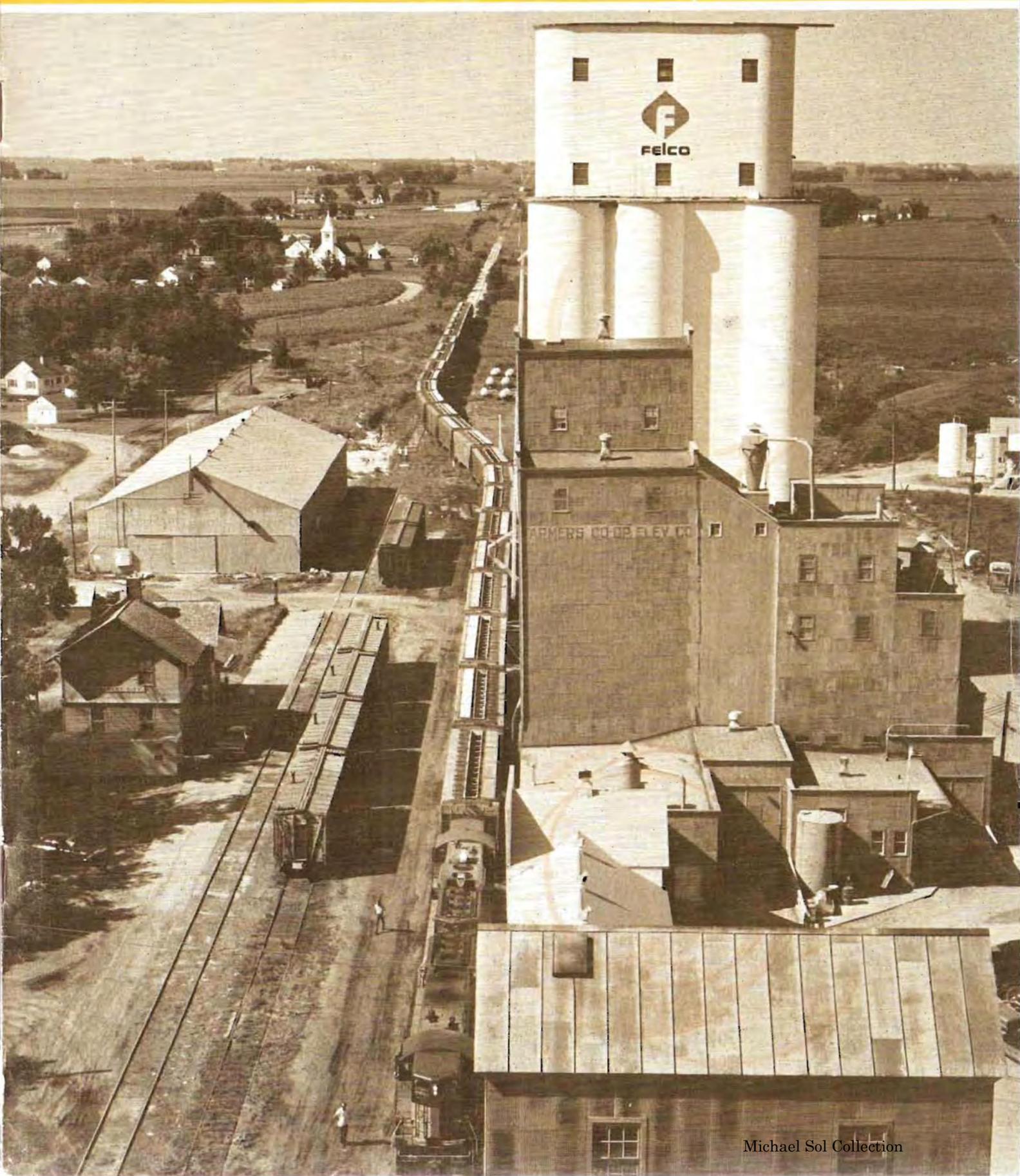


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

september
•
october
1972



The Real Estate, Economic and Resource Development Department

by Edward J. Stoll, vice president—
*Real Estate, Economic and Resource
Development*



The very title of the Real Estate, Economic and Resource Development Department sounds intriguing. We all see the results of real estate development projects with the construction of new residential complexes, shopping centers and towering skyscrapers. Occasionally we are aware of the fact that such projects are being developed as a part of a station complex or an air-rights project such as those involving the Chicago Union Station. We may also be aware of the major industrial development districts which have been and are being established throughout our territory.

Yes, it is a glamorous business, but it's also hard work which needs cooperative effort and support of all departments on the Milwaukee Road to succeed.

We look to the Traffic Department in particular for identification of prospects interested in establishing rail-served facilities on our line. That does not eliminate, however, the strong possibility of obtaining leads from other sources, and we have instances where very desirable facilities have been established on our line as a result of tips provided by employees ranging from section foremen to the president.

The Engineering Department provides us with plans and cost estimates for the construction of trackage, roadways, installation of utilities, and even construction of buildings, which are necessary to permit effective negotiations. Traffic estimates, rate information and other important matters concerning a shipper's needs for special equipment are supplied by the Traffic Department along with help in convincing our prospects of the desirability of using Milwaukee Road service.

We look to the Operating Department to obtain information concerning ability to serve a specific area, fre-

quency of service, and determination of requirements for specific track layouts. Conferences with the Law Department resolve problems about liability and interpretation and development of contracts, deeds and leases. Assistance is obtained from the Accounting Department concerning interest rates, cash availability and complete economic feasibility studies.

Electric power and gas companies supply us with information regarding availability, cost and dependability of electric or gas service. Community officials assist us in developing information regarding water analysis and availability, storm and sanitary sewer requirements and availability, zoning and performance standard requirements. State and county officials supply us with much needed information regarding labor availability, existing or planned highway projects and requirements for environmental consideration. Contractors and architects assist in providing unit costs for construction in local areas as well as special conditions affecting foundations or height limitations.

The list is endless, but without development of these many facts from these sources we cannot be effective in finalizing negotiations resulting in establishment of important facilities in our territory. I like to think of the department in the role of expediter assigned the responsibility of being the contact point with outside industries for the purpose of accumulating and disseminating site selection information. When it's done that way, the industry feels more comfortable—and, because of the professional capabilities of our personnel, is assured that it has obtained the full and complete information it needs to meet its requirements for analyzing specifications.

An important result of the Real Estate, Economic and Resource Development Department's successful efforts is the Franklin

Park Industrial District (below), largest on the system, adjacent to the railroad's Bensenville yard.



