.4	Electrical machinery or equipment .....		5,634	7,031	- 1,397	- 19.9
1.3	Petroleum, natural gas or gasoline .....		6,974	7,924	- 950	- 12.0
1.1	Farm machinery or equipment		4,907	6,045	- 1,138	- 18.8
.9	Dairy products .....		4,352	4,771	- 419	- 8.8
.6	All other farm products (incl. sugarbeets) .....		3,014	5,924	- 2,910	- 49.1
.5	Coke oven or blast furnace products .....		2,837	3,401	- 564	- 16.6
.3	Metallic ores .....		1,139	1,223	- 84	- 6.9
.2	Livestock .....		704	790	- 86	- 10.9
10.2	All other carload traffic ..		31,046	32,454	- 1,408	- 4.3
<b>76.2%</b>			<b>284,458</b>	<b>311,422</b>	<b>- 26,964</b>	<b>- 8.7%</b>
<b>100.0%</b>			<b>418,819</b>	<b>433,131</b>	<b>- 14,312</b>	<b>- 3.3%</b>

division came from cigars with a pink band around them handed out by brakeman Howard Brewer and announcing the arrival of Theresa Anne. Engineer Leon Hainrich is a first-time grandfather due to the arrival of Michael Vassar at the home of daughter Jeanine in Chicago. Don Rue of the Aberdeen office is the proud grandfather of a little interracial orphan named Kelsie, recently adopted by his daughter Marilyn and her husband. The Rev. McGowans now have five children.

The antique desk in the Montevideo office is being elevated to a royal position and, in cleaning out the drawers of their accumulation of years, history came to light. Back in 1933, the records show that a man and team would clear away snow for 75 cents an hour. For unloading grain doors, you paid out 85 cents per hundred. Cutting grass around telegraph poles was 2 cents a pole, and so on.

Retired Conductor Marnel Golie passed away in February after a long illness. Mrs. J. H. McKeown, widow of Engineer Jack McKeown, suffered a fatal stroke in March. Among her survivors are Conductor Bill, Engineer Phil and Yard Clerk Byron. Christ Wanke, formerly of the Montevideo roundhouse, died Apr. 6. Retired Agent Jack Hubin died Apr. 11 at Milwaukee, following a heart attack.

Retired Agent Willard Beck and his wife were honored Apr. 26 at a golden wedding anniversary at the Methodist Church in Olivia. The place was "full up" and it was a perfect spring day for such an affair. Among the Beck children are Agent Gordon of Linton, N.D., and son Bill, former agent at Odessa.

There was a retirement party for Section Foreman Russ Tangvold at Linn's Supper Club in Norwood in April. Russ was presented with a purse. He is hard at work since his retirement, working for a nursery and enjoying the switch from ties and bolts to plants and shrubs.

The Monte yard crew wears some unique headgear on rainy spring days. Harold Natzel has a tried and true felt that is also good for fishing. Les Natzel wears a real antique which was given to him by "Old Dave Fisher", who used to be king of the Montevideo switchmen in days long ago. At the time it was presented to Les, Dave clinched the gift by saying, "Wear this, kid. You might absorb something from it." Fireman Leon Hainrich has a real relic. It's his Boy Scout hat and is almost 40 years old. From a distance you'd mistake him for Baden Powell himself.

There was a whing ding of a retirement party at Hotel Hunt for Retired Traveling Engineer-Trainmaster Phil Anderson in March. A hundred people turned out for the smorgasbord and a short program during which Phil was presented with a series of workable (?) hobby suggestions for his spare time. To climax the affair, a small battery powered engine chugged up the

## Mason City Couple Observes 50th Wedding Anniversary



Mr. and Mrs. Robert H. Conrad

Mr. and Mrs. Robert H. Conrad of Mason City, Ia., observed their 50th wedding anniversary on Apr. 27. Following a mass at Holy Family Church and a family brunch at the Holiday Inn, friends were invited to call at their home.

The Conrads' three sons were present for the occasion. They are Robert, who is manager of Foremost Dairies in Puerto Rico; Jim, who owns and operates the Advertising Art studio in Denver; and Paul, syndicated cartoonist for the *Los Angeles Times*.

The couple were married in Cedar Rapids, Ia., where Mr. Conrad, who is retired, joined the Milwaukee Road in 1913. They have lived in Mason City since 1940. Mr. Conrad was division freight and passenger agent there when he retired in 1952, after which he served for 13 years as traffic manager of the Mason City Chamber of Commerce.

length of the speaker's table to the honored guest unrolling a ribbon of paper money and emitting an occasional "Woo! Woo!" as it chugged along.

Appointed to the vacated position of "PWA" is Bob Bakke, who came to us from Austin, Minn., and who has now moved his wife and two daughters, Jody and Susie, to Montevideo.

It's hard to believe, but while the Fred Habegggers were vacationing recently in San Marcos, Tex., and way off the beaten path of tourists, who did they find at the same spot but Yard Clerk Larry Neel and his family, and Bertha Burge of Emmett Snee's office in St. Paul.

Whenever the Engineer Jess Schallers go on a southern vacation, they always come home in the dangdest snowstorm of the season. It happened again this year when they came back

from a fabulous Shrine tour of the West Indies. Only this time they didn't have to spend the night sitting out the storm in their car while stalled in the middle of a snowdrift. That's what happened a couple of years ago.

## La Crosse Division

### LA CROSSE AND WEST

Corinne Bauer, Correspondent  
Superintendent's Office, La Crosse

At a retirement party held recently in a La Crosse supper club, Assistant Section Foreman Theodore Briggeman, Crossing Watchman Al Purvis and Section Foreman Al Newman were honored by the maintenance of way Brotherhood organization. On hand for the occasion were Max Martin, the Milwaukee Road chairman, and Local Chairman Walter Miller.

Retired Engineer Elmer R. (Monk) Bailey, 71, passed away suddenly in his home on Mar. 31. He worked for the Milwaukee 43 years before he retired in 1965. He is survived by his wife and one brother, Frank, of Winona. Burial was in the Woodlawn Cemetery at Winona.

