

**MEMORIAL RESOLUTION OF THE FACULTY
OF THE UNIVERSITY OF WISCONSIN-MADISON**

ON THE DEATH OF PROFESSOR EMERITUS WILLIAM H. DODGE

For 43 years, Professor William H. Dodge served on the faculty of the University of Wisconsin-Madison School of Business and its transportation and public utilities department. Professor Dodge exemplified the Wisconsin Idea.

William Dodge was born in Newton, Massachusetts on May 20, 1926. Though he lived in Wisconsin for over half of his life, he never lost his identity as a down east Yankee.

Professor Dodge earned his Bachelor of Science degree from Syracuse University in 1949 and his Masters of Arts degree from Washington State University in 1951. After working for two years as highway economist for the North Dakota State Highway Department, he entered the Ph.D. program at the University of Wisconsin where he earned his doctorate in 1957.

Bill Dodge was trained well in the Wisconsin tradition. His Wisconsin faculty mentors were Professor Lionel Thatcher and Professor Martin Glaeser, both institutional economists in the tradition of Professor John R. Commons. Like his mentors, Professor Dodge devoted his academic career to the study of regulated industries, especially in the transportation sector.

Professor Dodge obtained his first academic position in 1957, as assistant professor of business administration at the University of California-Berkeley and research economist in the Institute of Transportation and Traffic Engineering. Professor Dodge joined the faculty of the University of Wisconsin in Madison in 1959 as a tenured associate professor; he was promoted to professor of business in 1964. He served in that position until his retirement in 1990 when he was named professor emeritus.

Throughout his academic career, Professor Dodge concentrated on transportation economics. He restructured, refocused and modernized the university's curriculum in transportation which had, up until that time, dealt separately with railway, motor carrier and air transportation. His new curriculum of transportation economics, carrier management, logistics, transport in economic development and transportation policy was adopted several years later by other schools with transportation programs. Bill was particularly proud that five doctoral students in the first transportation policy course went on to research transportation policy and contribute significantly to the national transportation deregulation policy debate.

Bill's academic contributions in transport economics were significant and wide ranging. He was a critic of wasteful and unnecessary regulations. However, rather than calling for wholesale deregulation when it was common to do so, Bill looked for ways to eliminate inefficiencies by reforming regulation policies and practices. Bill's academic peers recognized his contributions, and in 1975 he was named the chair of the Transportation and Public Utilities Group (TPUG) of the American Economic Association.

Four times during the 1960s Bill submitted scholarly papers to the annual essay contest sponsored by the Association of Interstate Commerce Practitioners. Each paper was devoted to transportation policy, and each won second prize. Bill shrugged off his success by using an analogy from baseball: "I batted a thousand, but my slugging average was only 500."

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Bill was especially interested in transportation policy and transportation's role in economic development. In 1965 he went to Sierra Leone as a transportation economist with Battelle Memorial Institute to help with highway feasibility studies. At Wisconsin, with Professor Warren Bilkey, he taught an interdepartmental seminar on the impact of transportation on the economic and social development of Central America. The seminar had students from business, sociology, political science and law. It met for the spring semester at the university and then moved to Costa Rica where extensive fieldwork based on the Madison seminar was done.

He followed up his experiences in Sierra Leone and Cost Rica by serving as advisor to the Ministry of Transportation and Communications of the government of Ethiopia from 1971 until 1973. There he prepared seven reports dealing with shipping lines, inland waterways, port labor wages, highway planning and the economics of road design standards and local rural roads.

Bill had a great sense of accomplishment in his Ethiopian work where his efforts satisfied his ingrained sense of public and social concern. This was the type of Wisconsin Idea work that really mattered to him. Shortly before he retired he spent six weeks in Kenya working on the role of transportation infrastructure for the Market Development Program of the United States Agency for International Development.

Bill not only served those in far away places but also those in the United States at the national, state and local levels. He very much enjoyed the work he did with the City of Madison over a three-year period starting in 1967. In October of that year he assisted Law Professor Nathan Feinsinger in mediating the bus strike in Madison. When the strike ended, Bill was named chair of the Ad Hoc Bus Study Committee set up by, and reporting to, the Madison City Council. He helped negotiate the purchase of the bus company and later was the president of the City of Madison Bus Utility Commission from July 1968 to July 1969. In 1970 Bill was given the "Page One" award by the Madison Newspaper Guild for his service during the bus strike and subsequent activity leading to the city purchase of the bus company.

His work with Madison bus issues inspired his monograph, *Elements of Publicness in Urban Transit*, that he co-authored with Professor Donald Harmatuck. Dodge and Harmatuck used census data and Madison referenda voting patterns to infer the extent to which urban transit benefits would be unrealized if the city's bus service were privatized.

Bill was a consultant to the Wisconsin Department of Revenue regarding the tax base for interstate trucking companies. He investigated the influence of Wisconsin's highway system on its economy as well.

Surely Bill's intellectual mentors, Professors Thatcher and Glaeser, and their mentor, Professor Commons, would be proud of Professor Dodge's academic contributions and faithful application of the Wisconsin Idea. He was an excellent teacher, an insightful researcher, and he brought the expertise of university faculty to bear on problems in the community, the state and the world.

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