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THE COVER

The first shipment to move under the Milwaukee Road's new tariff for multiple shipments of corn and soybeans for export is shown as it was loaded on Aug. 27 in Albert City, Iowa. Photo by James W. Burcham, public relations representative.



transport briefs

Senate OKs \$300 Million For Grade Crossings

The Senate has approved and sent to the House the Federal Highway Act of 1972 which includes allocation of \$300 million in both fiscal years 1974 and 1975 to eliminate and reduce hazards at grade crossings and other dangerous road locations. The vote on the measure came Sept. 19 after a floor fight which resulted in opening up the Highway Trust Fund for mass transit purposed for the first time in the fund's 15-year existence. The Senate also passed an amendment allowing states to use up to \$800 million annually for building rail transit systems and purchasing buses in urban areas.

Senate Committee Approves Revised STA

The Senate Commerce Committee has approved a drastically revised version of the Surface Transportation Act that would provide up to \$3 billion in loan guarantees, but would impose restrictions on dividends, non-transportation investments and salary increases by carriers for which loans are guaranteed. Railroad use of the funds would be limited to buying, financing and building such things as track, terminals, signals and other facilities. In August, the Senate approved a bill that would make available up to \$2 billion in loan guarantees for rolling stock purchases. Under the newly approved committee bill, the Secretary of Transportation would have to be satisfied that expenditures from the authorized loans "will improve the utilization and distribution of rolling stock and materially contribute to the efficiency of rail operations" before a loan guarantee could be made.

DOT Predicts Railroads Will Haul 1.2 Trillion Ton-Miles of Freight by 1990

Railroads will be carrying more than 1.2 trillion ton-miles of freight traffic by 1990, the Department of Transportation estimates. And though their share of total traffic will still be larger than any other mode, DOT predicted the railroads' percentage of the total will be down by about 5 percentage points from 1970. While the report estimates that the railroad and water carrier shares of traffic will decline by 1990, pipelines and private and for-hire trucking were seen as increasing. Air cargo is also expected to climb, although DOT estimates its share at only 0.8 per cent in 1990.

Amtrak Reports \$153 Million Loss in First Year

Amtrak, the National Railroad Passenger Corporation, reported that it lost \$153.47 million in its first business year but managed to attract a large number of riders to its trains. Amtrak said passenger volume in May and June was up 13.7 per cent from the corresponding two months last year. June revenues rose 11 per cent from June, 1971, indicating "a historic decline in railroad passenger ridership has been reversed."

Right: Empty covered hopper cars move through the fertile corn country on their way to Albert City.

Below: After they have been moved onto the elevator siding, hopper cars await loading.

Albert City to Leningrad via Milwaukee Road



First Movement Under New Tariff



On August 27, the Milwaukee Road delivered 50 empty 100-ton covered hopper cars to the Farmers Co-operative Elevator at Albert City, Iowa.

The next morning the railroad picked up the cars, brimming with corn, and started them on their way to Chicago.

As it turned out, these routine train operations were just about the only ordinary aspects of this very special movement.

The 175,000 bushel shipment, from Albert City to Chicago's Calumet Harbor, was the first to move under the Milwaukee Road's new tariff for multiple shipments of corn and soybeans for export through Great Lakes and Gulf ports. Under the tariff, which went into effect August 28, reduced rates are granted to shippers who guarantee five or more consecutive 25- or 50-car shipments from on-line points in Illinois, Iowa, Wisconsin, Minnesota and South Dakota.

Continental Grain Company, the buyer, has shipped five 50-car trains



Left: Roger Landgraff, an employee of the elevator, watches as corn pours into the giant car.

Right: Four men who were largely responsible for working out the details of the movement talk during the loading at Albert City. Left to right they are: Bud McCanna, superintendent of the railroad's Iowa Division; Bob Couch, corn merchandiser for Continental Grain Co.; Bruce Anderson, manager of the Farmer's Co-operative Elevator at Albert City; and Howard Springer, manager-national accounts-grain for the Milwaukee.

Below right: Now loaded with more than 9 million pounds of corn, the 50 cars leave Albert City.



Spotlights Changing Grain Trends

from Albert City to the ports of Chicago and Milwaukee. This is the first time on the Milwaukee Road that any country elevator has loaded as many as five full trains.

The corn itself was also special, because it was bound for the Soviet Union as part of the recent \$1 billion grain sale to the Russians.

But, in addition to marking a number of "firsts", the initial shipment, the multiple train agreement and the new tariff are also important because they reflect various trends which could well have significant effects on the Milwaukee Road, farmers, grain elevators and the whole pattern of grain marketing in the Midwest.

Events leading up to the movement resembled a giant jigsaw puzzle in their complexity, and the movement was the product of months of planning and cooperation.

In fact, before any shipment was even considered, many things were already happening.

Recognizing the need for elevators on its lines to remain fully competitive

with other elevators, the Milwaukee Road traffic department had for several months been working out the details of a new lower rate for large volume export shipments.

The Albert City elevator, a more-than-\$2-million facility, had been planning movements of this size for four years and had been expanding its capacity to handle them.

And Continental Grain, a major grain company, was negotiating sales in export markets.

Then, on July 5, the Milwaukee Road announced its intention to offer reduced volume rates. As quickly as possible, the new tariff was prepared, printed and filed with the Interstate Commerce Commission.

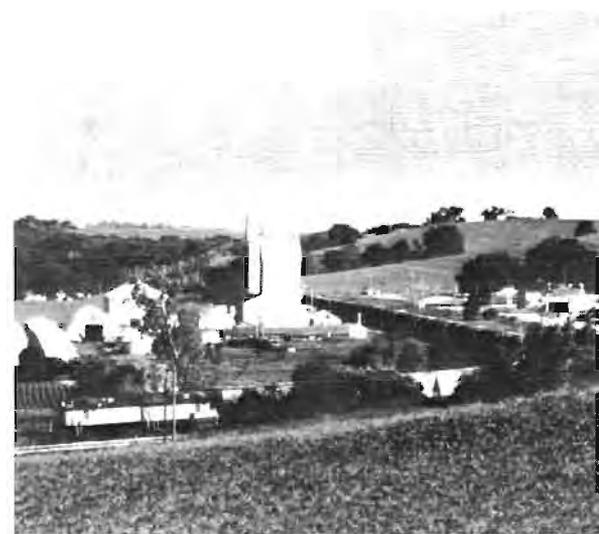
In mid-July, Continental closed several sizeable sales to the Soviets and needed a large supply of corn and an economical way to move it to port.

The elevator already had a great deal of grain in storage from last year's harvest.

Within this framework, terms advantageous to all parties were worked

out, and the multiple-shipment commitment became a reality.