### WISCONSIN VALLEY

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

When Section Foreman W. A. "Bill" Marg announced that he had retired, a suggestion to recognize his many years of service quickly resulted in a party held in his honor Mar. 28 at Trail's End, Wausau. A social hour preceded the 7 p.m. dinner, which was attended by more than 70 Valley employees and their wives. Trainmaster Obermowe was master of ceremonies and tributes inspired by many years of association were paid by representatives of the various crafts. Paul Janz, Dancy, retired section laborer and long-time friend of Bill's, recalled years past, including the many times they answered calls to spend long hours shoveling out after heavy snowstorms, repairing washouts, etc.

Other associates who added praise and best wishes included Howard Parker, agent at Wausau; A. W. Schmeider, stores department; Norman Higby and Ralph LePage, foremen in the mechanical and car departments; Al Kasten, trainman; Ken Conklin, engineman; Harry Nelson and C. E. Searle, track department; Gus Neises, signal department; and your Magazine correspondent.

Bill, a little overcome, thanked those present for their cooperation in the past and for the party climaxing his retirement. He also asked that "thank you" be passed on to those unable to attend, for remembering him. He was presented with money for a gift of his choosing or "just a good time."

After the dinner, several friends who could not attend until their day's

(Continued on page 28)

The Milwaukee Road Magazine

Michael Sol Collection



**SILVER PASS SERVICE.** Oscar Jensen, assistant bureau head of the overcharge claim department (right), who observed his 45th year with the Milwaukee on Mar. 24, shown as he was honored at a gathering in the Chicago office. Presenting him with a Silver Pass is D. C. Fish, auditor of freight accounts and overcharge claims.



**CONTAINER HANDLING AT SEATTLE.** A Milwaukee Motor Transportation Company truck hitched to a K Line trailer shown at the Port of Seattle for a demonstration by the Bakke Steamship Corporation of container handling equipment in transfer between ocean, rail and motor carriers. The demonstration was a feature of the spring meeting of the Containerization Institute in Seattle May 6-7. (Port of Seattle photo)



**FORTY-FIVE-YEAR VETERAN.** W. E. Dalton, clerk at the Grayland station in Chicago (left), who recently marked his 45th year with the Milwaukee, is presented a Silver Pass by J. P. Kalasmiki, agent at Galewood. Dalton started his service at Galewood as a messenger, advanced to car record clerk there, and with the exception of three years on military leave during World War II, has held the clerical position at Grayland continuously since 1930.

**ANNUAL REUNION.**

Attending the 26th annual meeting of the No Work-No Worry Club held recently at Clearwater, Fla., are W. C. Anderson (from left), W. A. Stauffer, W. A. Wallace, E. R. Singleton and F. K. Beem. Prior to retiring, they were, respectively, perishable freight agent, Chicago; general agent, Buffalo, N. Y.; general passenger traffic manager, Chicago; traveling freight agent, Baltimore; and assistant traffic manager, Chicago.



**RETIREMENT SEND-OFF.**

Goad wishes from many Milwaukee Road people were extended to Engineer and Mrs. Paul E. Torrence on the occasion of his retirement from service on the Iowa Division (for details, see Correspondent Halcyon Kistler's news). Their well wishers here are Assistant Superintendent R. D. Richter, left, and J. F. Kiley, trainmaster - traveling engineer.



**THREE-QUARTER-CENTURY CLUBBERS.**

Retired Conductor and Mrs. Ralph Van Horne of Perry, Ia., have joined the Three-Quarter-Century Club, an organization of senior citizens sponsored by the Perry Daily Chief. Mrs. Van Horne will celebrate her 81st birthday in June and Ralph his 84th in July. They are living in the local Masonic home while continuing their activities in the community and various clubs of which they are members. (Perry Daily Chief photo)



work was completed joined the crowd, reminiscing and joining the sing-along led by Operator Mike Lepinski, our Valley musician.

Born in Lynn, Wis., on the old Lynn Line, Bill began his 47 years of service in the track department at Star Lake, where his brother Art, retired roadmaster, Marion, Ia., was foreman. He worked on various sections along the Valley, as weed mower operator for many summers on the main line, assistant foreman at Wausau, and finally as regular foreman at Wausau. After taking it easy this summer, he may accept a part-time position with one of the industries he has had contact with over the years.

James Sydow, son of Rate Clerk and Mrs. Clarence Sydow, claimed Miss Dianne Wolf as his bride in a ceremony in St. Stephen Lutheran Church, Wausau. Mary and Roger Sydow, sister and brother of the groom, were in the wedding party. Dinner, reception and dance were held at the Wausau Labor Temple.

Retired Ticket Clerk I. LaRue Frazier, 76, Wausau, died Apr. 10, following a brief illness. Funeral services were held at Merrill, with the Rev. Larry Bremer of St. Stephen's United Church of Christ officiating, together with Masonic services. Burial was in Merrill Memorial Park, with military rites at graveside. Survivors, besides his wife, include two daughters and two sons.

John Streeter, the son of Conductor and Mrs. Don Streeter, was married Apr. 11 to Miss Elaine Schreiber in St. Stephen Lutheran Church, Wausau. The bridegroom's brother, Jerry, was his groomsmen, and his sister, Mrs. Roy Raasch, was the bridesmaid. Dinner and reception were held at the Sportsman's Club, Wausau.

Kent, the eight-year-old son of Conductor and Mrs. Cliff Dolloff, placed third in a field of 48 Cub Scouts who competed in the Pinewood Derby held at the John Marshall School, Wausau. The project requires that the miniature cars be carved from wood and not exceed a weight of five ounces. The cars are raced on a specially designed course. The plaque and card he was awarded have been placed on display in his schoolroom. Kent's car was not only beautifully carved but painted a dashing red with black trim and black wheels.

#### EAST END

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

Engineer and Mrs. Frank Bottoni Jr. have had three sons in military service, Robert served in Vietnam in the Marine Corps, and is now discharged. Greg was in the Marine Corps, and is also discharged. Jim enlisted in November and is in engineer's training camp at Barstow, Cal.

Retired Signal Maintainer Oscar A. Bornitzke, 66, passed away at St. Mary's Hospital, Columbus, on Mar. 8. He is survived by two sons, Duane,

Head table group at a retirement dinner in Wausau, Wis., honoring Section Foreman W. A. Marg (see Correspondent Mildred G. Conklin's news). From left are his grandchildren, Billy and Holly Marg, Mrs. and Mr. Marg, Trainmaster and Mrs. H. A. Obermowe, and Signal Maintainer A. F. Neises.



E. A. Hauser, chief stockman at Milwaukee Shops, and L. G. Cronin, material manager of the Southern District, shown (left and right) with E. F. Volkman, manager of materials, at a luncheon in Milwaukee's Black Steer restaurant marking their retirement. For details, see the Milwaukee Shops news.



Marshall, Wis., and Russell, Ballston Lake, N.Y., and one brother at Ft. Smith, Ark.

Engineer William C. Dittberner, 62, died suddenly at Portage on Apr. 7. Survivors are his wife, Leona, and son Howard, Highland Park, Ill.

Retired Brakeman Charles J. (Sparky) Thompson passed away at Portage on Apr. 19. He is survived by his wife, four sons and three daughters. Mr. Thompson was a veteran of World War I and a member of World War I Portage Barracks.

Retired Roundhouse Employee Otto Grothman, 79, died Apr. 29 in the Portage hospital after a long illness. During his 50 years of service with the Milwaukee Road he also worked in the car department. Survivors are two sons, Byron, Portage, and Robert, Philadelphia, Pa., and four grandsons.

#### MADISON DISTRICT

Kathryn Skidmore, Correspondent

Grandchild number seven was welcomed by Mr. and Mrs. Hart Hendrickson when baby Kevin was born to their son and daughter-in-law on Mar. 16.

Car Foreman Bill Hart has returned to his job after a two-week vacation in sunny California. Highlights of his trip included a tour of Knott's Berry Farm, Disneyland, the Japanese Tea Garden and Carlsbad Cavern.

Welcome to Sharon Russell, the new steno-clerk in the freight office.

Sympathy was extended to Engineer Frank O'Neill on the recent death of

his 99-year-old mother. She was the widow of Madison Switchman Michael O'Neill.



Leo J. Cooper

is the second alderman in the history of the council to have been elected to that office twice. He is a past chairman of the City-University Co-ordinating Committee. His present civic activities include a seat on the Bayview Foundation, Board of Estimates and the Madison Redevelopment and Housing Authority. Leo is a 30-year employee of the railroad and a fourth generation Cooper on the Milwaukee Road.

Word has it that Brakeman Jack Fleming bakes all the cakes at his house. He is now looking for a recipe for carrot cake.

The May meeting of the Women's Club was preceded by a dessert luncheon honoring the 82nd birthday of Mrs. Senna Johnson, widow of Engineer Ollis Johnson. Hostesses for the occasion were Mrs. Dollie Lietz and Mrs. Ernest Burmeister. Following the celebration, plans were made for a spring luncheon at the Elk's Club on May 14.

## Milwaukee Shops

### LOCOMOTIVE DEPARTMENT

Carol Rader, Correspondent

Roman Farence, painter in the locomotive back shop, is the proud father of Mrs. Sue Barber, who graduated May 24 from Whitewater State University, Whitewater, Wis., with a teaching degree in economics and social studies. Her husband, Thomas, graduated this spring with a degree in business administration. He is furthering his education to obtain a degree in teaching. Sue and Tom were married Sept. 6, 1969, at Jackson Park Lutheran Church in Milwaukee.

### OFFICE OF MECHANICAL ENGINEER AND TEST DEPARTMENT

Harold J. Montgomery, Correspondent

Alfred G. Hoppe, 74, retired mechanical engineer, and his wife, Irene, passed away unexpectedly on Apr. 29. A funeral mass was said at St. Joseph's Church, Milwaukee, with interment in Holy Cross Cemetery. Mr. Hoppe joined the Milwaukee Road as a draftsman in 1919 after attending the University of Wisconsin. In the course of his career he had served as engineer of tests, assistant mechanical officer, general superintendent of the locomotive department and engineer of research and development. He was appointed mechanical engineer in 1952 and retired in 1955, since which time he and his wife had lived in Brookfield. They are survived by a daughter, Mrs. Robert Zibung, and five grandchildren.

Mr. Hoppe was a Fellow of the American Society of Engineers. Work for which he was known included the development of all-welded passenger and freight cars, the design and rehabilitation of stationary boiler plants, and during World War II the machining of steam engine components for Liberty Ships and the construction of high altitude vacuum chamber testing cells for the Air Force.

### MATERIAL DIVISION

E. A. Hauser and L. G. Cronin have joined the retired ranks with the best wishes of many friends and co-workers who honored them at a luncheon in the Black Steer restaurant.

Ed Hauser had been with the Milwaukee since 1923, starting as a stenographer and clerk. Advancing through many positions, he ended his service of 46 years as chief stockman. He and his wife, Marie, are now living in Tucson, Ariz.

Roy Cronin began his career in 1924 as a laborer at La Crosse, Wis. In 1927 he moved to Savanna, Ill., as chief clerk to the division storekeeper, and subsequently made 11 more moves before ending his 45 years of service as district material manager of the Southern District. Roy and Leona now reside in Elmwood Park, Ill.

## PLANS TO KEEP ACTIVE AND BUSY



A group of active and retired employees who have shared many years of service in the sleeping and dining car department. Seated are Roy Fagan (from left), G. W. Cobb and M. H. Tinsley. Center, James E. Rile (left), George Hall, Chief Dining Car Inspector A. J. Corbett, Bruce Holloway, Robert Holmes, and W. Sommer, assistant superintendent sleeping and dining cars. Rear, W. R. Jones, superintendent of sleeping, dining, mail, baggage and express service, Paul Fleming and J. T. Miles.

Four hundred and twenty four years of railroading are represented in the picture above, taken Apr. 8 in the office of W. R. Jones, superintendent of sleeping, dining, mail, baggage and express service.

The occasion was a coffee party honoring men who retired recently from the sleeping and dining car department, at which several of their former co-workers were guests. James Rile and Roy Fagan, who retired from waiter service in 1960 and 1967, respectively, together accounted for about 100 years of the total. Both were complimented on appearing much younger than their actual years, a fact they attribute to "slowing down a bit, but not to idle away your time; keeping active and busy."