Under the Milwaukee Road's reduced rate, the origin and destination of each of the five shipments may be different, as long as the shipments are consecutive. At the outset, Continental expected to be able to fill the necessary five trains from Albert City, but the destination of each might vary,

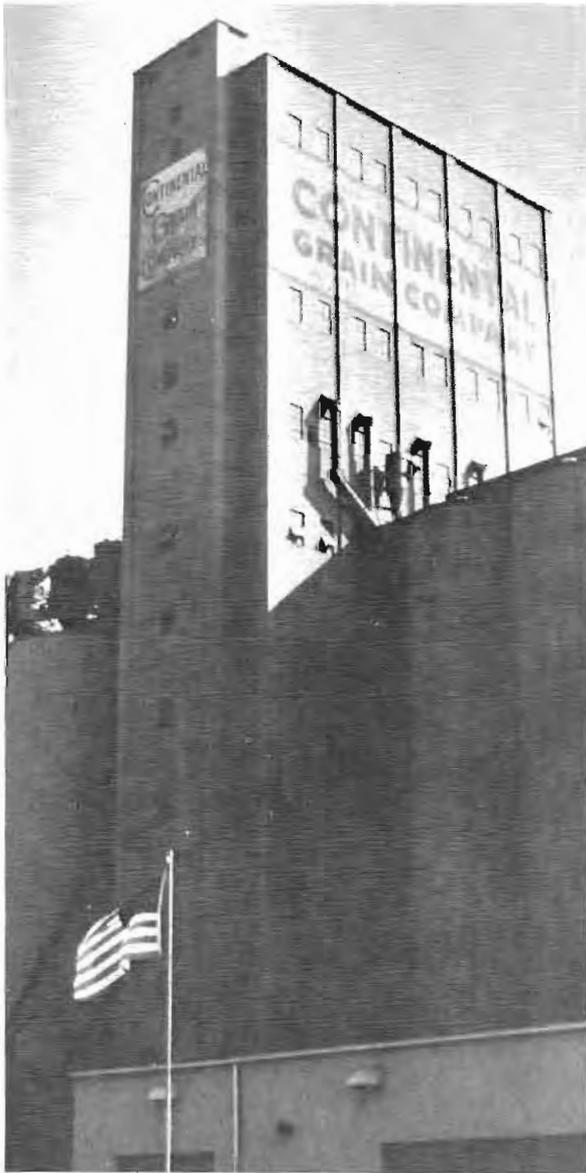


In the mists of the very early morning, the grain cars roll through Savanna, Ill., yard, headed for Chicago.

depending on ship schedules and the availability of port storage facilities at the time of each shipment.

In preparation for the movements, Continental had to secure the necessary ships and loading facilities well in advance. It also had to be certain that enough corn for five trains was available from the elevator.

The elevator had to purchase corn from farmers and have the grain and loading machinery ready to fill the 50 cars in a short period of time.



Above: Destination—Continental's huge loading elevator at Chicago's Calumet Harbor.

Right: After arrival at Calumet Harbor, the cars are unloaded and the grain goes into the elevator.

The railroad had to ensure that the line through Albert City, not a heavily-used track, was capable of handling the 6,500-ton trains. It also had to collect the 50 covered hopper cars and have them ready when and where they would be needed.

Arrangements were made to move the first 50 cars on August 28, the effective date of the new rate. At noon on Sunday, the 27th, the cars were moved onto the elevator siding at Albert City. The elevator went to work and loaded all 50 cars in six hours.

At about 9:30 a.m. Monday, the cars were moved out of Albert City to Spencer, Ia. The 50 hopper cars were then added to the regular train out of Spencer that afternoon. The train reached Dubuque about 4:00 a.m. Tuesday, crossed the Mississippi River at Savanna, Ill., and rolled into the Milwaukee Road's Bensenville

Yard, near Chicago, shortly after 9:00 a.m. on Wednesday. The shipment was then turned over to the Indiana Harbor Belt Railroad and the Penn Central who moved the cars to Continental's elevator at Calumet Harbor.

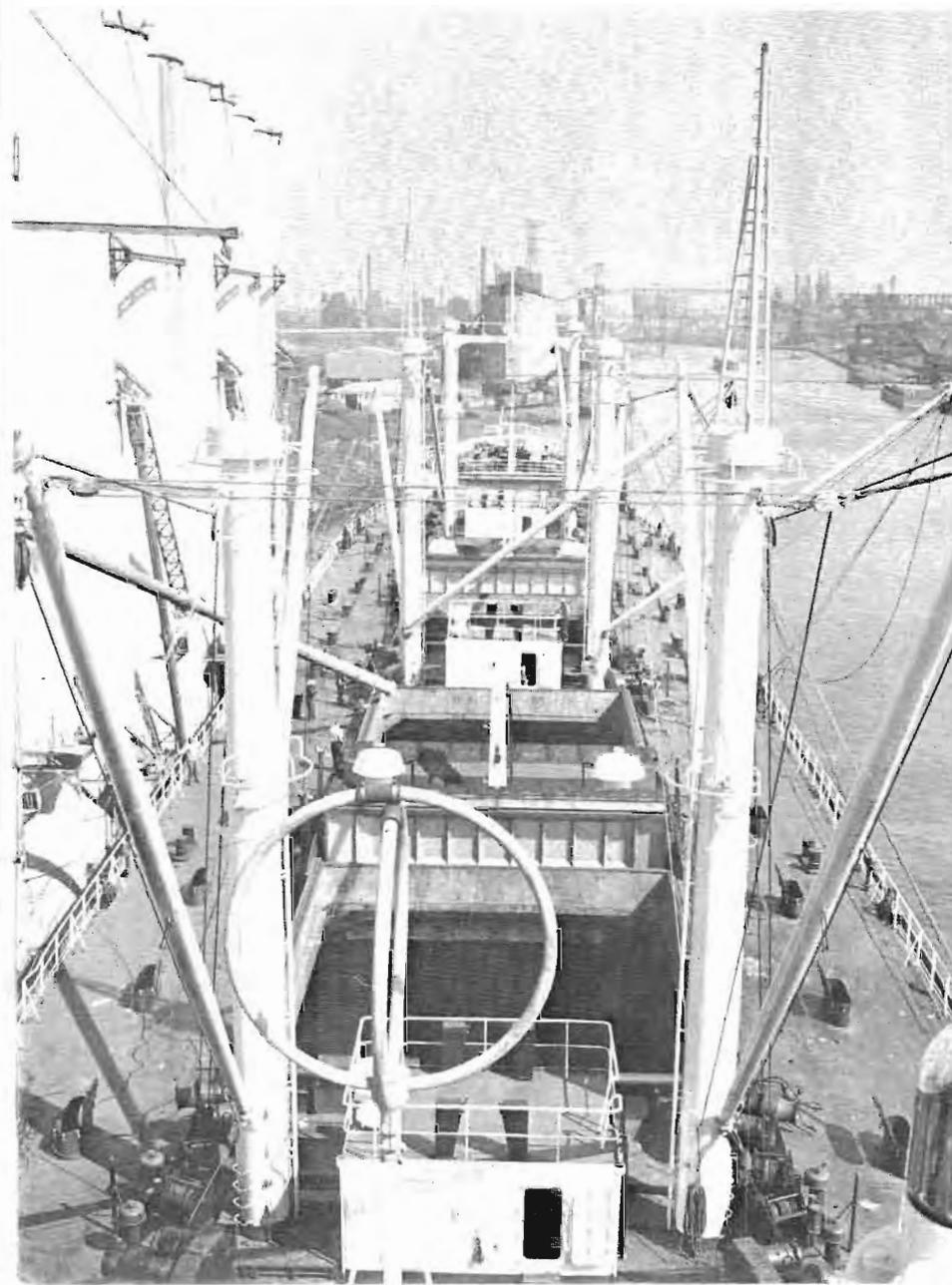
The cars were unloaded Wednesday morning and were started on their way back to Albert City. That afternoon the grain was loaded from the elevator into the Greek freighter "Olympic Pegasus". The freighter, bound for Russian Baltic Sea Ports, left Thursday morning.