Robert Holmes, who held the chef's assignment on the dome diner of the "City of Los Angeles" when he retired Apr. 1, will have no difficulty keeping busy if he decides to take any of the seven jobs he has been offered in his line of work. For the present, though, and probably until his wife retires also, he intends to handle the cooking at home. Mr. Holmes, a 45-year veteran, had served as chef on all of our name trains.

Paul Fleming, too, plans a period of rest and relaxation after 41 years of rail-

roading as a dining car waiter. During his career, Mr. Fleming served many people in the public eye, including Mrs. Franklin D. Roosevelt, John D. Rockefeller and Cardinal Stritch, to name a few. An outdoors man, he enjoys hunting and fishing and an occasional round of golf.

Bruce Holloway, J. T. Miles and G. W. Cobb echo the "keep busy" formula as the key to contentment in retirement living. Mr. Holloway, a railroader for 40 years, holds the distinction of being the first porter promoted to the conductor's board.

Mr. Miles, who retired with 25 years of service as a porter, likes to fix things up around the house. Decorating is his hobby, and he also plans to do a good bit of traveling.

Mr. Cobb, a veteran of 43 years' service as a porter, derives great satisfaction from church work. He is interested in spiritual films, and rents them to illustrate his lectures.

M. H. Tinsley's retirement on Apr. 1 concluded almost 43 years as a waiter, starting with the Michigan Central in 1927 and on the Milwaukee Road since 1943. He has an investment in a plantation in Louisiana, and plans to spend a good part of his time there, overseeing his interests. Mr. Tinsley also likes to

hunt and fish, and is an expert trapper.

George Hall, dining car cook since 1945, will take a long vacation and then line up some part-time jobs. Mr. Hall perhaps expressed the feeling of the entire group when he said, "I feel thankful to the Lord for the good health I enjoyed during my working years, and hope my retirement years will be blessed with the same."

## I M & D Division

### SIoux CITY AREA

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

There's still room for the little man in basketball, as has been proven by Jim Coury, son of Mr. and Mrs. Alfred Coury. His mother, Freda, is a stenographer in the Sioux City regional data office. Jim, who stands 5 feet 6 inches tall, is a senior at Heelan Catholic High School. A year ago, he was a member of the junior varsity, but didn't break into the starting line-up until the season was six games old. His shooting finally earned him a berth. He went in when the team was 24 points down and hit nine of eleven from the floor.



Jim Coury

From then on, Jim became a starting guard, and has since received many laurels, including being named "Prep of the Week in the State of Iowa" by the Des Moines Register. He was also named to the All Diocesan Catholic Youth Organization tournament team, in which Heelan emerged champion for the third consecutive year. His team also broke the school record with a 12-game winning streak. In addition, Jim was named to the first All City team, the sixth All Northwest Iowa team, and received honorable mention in the All State poll. However, the honor he cherishes most is the "Most Valuable Player" award voted by his teammates.

The employees in the Sioux City area held a farewell party for Sales Representative R. D. "Dick" and Mrs. Wood at the Elks Club on Apr. 3. Dick has been transferred to Tacoma, Wash., as assistant district manager-sales. He and Colleen were presented with a set of luggage and good wishes for continued success. Dick is already working in Tacoma, and his family will join him in June.

John S. Mahoney Jr., sales representative at Buffalo, N. Y., was welcomed to Sioux City as Dick's replacement in the traffic department. John's family was still in Buffalo at this writing, but expected to join him soon.

Ron Clarstrom, demurrage clerk at Sioux City, was welcomed back after a tour of Army duty in Vietnam. He returned on Mar. 15 and we are happy to have him with us again.

Mrs. Eleanor Lafferty, wife of Night Yardmaster Vern Lafferty, Sioux City, passed away recently. She is survived also by a son and daughter, both of Sioux City. Funeral services were held at Sacred Heart Catholic Church.

Congratulations to Rollin D. Blough, secretary to district manager-sales at Mason City, Ia., on his election as a director of the Mason City Jaycees on Apr. 14.

Second Trick Operator Ray Doering moved here recently from Mitchell, S. D. He and his family are living in South Sioux City, Neb.

Word was received from Retired Agent L. L. Long, formerly of Mitchell, S. D., and now living in Sun City, Ariz., that Retired Agent Roger Betts, formerly of Farmingdale and Murdo, S. D., was found unconscious by his neighbors in Sun City. He was taken to a hospital and passed away a short time later. There are no known survivors.

Ray A. Kolhoff, district manager-sales at Sioux City, has received his Silver Pass for 45 years of service with the railroad. The presentation was made by H. A. Springer, manager-grain sales, Chicago, on Apr. 21 at the annual luncheon hosted by the Milwaukee Road for grain firms in Sioux City. Ray's service date is Jan. 26, 1925, with two years spent in the local freight office at Minneapolis, and the balance in the sales department at Minneapolis, Butte, Duluth, Dubuque, New York City, and in Sioux City since 1967.

### AUSTIN—EAST END

R. D. True, Correspondent  
Office of Superintendent

G. D. Rafferty, engine watchman at Mason City, Ia., was recently awarded a membership in the Wise Owl Club of America, the fraternity of safety conscious industrial workers whose foresight has saved their eyesight. He was cited for wearing his hardened lens spectacles when, in a freak accident, an oxygen gauge blew up practically in his face.

Fred Swank, son of Babe Swank, chief clerk at Austin, Minn., was discharged from the Army on Mar. 23 after seven years of service. Fred served in Germany and most recently in St. Louis, Mo. He is now touring Europe, and plans eventually to attend a European university.

Michael Monteon, son of Assistant Engineer Sando Monteon, recently received a master of arts degree from Harvard University, Cambridge, Mass. Mike is a graduate of the Mason City, Ia., high school and the University of Denver. His dad works at Austin but the family lives in Mason City.

Sympathy was extended to Bea Mayer and her family upon the death of her mother recently. Bea has



Irene Barry, who retired recently as head typist in the auditor of capital expenditure office in Chicago, shown at an open house held by her co-workers (see the news of Correspondent Marion J. Frank). With Irene are J. G. Kirchen, auditor of capital expenditure, left, and Assistant Auditor M. W. Bonnom.

worked as relief operator at Austin and in the regional data office here, and also on the Aberdeen Division as an agent-operator.

R. W. Barker, former operator at Austin, is now the agent at Mankato. Becky Howe is working the operator's job here.

## Iowa Division

### MIDDLE AND WEST

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

Miss Gladys Jacobsen, daughter of Conductor and Mrs. Glenn C. Jacobsen, was chosen "Miss Perry" in the recent annual contest. She is a senior in Perry Community High School and works part time for the Perry Daily Chief as a distributive education student. She plans to attend beauty school after graduation from high school. Winning the "Miss Perry" contest makes Miss Jacobsen a contestant in the "Miss Iowa" pageant at Lake Okaboji, as well as giving her a wardrobe and many other prizes from local merchants. (Perry Daily Chief photo)



Gladys Jacobsen

Services were held in Lowell, Mich., for Mrs. Jesse Salzgeber, who passed away recently at age 96. She was the mother of Retired Engineer Percy Salzgeber and grandmother of Engineer Orville Salzgeber, long-time residents of the Perry area.

A former Milwaukee Road employee, James J. Glass Jr., received notification from the State Department of Ed-

ucation in Albany, N. Y., of his successful completion of the latest professional engineering examination.

A great deal of excitement and activity were created recently in Perry Yard when a 29-year-old bank robber ditched his car and ran on foot into the yards. Law enforcement officers from the surrounding area searched the yard, checking into open box cars for the fugitive. Keith Curtis Hester was located in one of the cars by an off-duty Madrid policeman, county sheriff and his deputy from nearby Greene County and taken into custody.

Engineer Paul E. Torrence retired Mar. 24. He began his career with the railroad in September 1918 as a call boy in Marion, Ia., while still attending school. When that terminal was moved to Atkins, Ia., in 1919 he worked there as call boy, also operating the turntable. His date as fireman is Oct. 10, 1921. He was promoted to engineer in 1924 and had an engineer's service date of Jan. 24, 1948. He worked in passenger service from 1954 to his last trip on Dec. 12, 1969, on train No. 104. Paul and Mrs. Torrence will live in Monticello, Ia.

Nels Jensen, car inspector in Council Bluffs Yard, retired Apr. 2 with 45 years and 6 months of service. Nels, born in Denmark, started as a box packer and had been a car inspector since 1934. He plans to visit his children and to travel throughout the country. Upon retiring, his fellow employees presented him with a purse.

Wire Chief George Straubinger's son, George, served as floor director for the new television program "Think Small—Think Trivia," produced and directed by the telecommunicative arts students at Iowa State University. The program is a new television game in which the small and often overlooked things in life are revealed.

Services were held recently in Perry for Mrs. Louise Bollerman Petersen. She was the mother of Des Moines Division Brakeman Billy Bollerman.

Cedar Rapids extended a welcome to Traveling Car Agent W. D. Tyvan and family. He has been headquartered in Cedar Rapids since March.

Switching Clerk Ken Scott of the Cedar Rapids freight office is a brand new grandfather, and we welcome Michelle Lynn Fly to the railroad family.

Iowa Division Engineer and Mrs. Robert M. Low became grandparents for the first time to a little girl, born to their daughter Barbara and son-in-law, James Boersma. The new father is in the service, stationed in Alaska.

A third generation Milwaukee Road youngster is continuing to make news. Miss Vicki McDowell was named "Miss Wool" at the Iowa State Fair in Des Moines and will be one of 20 college co-eds selected to compete for the title of "Miss Wool of America" in June. The crowning of the winner will be telecast nationally in San Angelo, Tex., on June 27. The national winner will receive a wardrobe created by 20 of the nation's leading designers and modeled on the program. She will also

Clayton L. Sturtevant, switchman at Savanna Yard, is presented a Silver Pass by Assistant Trainmaster R. F. Shive in recognition of 45 years' service, as Yardmaster George Correll stands by. For details, see Correspondent Eunice Stevens' news. (Photo by Walter I. Shrake, Savanna)



B&B Foreman Ralph Surbrook and Sectionmen Frank Swan and Henry Olson (left to right) display the gifts presented to them at their recent retirement send-off in Lewistown, Mont. For details, see the news of Correspondent Ed H. Mielke.



Traveling Engineer-Trainmaster P. W. Anderson, retiring on Mar. 1, receives a snazzy shirt and tie from co-workers at his headquarters in Montevideo, Minn. From left are Train Director Pat Maloney, Roundhouse Foreman Tom Golden, Agent Lynn Van Horn, Electrician John Lanning, Retired Roundhouse Foreman Elmer Ward and Trainmaster Jim Schwantes.



Employees at Deer Lodge, Mont., honor Time Revisor Howard Denton, retiring with almost 45 years of service (see the Rocky Mountain Division news). From left are the Dentons and Howard's time revisor associates Bruce Hamblin, Denise Gransbery, Catherine Morris (retired) and Hermund Larsen.



receive a \$2,000 college scholarship, an automobile, and a year of travel on behalf of the wool industry. Miss McDowell is the daughter of former switchman and Mrs. Earl McDowell and granddaughter of the late Harry McDowell of the signals and communications department.

Sp/5 Larry Lyons, son of Conductor and Mrs. Dean Lyons, has received recognition for his art work in the service publication at Schofield Barracks, Oahu, Hawaii, where he has been stationed since he left Vietnam. He is with the 513th Artillery. He plans to return to college for post-graduate work when his service duty is completed.

Retired Roundhouseman Cecil Gibbons passed away in April after a lengthy illness. Funeral services were held in Perry.

## Milwaukee Division

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Vaughn Stoner of the division engineer's staff was transferred to the Savannah office Apr. 15.

April 30 marked the retirement of C&M Passenger Engineer F. L. (Roy) Miller of Pewaukee. Miller started as a laborer at the shops in 1922, became a fireman in 1923, and was promoted to engineer on Dec. 24, 1948. He has purchased a place in Sun City and has already moved down there.

## Twin City Terminals

### TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

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

Jon N. Groth, son of Assistant Material Manager Norris Groth, has been appointed executive manager of the St. Louis Park Chamber of Commerce. After two years with the Peace Corps, Jon was with the St. Paul Chamber before his present appointment.



Jon N. Groth

All of us in the Twin City Terminals and on the Duluth Line are very proud that we won the President's Safety Trophy for 1969. The noon and evening dinner meetings were thoroughly enjoyed, and now we are looking forward to a repeat performance.