The application of the unit train concept to grain movements is not new. However, until the inclusion of a multiple-shipment commitment, the actual reduction in the railroad's costs were not enough to justify significant rate reductions. But, by ensuring that its valuable 100-ton hopper cars will



Right: The Greek freighter "Olympic Pegasus" moves up the river, ready to moor at the elevator.

Below: Panoramic view of the harbor skyline as a loading spout is positioned over one of the ship's holds in preparation for loading.



be in continuous use for at least five weeks, the Milwaukee Road is now able to offer reduced rates.

As a "granger", or grain-carrying railroad, the Milwaukee has long been concerned with the economic vitality of the farmers along its lines. Lower transportation costs ultimately mean more money to farmers in the form of higher prices for their grain. This in turn can stimulate the economy of an entire region.

This approach, developing new ways to meet the specific needs of various customers, is at the heart of the Milwaukee Road's customer-oriented marketing philosophy. It is based on the idea that what is good for a customer's business is good for the railroad, because better business will mean more traffic.

But these innovations are not occurring in a vacuum.

They are only a part of the changing pattern of grain marketing in the Midwest.

At one time, farmers sold grain to the elevators closest to them. These elevators were small and made small, infrequent shipments to market.

The cost of serving these small, scattered elevators increased steadily and, because there seemed no sure way of improving the efficiency of the service, rail rates rose steadily.

As rail rates rose, more and more



Corn tumbles into the hold from the vacuum loading system. The ship has a capacity of 26,000 tons, although it only carried 15,800 tons when it left Chicago.

grain business was lost to truckers. Having more flexibility in operations and rate-making, truckers were able to offer lower rates.

Today, the situation is changing again and a trend is developing toward larger elevators serving larger areas

and shipping more frequently. This makes it possible for railroads to devise efficient new types of service and again offer truck-competitive rates.

Although not every large elevator will prosper, the trend toward larger elevators seems likely to continue because larger elevators have several competitive advantages.

First, they offer the potential for new kinds of rail service with lower rates. With lower transportation costs they can pay higher prices to farmers.

Second, because of their size, they handle larger quantities of grain which tends to reduce their per bushel operating costs.

Third, larger elevators lend themselves more readily to efficient marketing and management techniques.

Crucial to the further development of this trend is the implementation of new forms of rail service which will benefit the farmers and the railroad. The Milwaukee Road's volume export rate is merely one part of the rail industry's response to the whole changing situation.

What ultimate marketing patterns will develop is unknown at this point. But, right now, the Milwaukee Road is winning back grain business from truckers, many elevators are in the midst of expansion programs, and other elevators are exploring various avenues of adaptation. ■

Iowa corn leaves Chicago on a Greek freighter bound for Russian Baltic Sea ports.



Appointments

Signal and Communications Department
Effective Sept. 1

Wayne C. Kelly is appointed manager of communications with headquarters in Chicago, Ill.

Traffic Department
Effective Sept. 16

Glenn F. Reynolds is appointed assistant vice president of market development and pricing with headquarters in Chicago, Ill.

Safety Department
Effective Oct. 1

Robert Hickle is appointed director of social counseling with headquarters in Chicago, Ill.

Reedy to Head Illinois Trial Lawyers Society

James P. Reedy, general counsel for the Milwaukee Road, was elected president of the Society of Trial Lawyers on Sept. 21 at the organization's annual meeting in Chicago. An active member for several years, he has held various posts in the society including that of vice president.

In addition to his membership in the Society of Trial Lawyers, he holds membership in the Florida and American Bar Associations, the Conference of Railroad and Airline Labor Lawyers and is a member of the Board of Managers of the Chicago Bar Association. He is also a fellow of the American College of Trial Lawyers.

Railfans Tour Locomotive Shop

The Milwaukee Road Railfans Association, a group of railroad enthusiasts interested specifically in the study of the Milwaukee Road, held their first annual meeting on Aug. 19 in Milwaukee, complete with a conducted tour of the railroad's diesel house and locomotive repair facilities at the Milwaukee Shops.

The railfan club, which now has over 135 members—a great number of them Milwaukee Road employees—was organized last year by Jack Ellis, a railroad hobbyist who lives in Marion, Iowa.

STA's Chances For Passage Appear Slim This Session

Although considerable support has rallied behind the Surface Transportation Act, chances for its passage in this session of Congress appear slim because of time limitations.

Besides the rail, highway and water carriers who jointly sponsored the bill, the Administration and the railway labor unions have recently agreed to support the House Version (HR 16281) of the STA. A number of shippers, railroad suppliers, city councils and state legislatures have also voiced their support for the bill.

The full Senate has already passed the grade crossing protection provision of the bill as part of the Federal Highway Act of 1972. The act establishes a \$300 million safety fund for grade crossings and other high-hazard highway locations on non-federal aid highways. This fund is in addition to grade crossing improvement money already available under other federal highway programs.

The Senate Commerce Committee has approved and sent to the Senate a changed version of the STA. The bill includes \$3 billion in loan guarantees for regulated carriers with strings; new abandonment procedures with strings; reform of rate bureaus; a partial end to special procedures for government rates; an anti-discrimination clause on rates for recycled materials; and a provision requiring state regulatory agencies to take action on rail rate change requests within 120 days. Previously approved by the committee was legislation prohibiting discriminatory taxation and granting equipment loan guarantees to railroads.

The strings on the loan guarantees include: prohibiting a carrier using the guarantees from putting funds into non-rail projects without the ok of the Secretary of Transportation; allowing only minimal increases in stock dividends, and then only with the Secretary's approval; requiring DOT approval of all executive salary increases.

The strings on the new abandonment procedure are: a 28-month

moratorium on any abandonment to which there are now objections; requiring railroads to publish a diagram showing lines they may seek to abandon at least 12 months prior to any abandonment request. Favorable parts of the provision include retention of the variable cost standard, imposition of a six-month time limit on ICC considerations and provision of up to \$50 million annually in matching funds to keep unprofitable lines in operation.

The Senate bill needs considerable amendment to be acceptable and it is hoped the amendments can be worked out on the floor or in conference.

The version of the bill now before the House Commerce Committee is likely to reach the full House without major changes. The Committee is ready to consider the bill and hearings should start soon. If the STA does make it through the House without major alterations, and if amendment efforts in the Senate are un-

successful, or only partially successful, hopefully the unacceptable parts of the Senate version could be modified during the joint House-Senate conference on the bills.

Because of the upcoming elections, because the House Committee on Interstate and Foreign Commerce has not yet begun considering the STA, and because there will almost certainly be enough differences between the versions passed by the House and Senate to require a joint conference, final passage of any meaningful legislation will probably not come until the next session of Congress.

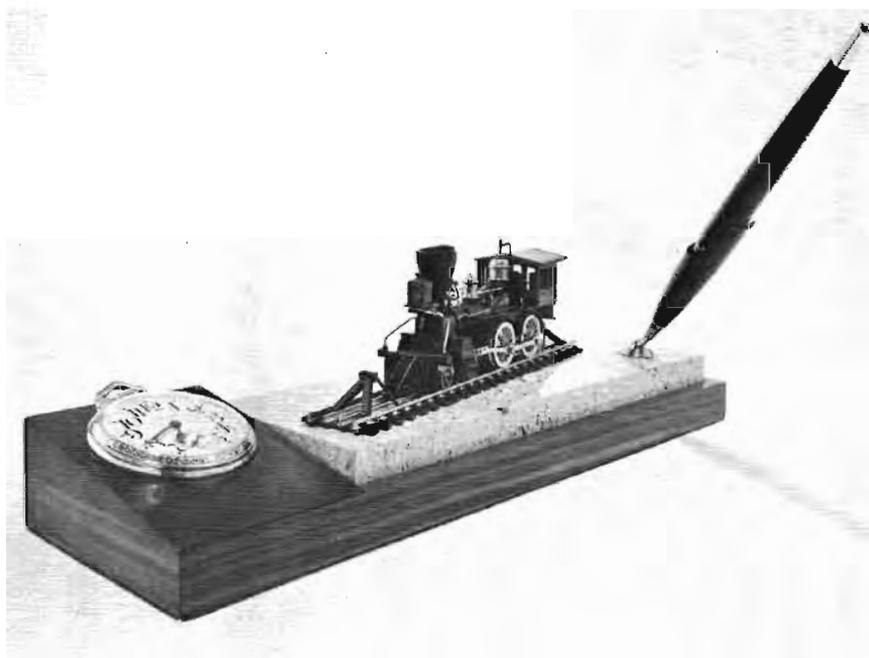
Harry Sengstacken

Harry Sengstacken, 78, of 1215 Glenview Road, Glenview, Ill., retired passenger traffic manager, died at his home on Aug. 28.

Mrs. Sengstacken preceded him in death. He is survived by a nephew, Edward Freund, and a niece, Mrs. Jeffrey Friend.

Mr. Sengstacken had been with the railroad for many years at the time of his retirement in 1959.

Funeral services were held on Aug. 31 at St. David's Episcopal Church in Glenview, with interment at Memorial Park, Skokie, Ill.



WIN SECOND PLACE IN SHELL OIL CONTEST. Darrell D. Fisher, car department superintendent at the railroad's Milwaukee Shops, and Ray J. Duman, car department chief clerk, were recently awarded second place prizes in Shell Oil's "Name the Products" contest. Fisher and Duman were both awarded custom made desk sets (shown above) which include a scale model of the "General" (Engine No. 39 of Civil War fame), a Parker pen and a Hamilton watch. The watches were assembled especially by Hamilton for the contest and are no longer in production.

"THE TIN TO COPPER CAPER":

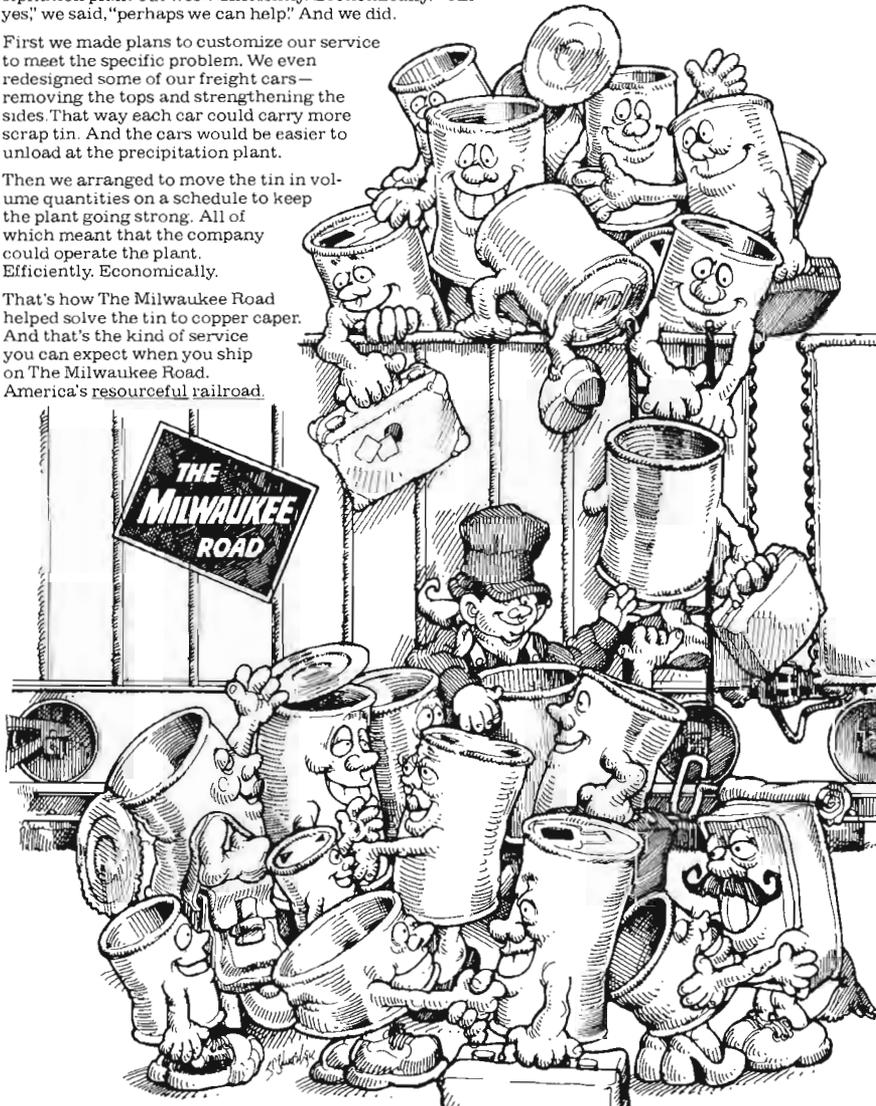
THE TIN TO COPPER CAPER.