Proud grandpas Leo Winfrey, supervisor of diesel servicing, and Bill Peck, Minneapolis car foreman, announced the arrival of new grandsons. Bill had to fly to Atlanta, Ga., to get acquainted with the little guy.

Sympathy is extended to the families of John Zywicki, retired St. Paul

H. A. Unmacht, retired storekeeper, chairs the March meeting of the Milwaukee Businessmen's Club at the Top O' the Ocean in Tacoma. More than 100 active and retired employes attended. From left are Assistant General Manager Garelick; Lyle Smith, president of the retired group; E. S. Herzog, retired asst. to vice president-personnel; and Superintendent Sevedge.



carman, and Herb Winkel, retired St. Paul assistant roundhouse foreman, both recently deceased.

Laborer Raymond Warzala retired on May 1. His service dates back to January 1927 with the locomotive department.

## Rocky Mountain Division

### HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent  
Roundhouse Foreman, Harlowton

Doug Nissen, son of Conductor E. V. Nissen, has been chosen as one of the Boy Staters of Harlowton.

Retired Engineer Graham Switzer passed away at Lewistown. The family moved to Montana from Missouri in 1917. Graham started with the Milwaukee at Lewistown in 1918 and retired in 1964. His entire service was on the North Montana division.

Atha Griffith, daughter of Homer Griffith, yard clerk, and Jan Girard, daughter of Roundhouse Foreman Jim Girard, were among those chosen for Girls State from the Harlowton area.

Sam Lane, electrician, has transferred from Deer Lodge to Harlowton, and Al Davis, pipefitter, has returned to the Harlo shops. Several others were employed, due to the extra units being maintained at Harlo.

Assistant Superintendent-Trainmaster Harold Mahoney has been named by the ICC as a member of the National Defense Executive Reserve. The appointment required clearance by the FBI and involves responsibility in case of a national crisis requiring coordination of transportation.

Young people of Milwaukee families who are eligible for the Kiwanis Scholarship Banquet are Janet Griffith, Ron Tuss, Art Winsky, Jan Girard, Atha Griffith, Linda Tronnes, Tamara Flemming, Colleen Murphy, Marilyn Peccia, Peggy Stewart, Carol Daggett, Kathy Winsky, Arla Anderson, Nancy Mahoney, Suzie South, John Daggett, Michael Murphy, Debbie Cox, Susan Stoltz and Judy Stewart. This is a special banquet honoring the town young people for high grades in the upper grades of school.

A. J. Martin, 57, died recently, apparently from a heart attack. Mr. Mar-

tin had been running into Harlowton for a number of years, and worked both as a brakeman and conductor. His home was in Three Forks.

Carol Ann Daggett has been awarded a scholarship to study French at the University of Georgia this summer. She is the daughter of Trolley Lineman Carl Daggett.

Yard Clerk "Lindy" Rasmussen was in the hospital twice this past winter, but is now back on the job. He reports that his son Don will enter the University of Kansas to work on his doctorate in geology. He has been employed as a geologist for Pan American Oil at

## Portage Hosts 27th Annual Hiawatha Bowling Tournament

The 27th annual Hiawatha Bowling Tournament at Portage, Wis., the week end of Apr. 4-5 was notable for a large attendance and outstanding scores. Forty-six visiting and local teams participated.

Single, double and team events on a handicap basis were held both days. J. Frierdich of Madison, Wis., swept the boards, as high man in the singles with a 739, and in the all events with a total of 1,919. The 1,304 posted by D. Athmann and J. Donner from Minneapolis won the doubles, and the Triangle Pro Shop from Milwaukee took the team event with a gross of 2,999. Trophies were awarded to the first place winners and to each man on the first team.

On the social side, guests and their wives were entertained at a dinner dance in the VFW Club adjacent to the Portage Sports Bowl. About 275 couples attended. Mrs. Ira Warfield of Beloit, Wis., wife of Locomotive Engineer Warfield, was chosen the tournament queen.

Bowlers in the Twin City area will host the 1971 all-employee tournament, which will be held at Winona, Minn., the week end of Apr. 17-18.



New Orleans.

Bill Youngbauer, son of Lineman Pat Youngbauer, was the only high school junior chosen on the Southern Division B All-Conference "Dream Team."

Judy Griffith, daughter of Yard Clerk Homer Griffith, is on the honor roll at Rocky Mountain. Elsie Achuff, daughter of Roundhouse Foreman E. H. Mielke, has again received all "As" this past quarter.

Lewistown was the location of a retirement party for three of our people recently—B&B Foreman Ralph Surbrook, and Sectionmen Frank Swan and Henry Olson.

Ralph started with the Milwaukee in 1930 at Falcon, Ida., as carpenter helper, advanced to second class carpenter in 1935, water service in 1955, and bridge crew foreman in 1942. He transferred to the Idaho Division in 1958 and back to Lewistown in 1960. He plans to live in Missoula.

Frank started with the Milwaukee on Apr. 2, 1918. All his service has been in the Lewistown area, and he plans to continue living in Lewistown.

Henry started with the Milwaukee in Minnesota on Jan. 21, 1946. He came to Lewistown in June 1959. He will live there after retirement.

#### DEER LODGE AREA

Ona Lake Correspondent  
Superintendent's Office, Deer Lodge

Jerry Blonigen, assistant division engineer, was recently transferred to the Twin City Terminals. Before leaving, Jerry was honored by engineering department co-workers at a coffee hour and presented a brief case from his many friends.

W. E. Hobart was promoted to assistant division engineer. Bill, a native of Deer Lodge, and his wife, Vonie, have five children. The entire family believes that the best possible vacation is one spent at one of Montana's beautiful lakes, fishing and water skiing.

Linda Smith, 13-year-old daughter of Load Dispatcher W. D. Smith, is confined to the Shrine Hospital in Spokane at this writing.

Engineer Ivan Millin Jr. and the Mrs. moved to Deer Lodge in March, from Aberdeen, S. D.

Mr. and Mrs. Gary Winslow became the proud parents of a boy, Jeffrey Guy Warren, on Mar. 4. Sue is the trainmaster's clerk in the superintendent's office at Deer Lodge, and Gary is a brakeman on the division.