Once there was a company that discovered a way to change scrap tin cans to copper. "It's not magic," they said to us at The Milwaukee Road. "We use a leaching process. But there's one thing missing. We need a way to transport the scrap tin from the principal sources in the Midwest to our precipitation plant out west. Efficiently. Economically." "Ah yes," we said, "perhaps we can help." And we did.

First we made plans to customize our service to meet the specific problem. We even redesigned some of our freight cars—removing the tops and strengthening the sides. That way each car could carry more scrap tin. And the cars would be easier to unload at the precipitation plant.

Then we arranged to move the tin in volume quantities on a schedule to keep the plant going strong. All of which meant that the company could operate the plant. Efficiently. Economically.

That's how The Milwaukee Road helped solve the tin to copper caper. And that's the kind of service you can expect when you ship on The Milwaukee Road. America's resourceful railroad.



"The Tin To Copper Caper," the headline of a new Milwaukee Road advertisement now appearing in national trade publications, sounds like a good title for a mystery or adventure story. In reality, it's no mystery, but it is an adventure, an adventure starring the Milwaukee Road doing what it likes to do best—gaining valuable business by helping its customers solve their problems.

The Anaconda Company, a leader in the mining and processing of copper, has a plant in Butte, Mont., which uses large quantities of scrap iron in the recovery of copper from a copper solution. The copper is precipitated (deposited) through a chemical reaction between the scrap iron and the solution.

Anaconda asked the Milwaukee to help them maintain a steady flow of scrap (primarily shredded "tin" cans) from their principal supply sources in the Midwest to their precipitation plant. The railroad responded by redesigning several freight cars, and arranging to move the scrap in volume quantities and on a schedule that would best fill Anaconda's needs.

The precipitation plant has grown from a small operation at the turn of the century to where it now supplies more than 10 per cent of the copper produced in central Montana. At first, scrap needs could be supplied locally by the Hooligan Can Company, a salvage firm named for the one-time comic page character, Happy Hooligan, who was always adorned with a tin can for a hat.

However, as the plant grew other sources for scrap iron were needed. This is where the Milwaukee entered the picture. Anaconda's primary source of supply is now in the Midwest, more than a thousand miles from their plant in Butte. Since the plant uses over 7,500 tons of scrap a month, a steady supply line was needed.

The Milwaukee converted 51, 50-foot, steel box cars to "super gondolas" by removing the tops, sealing

Study in Customer Problem Solving

the doors and reinforcing the frames. The new cars, which are able to carry a larger volume of shredded scrap and are easier to unload than standard hopper cars, together with a special volume shipment rate have made it economical for Anaconda to purchase their scrap in the Midwest and transport it to Butte.

The primary suppliers of the scrap, the Vulcan Materials Company in Gary, Ind., and the Wisconsin Metal and Chemical Company in Milwaukee, use old cans as their main source of iron and steel for Anaconda's precipitation process. They cut the tops and bottoms out of the cans, flatten them, burn off the painted labels and shred them. Not just any can will do. No barrels, five gallon tins or aluminum cans can be used. The cans must be under one gallon in size. After the cans are processed, they are loaded and shipped to Butte.

At the precipitation plant three five-ton bridge cranes are used to unload the cans directly into launders (long canals in which copper is precipitated) or into the storage bins which parallel the rail spur. The cranes are equipped with a large lift magnet to handle the scrap and a clamshell bucket to remove the precipitated copper from the launders.

According to James Ballard, superintendent of the plant's Leach and Precipitation Department, hydrometallurgy (the recovery of metal from ores by a liquid process) in the Butte area dates back to 1886, when a child's iron toy fell into a creek flowing from a mining area and became coated with copper.

"The child's father, a miner named Frederick Mueller, secured a lease on the mine waters and installed the first crude precipitation plant," Ballard said. "Four years later, the mine owners had installed their own treating plants.

An inbound shipment of shredded cans awaits unloading at Anaconda's Butte, Mont., precipitation plant. This scrap will be used to reclaim copper by means of a chemical reaction.





An aerial view of Anaconda Company's precipitation plant in Butte, Mont. Leach dumps are shown in the upper half of the picture. Anaconda Company photo.

The Milwaukee has converted 51, 50-foot, steel box cars to "super gondolas" by removing the tops, sealing the doors and reinforcing the frames. The new cars, which are able to carry a larger volume of shredded scrap and are easier to unload than standard hopper cars, together with a special volume shipment rate have made it economical for Anaconda to purchase their scrap in the Midwest and transport it to Butte.



"As the many individual companies were merged to become the Anaconda Company, the small plants were replaced by two main plants. Rails were used as the scrap iron source and all work involved in the processing of the cement (precipitated) copper was done by hand. The plants were gradually mechanized and shredded tin cans were tested in 1939."

The operation of Anaconda's plant involves the extraction of copper from copper-laden ground water pumped from unused mines. Sulphuric acid is added to the water, and this solution is poured onto the scrap iron. Copper metal then forms by means of a chemical reaction. This process is generally referred to as leaching.

The leaching process begins in the mines when the ground water dissolves deposits of iron pyrite, which almost invariably accompanies copper in the ground, and forms an iron pyrite solution. This solution, in turn, dissolves the copper from the ore and forms a copper sulphate solution.

This solution is pumped out of the mines and spread over a large area called a leach dump. The leach dump is made up of crushed rock containing traces of copper, but not enough to economically send through a mill for smelting. The solution picks up additional copper from this ore and is

transferred into a collection basin.

Once in the basin, the solution is piped to the precipitation plant where sulphuric acid is added and the solution is pumped into launders containing scrap iron.

The precipitation plant contains eight launders separated into six sections each. The scrap is spread evenly in each launder section and the copper sulphate solution is piped into the launders. The copper sulphate dissolves the iron, forming a ferric sulphate solution and copper.

The reaction, which usually takes 11 days, is aided by hydraulic slushers or sweepers which agitate and clean the copper from the scrap. The copper is flushed into drop tanks at the end of each launder where the cranes load it directly into rail cars for shipment to Anaconda's smelter 25 miles west of the precipitation plant.

In theory, .88 pounds of iron will recover one pound of copper. But in practice, due to the consumption of iron by the other chemicals in the solution, one pound of copper generally requires two pounds of iron. Copper obtained from this process is usually 80 per cent pure.