Congratulations, John Mentzels of Drummond, on your 88th birthday. John, who was employed in the maintenance of way department 47 years, today is as vitally interested in the railroad and our employes as he ever was.

Howard Denton, who retired recently after almost 45 years of service, the last several years as time revisor at Deer Lodge, was honored at a coffee hour in the superintendent's office. Since Howard is an outdoor enthusiast, his friends wish him a lot of en-

G. D. Rafferty, engine watchman at Mason City, Ia. (second from left), receives his certificate of membership in The Wise Owl Club. On hand for the presentation are, left to right, Assistant Master Mechanic R. A. Harris, Roundhouse Foreman C. N. Buzicky and Traveling Engineer-Trainmaster R. W. Rask.



joyment with the binoculars they presented to him.

Engineer Frank Gustafson of Alberton, Mont., was commended recently for preventing the injury and possible death of a young girl who wandered onto the right of way. She appeared to be playing on the track when Gustafson saw her, but by placing his train in emergency he was able to avoid striking her. The commendation by Assistant General Manager Martin Garelick read in part, "It is indeed a great pleasure to tell you how much we appreciate your alertness which resulted in saving the girl's life."

#### EAST END

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

Mrs. Ina Mae Sturdevant, state president of the Degree of Honor and wife of Section Laborer L. L. Sturdevant, was kept busy during March making inspections and official visits to lodges in the state. She was accompanied by Mrs. Susan Oxenreider of Roundup, district director.

Marie Kern, daughter of deceased conductor Joe Kern, was selected 1970 "Woman of the Year" of Miles City by the Miles City Business and Professional Women's Club. Miss Kern operates Marie's Gift Shop and has been active in many civic affairs. Her name will be entered as a candidate on a statewide basis in the contest conducted by the Montana Federation of Business and Professional Women's Clubs.

Among the members of the Eagles Auxiliary honored at a potluck supper were Mrs. T. M. Bankey and Mrs. E. E. Steiner with 25-year membership pins, and Mrs. Jake Hilderman, Mrs. Henry Johnson, Mrs. Louie Rask and Mrs. John Ross for 30-year memberships. Mrs. Knute Peterson was a member of the committee hosting the meeting.

Mrs. L. G. McDonald, wife of Retired Fireman Leo McDonald, was honored for her 50-year membership in the Eastern Star. Also eligible but unable to attend was Retired Engineer Harry Schultz.

Retired Electrician and Mrs. W. E. Stricker and Miss Mary Haughawout, daughter of deceased B&B carpenter E. B. Haughawout, were awarded 50-year certificates for their continued



Head table group at a National Transportation Week luncheon in Seattle May 11 (see Correspondent Laura K. Schaub's news): from left, Irene Crenshaw, past president of the Women's Traffic and Transportation Club, who was Seattle's "Transportation Woman of the Year;" E. F. Sohns, district manager, Pacific Inter-mountain Express; William Brassell, foreign freight manager, Union Pacific, and president of the Men's Transportation Club of Seattle; Lee Derr, secretary to Milwaukee Road regional manager-sales and trustee of the Women's Traffic and Transportation Club; and R. G. Jocelyn, vice president, Puget Sound Freight Lines.

membership in the First Methodist Church.

The following Milwaukeeans, either individually or representing various service organizations, were among those honored at the 19th annual Veterans Administration Voluntary Service awards ceremony: Mrs. Sadie Glover, Mrs. W. J. Norton, Arnold Running, Mrs. Winnie Walters, Mrs. E. B. Williams, Herbert Lathrop, M. E. Timmons, Gene Prahl and Mr. and Mrs. Harry Wood.

Congratulations to Agent and Mrs. Rod Clark of Ingomar on the birth of their baby girl . . . and to Mr. and Mrs. Charles Harris Jr. on the birth of their daughter. Mrs. Harris is the former Beverly McDowell, daughter of Brakeman and Mrs. D. McDowell.

Michael T. Friedt, son of Engineer and Mrs. S. V. Friedt, has been promoted to staff sergeant in the Air Force and is presently stationed at

McConnell AFB, Kansas. . . S/Sgt. Gary J. Norton of the U. S. Marine Corps has returned after a year's tour of duty in Vietnam and is now assigned to Camp Pendleton. He and his family visited over Easter with his folks, Retired Yard Foreman and Mrs. W. J. Norton.

The Alaska North Slope oil bonanza has provided an enterprising young man with a new business. Jim Dahl, son of Conductor and Mrs. H. A. Dahl, after managing night spots, supper clubs and more recently the Elks Club in Anchorage, has started the Denali Food Service & Maintenance Co. in Alaska. Jim first purchased the Denali rooms in Anchorage, a home-away-from-home for off-duty construction workers and other men who were visiting Anchorage. Later he took a job with a drilling company to see how they were run. From this experience he started his company, a catering operation that now feeds and houses two sizable Trans Alaska Pipeline System road construction camps.

Retired Engineer George Williams sustained a broken arm last winter but recuperated sufficiently to join a tour to Hawaii in March.

Congratulations are extended to Douglas C. Ellingson, son of Agent and Mrs. Robert Ellingson of Baker, on his recent marriage to Diane C. Taylor. The couple are making their home in Billings, where Douglas is a junior at Eastern Montana College . . . also to former Miles City shop-worker Charles R. Washburn on his Feb. 7 marriage to Gladys Haworth.

Retired Assistant Roundhouse Foreman and Mrs. Harry Wood celebrated their 50th wedding anniversary on Apr. 1 in Butte, where Harry was hospitalized recovering from an operation. Mr. and Mrs. Wood were married in Anaconda where Harry was a machinist for the BA&P and Mrs. Wood, a former BA&P worker, was then working for the Anaconda Copper Mining Co. while the Big Stack was being built. Later they both worked for the Milwaukee at Deer Lodge, he as a machinist and Iretta in the office. The Woods are now back in Miles City.

Word was received that Retired Roundhouse Foreman Farnham Denson of Kalispell is recuperating from an eye operation.