Anaconda plans to improve their operation in Butte and make it more efficient by the opening of an additional launder. This new launder will use an underflow process which forces the solution to percolate through the scrap iron instead of running over it. Such an improvement will speed up the process because more of the scrap will be exposed to the copper solution.

Another planned improvement is a complete recycling of the used solution through the plant and other facilities to eliminate any possible run-off pollution.

Anaconda expects to ship at least 75,000 tons (834 carloads) of scrap per year for the next five years on the Milwaukee. However, volume is expected to reach 100,000 tons (1,112 carloads) by the end of the first year and may go as high as 150,000 tons (1,667 carloads) per year within the five year period. This movement is expected to bring the Milwaukee in excess of \$1 million in new revenues during the first year of operation. ■



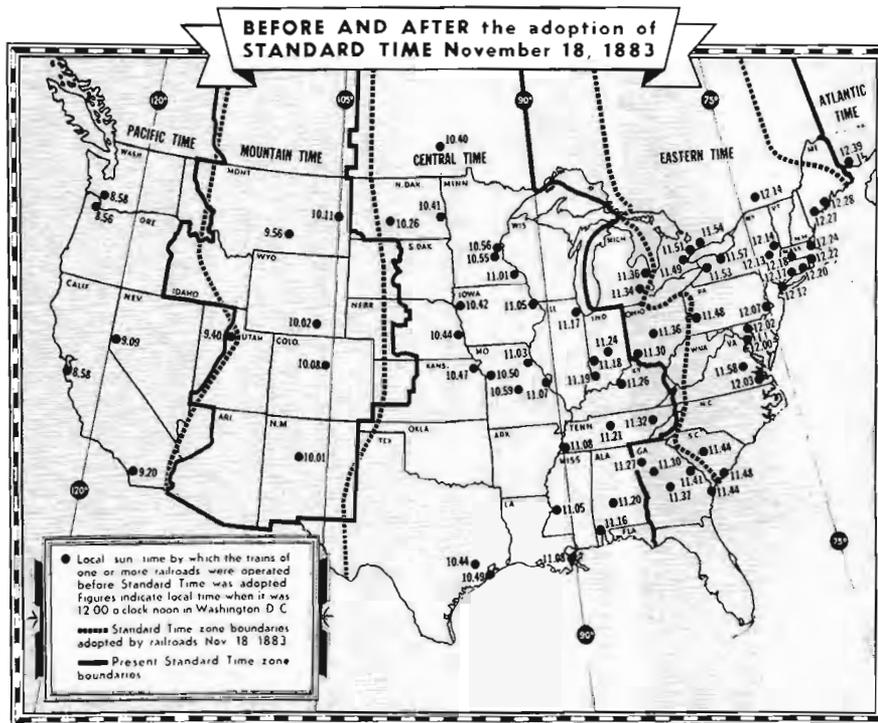
The precipitation plant contains eight launders (long canals in which copper is precipitated) separated into six sections each. The scrap is spread evenly in each launder section and the copper solution is piped in. The resulting chemical reaction forms copper that is nearly 80 per cent pure.

Hydraulic slushers or "sweepers" are used to agitate and clean the precipitated copper from the scrap. The copper is flushed into drop tanks at the end of each launder where the cranes load it directly into rail cars for shipment to Anaconda's smelter.



Standard Time:

THE DAY OF TWO NOONS



ONCE, AMERICA'S RAILROADS RAN on many different times—in fact, so did all of America.

Railroads, faced with the impossible task of trying to set and maintain schedules and service in the nation's more than 100 time zones, called a convention in Chicago in October 1883 to devise a solution. Their struggle with the problem led to the establishment of an international time standard based on Greenwich Mean Time.

On Nov. 18, 1971, a bronze tablet commemorating the 88th anniversary of the adoption of the Standard Time system was unveiled in Chicago. The plaque, telling the story of the convention and of Standard Time, is on the Jackson Boulevard side of the Continental Illinois Bank and Trust Building which now occupies the site of the historic Grand Pacific Hotel, where the convention was held.

The adoption of Standard Time by the nation's railroads gave rise to a phenomenon that has come to be called the "day of two noons"—Sunday, Nov. 18, 1883. It was a day of two noons because in the eastern part

of each newly created time zone there was a noon based on local sun time—the clocks and watches were then set back from one to 30 minutes to the new Standard Time—and a noon based on Standard Time.

In order to appreciate the significance of time standardization, we must understand the conditions that existed prior to Nov. 18, 1883.

The only time then existing in the country was local or sun time determined by the position of the sun with high noon as the only standard of reference.

Such a thing as true sun time was never observed at all points in the country. This would have caused unending confusion. For example, time variances in a city the size of Chicago—based on true sun time—would be greater than two minutes from the eastern to the western extremes of the city. This equals an approximate one minute time change for each 13 miles in longitude, or one second for every 1,140 feet.

Moreover, owing to the shape of the earth's orbit, there is a seasonal variation of several minutes, so that

the exact sun time at a given point on the earth's surface in January will not correspond to the exact sun time at the same location in April, August or November.

There is no telling how many different local times existed in the country prior to the adoption of Standard Time. But, there were at least 68 different times used by the railroads, and according to one authority, prior to 1883, over 100 different times were in use.

One account of the situation states: "In Kansas City each of the leading jewelers furnished his own standard time, and no two of these standards agreed. Sometimes the range was as much as 20 minutes. Each jeweler had his own customers who set their watches by his regulator and were willing to wager on the correctness of his time. Thus, the people of Kansas City never did have accurate information on the arrival and departure of trains, except such as was gained by going to the edge of the hill and looking down on the railroad station."

In some cities the situation became so bad that conferences were held to establish a unified time standard. However, the railroads which operated into or out of a city did not necessarily use the same time standard as the city.

The movement to bring about a unified time standard may be said to have had its beginning on May 14, 1872 at a meeting of railroad superintendents in St. Louis. At that meeting, a permanent organization, which became successively the Time-Table Convention, the General Time Convention, the American Railway Association and finally the Association of American Railroads, took the situation under study, resulting in the plan adopted at the Chicago convention in 1883.

The plan provided for five time zones—one, to be known as Intercolonial Time, in the Eastern provinces of Canada, and four in the United States, to be known as Eastern, Central, Mountain and Pacific Times. The four United States zones were based upon mean sun time on the 75th, 90th, 105th and 120th meridians west of Greenwich, England.

Having voted overwhelmingly for

the adoption of the plan, the convention issued a notice, directing that all railway clocks governing the operation of trains throughout the United States be set to the new standard at exactly 12 noon, Eastern time, Sunday, Nov. 18, 1883.