**ON THE SPORTS SCENE:** Larry Hilderman, grandson of Mr. and Mrs. Jake Hilderman, has been named head wrestling coach at the University of Montana in Missoula . . . Mike Lester, son of Signal Supervisor and Mrs. M. S. Lester, was named to the first team of the all-conference district teams by the Montana Coaches Association. He was also named on the first team of the 2-B Tournament held in Miles City and missed being named Most Valuable Player by one vote. . . Don Guidice, son of Engineer and Mrs. C. E. Guidice, and Rod Slater, son of Brake-man and Mrs. K. Slater, were members of the Custer County Cowboys team which placed fourth in the Class A state basketball tournament. Don is also piling up points for the Cowboys in track and field events. Alen Slater was a member of the Washington Junior High team which won the Kiwanis tournament this year. . . Katie Lemire, daughter of Trainmaster-Traveling Engineer and Mrs. P. M. McLean, has been proving her skills on the tennis court by winning matches at Billings and Glendive . . . Carman Lindy Ness took third place in the Big 32 bowling tournament held Mar. 29 at the Red Rock Lanes . . . Mrs. Max Guidice was a member of the winning team in the annual Women's City Bowling Tournament. Mrs. Sadie Glover and Mrs. Ruth Golden took second in the doubles events.

Katie Lemire, Nancy Bickel, daughter of Conductor and Mrs. E. T. Bickel, Debbie Taylor, granddaughter of Retired Brakeman and Mrs. Knute Peterson, and Nanette Stuckey, daughter of Agent and Mrs. G. A. Stuckey, were named to the National Honor Society at Custer County High School.

LaVerne Larimore, son of Assistant Roadmaster and Mrs. Ken Larimore and a member of Boy Scout Troop 245, was the recipient of the Eagle Scout award, the highest award in scouting. LaVerne's dad is also active in the



"Dad, can I use your Railway Guide?"

scouting program as the scoutmaster of that troop.

We note with sorrow the passing of the following and extend sympathy to their families: Harvey Wilkins, a retired machinist . . . Mrs. Mary Ellen Schultz, widow of Gus Schultz, a retired conductor . . . William Albert Lewis of Marmarth, a retired member of the maintenance of way . . . Louie Nellis, retired engineer . . . Adolph Schefer, brother of John Schefer, former custodian of the Melstone bunkhouse . . . Winslow C. Gorman, retired conductor . . . Frank W. Spear, retired conductor . . . Mrs. Selma W. Rydell, widow of Retired Machinist John A. Rydell . . . Charles S. Kirk, son of deceased brakeman Will H. Kirk . . . William A. Klar, father of District Adjuster W. C. Klar . . . Velmor E. Clark, brother of Engineer K. D. Clark . . . Mrs. Irene Scott, sister of Yard Clerk T. M. Bankey . . . Mrs. Violet McDonagh, mother of Mrs. W. C. Klar . . . Mrs. Nina H. Ross, widow of Retired Agent W. N. Ross . . . and Mrs. Bessie Dennis, sister of Mrs. Harry Wood and widow of Retired Machinist James Dennis of Deer Lodge.

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**MORE THAN 100 TOOLS FOR WORKING SAFELY • • •**

The importance of safe working habits was emphasized at a recent staff meeting on the Rocky Mountain Division of the Milwaukee Road in Deer Lodge, Mont., by a display of more than 100 items designed for working safely. The display, arranged by District Safety Engineer C. C. Clinker, demonstrated that no matter what the nature of the work, there is a safe way, tool, or protective gear to use in doing it. The exhibit was part

of the continuous program to promote safety awareness in all departments, and especially among men on jobs requiring protective equipment. Above, Mr. Clinker (left) discusses features of a new safety shoe with Superintendent W. F. Plattenberger, and to the right are some of the more than 100 items displayed. At far right is a mechanical device used to demonstrate proper lifting techniques.

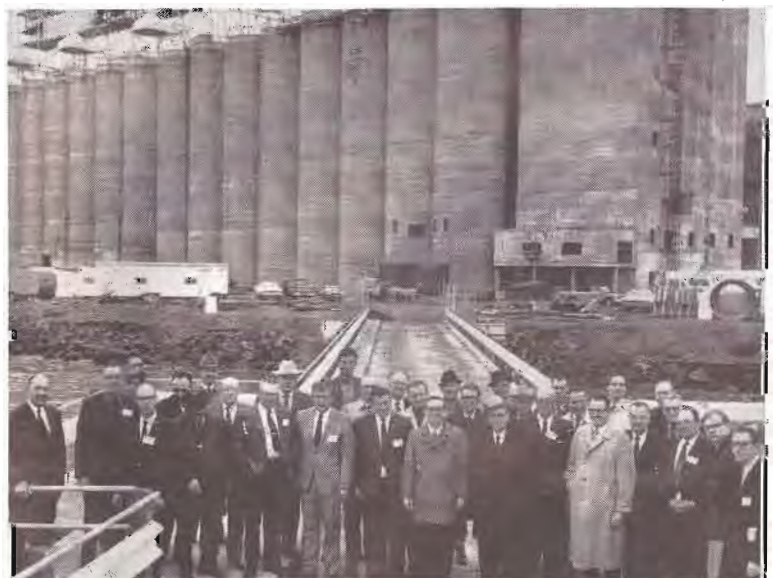
**NATIONAL TRANSPORTATION WEEK IN IOWA.**

Governor Robert D. Ray of Iowa puts his signature to the Presidential proclamation designating the week of May 10 as National Transportation Week and May 15 as National Defense Transportation Day. Observing the governor's proclamation throughout the State are H. S. Peterson, traffic manager of the Soybean Processing Division of the Farmers Grain Dealers Association of Iowa, Mason City (left), who was State chairman of National Transportation Week, and W. H. Stewart, sales representative of the Milwaukee Road in Mason City and president of the North Iowa Traffic Club.



May-June, 1970

**TRAVELING GRAIN SEMINAR.** Members of the Montana Wheat Research and Marketing Committee inspect the Port of Seattle's new Terminal 86 export-grain facility, a \$15 million project slated for completion in September. Touring with the group are L. B. Horton, commissioner of agricultural and mineral development, fifth from right, and in front of him, G. A. Dyke, agricultural agent at Spokane, Wash. The group is standing on the approach of the offshore pier, where ships may load down to 73 feet in the water, probably the deepest harbor berth in the world. (Port of Seattle photo)





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