Detailed instructions and recommendations were issued, describing the exact changes which were necessary for the various railroads to adjust their clocks and watches to the new standard, and similar information was furnished various cities.

The success or failure of the plan depended upon the cooperation of the cities and towns in adopting the new time locally, and this was stressed by the convention and in railway publications. Newspapers and local public officials enthusiastically approved the change, and significant opposition was scattered.

The use of Standard Time soon became accepted without question, and it has since spread to other countries until today it is in universal use.

It is interesting to note that the method of telling time instituted by the railroads in 1883, although adopted and used by the federal government and the states, cities and towns throughout the country, was put into effect without federal legislation of any kind. It was not until Mar. 19, 1918 that Congress passed what is known as the Standard Time Act. ■

Roundup Employee Fiddles His Way To State Championship

With a violin hoe-down, a waltz, and a tune of his choice, Johnny Sherpe, welding foreman in Roundup, fiddled his way to the Montana fiddling championship recently in Polson.

Sherpe, who in years past often placed in the top five of the yearly elimination contest, took first place in the "Old Time Fiddlers Contest" top division.

Cash prizes of \$50 to \$150 went to category winners, as well as hand-crafted plaques. Sherpe will reign a year before representing Montana next June at the National Fiddlers' contest in Weiser, Ida.



A 500 ton transformer, built by the Westinghouse Corporation and destined for Public Power in Elkhorn, Neb., is shown as it awaited departure from Savanna (Ill.) Yard on Aug. 29. The transformer, valued at over \$600,000, was handled by the Milwaukee Road from Savanna to Council Bluffs, Iowa. (Photo by R. Milton Clark, Savanna, Ill.)

Joseph P. Crowley

Joseph P. Crowley, 66, retired supervisor of diesel servicing for the Milwaukee Road, died June 2 at Elmbrook Memorial Hospital in Milwaukee, Wis., after a long illness.

A native of Savanna, Ill., he graduated from Marquette University College of Engineering in 1932. He was a member of the Triangle Fraternity, Knights of Columbus and the Order of St. Christopher.

He is survived by two daughters, Miss Katherine Crowley of Brookfield, Wis., and Mrs. Robert (Ann) Zawodny of Maumee, Ohio; a son, Neal J. Crowley of Lexington, Ky.; a brother, Michael of Inglewood, Calif.; and two sisters, Mrs. Raymond (Lillian) Duhigg of Savanna and Mrs. John (Catherine) McIlhone of Waukesha, Wis.

Funeral mass was offered at Gensu Church in Milwaukee, with burial in Holy Cross Cemetery there.

Miss, Mrs. or Ms.

According to the Ladies' Home Journal, at least one-third of the women in the United States would rather be addressed by the liberated "Ms." rather than the more traditional "Miss" or "Mrs."

In a poll of 8,074 readers, the women's magazine reported 34 per cent of the respondents preferred Ms. The poll indicated more unmarried women—44 per cent—than married women—31 per cent—wanted to be addressed by the nonspecific Ms.

Vincent P. Bunyan

Vincent P. Bunyan, 58, district manager of sales in St. Louis, died Aug. 20 in St. Louis of an apparent heart attack.

Funeral services were held on Aug. 24 at Blessed Sacrament Church in Belleville, Ill., with burial in Mt. Carmel Cemetery in Belleville.

As district manager of sales in St. Louis, Mr. Bunyan supervised the railroad's traffic work throughout a territory that included portions of Illinois, Indiana, Arkansas, Missouri, Tennessee and Kentucky.

A native of St. Louis, he began his career with the Milwaukee Road there in 1936 and served in a variety of traffic department positions before being appointed sales representative there in 1958. He later was appointed assistant general fuel agent in Chicago, and in 1964 became assistant district manager of sales in Chicago. He held that position until his appointment as district manager of sales in St. Louis in 1967.

He is survived by his wife, Dorothy; a daughter, MaryJean; and three sons, Paul, John and Matthew.

Railroad Retirement Benefits Increased 20%

A bill providing a 20 per cent increase in railroad retirement benefits has been enacted into law.

The following questions and answers, which explain the provisions of this legislation, will be of interest to employees approaching retirement age as well as retirees.

Are these railroad retirement increases retroactive?

Yes. The increases in railroad retirement benefits are retroactive to September 1, 1972—the same effective date as for the recent 20 per cent increases in social security benefits.

Will those annuitants who also receive social security benefits receive a full 20 per cent increase in their railroad retirement benefits?

Yes. The annuities of those who receive both railroad retirement and social security benefits will be increased by the full 20 per cent, without any reduction for the corresponding increases in their social security benefits.

The railroad retirement increases of 15 per cent in 1970 and 10 per cent in 1971 were provided on a temporary basis. Are these 1972 increases also on a temporary basis?

Yes. Benefit increases, as provided by the 1970, 1971 and 1972 railroad retirement amendments, are all under present laws payable only through June 30, 1973.

What will happen to these temporary increases after June 30, 1973?

The amendments also provide for management and labor to negotiate a plan insuring the financial solvency of the railroad retirement system for the future. The plan is to take into account the report and recommendation of the Commission on Railroad Retirement. Congress set a deadline of March 1, 1973 for submission of the plan to Congress and the Railroad Retirement Board which is to report on it to Congress by April 1, 1973.

When will the increases be paid?

Some annuitants, mostly widows

and children, already received increases in their checks for September mailed on October 1. Most other annuitants will receive the increase in their November 1 checks. They will be paid the difference between the old and new rates retroactively to September. Those who do not receive their increases on November 1 will get them within the next few months and their payments will, of course, be retroactive so no benefits will be lost.

Did the 1972 amendments provide for any changes affecting supplemental benefits?

No. The provisions for supplemental benefits are still the same. Employees are reminded again that they must stop railroad work by their "closing date" to qualify for these benefits.

Are railroad retirement taxes being increased?

By law, railroad retirement tax rates and the amounts of railroad earnings subject to tax are tied to social security tax rates and tax basis. The July social security legislation provided for increases in the amount of earnings subject to tax and a change in the rate of tax.

Consequently, the amount of earnings taxable for railroad retirement purposes will increase from \$750 a month to \$900 a month beginning January 1, 1973, and to \$1,000 a month in 1974. The tax rates scheduled for some years to come were lowered slightly but will still increase from 9.95 per cent in 1972 to 10.25 per cent in 1973 for railroad employees and employers.



The interior of one of six former Milwaukee Road "Super Dome" cars now owned by the Canadian National Railway is shown in the configuration used on the CNR's "Super Continental" passenger trains. The "Sceneramic Lounges," as they are known on the CNR, are operated between Winnipeg, Man., and Vancouver, B.C. (Photo by Corliss Covnick, traffic department, St. Paul.)

Amtrak's New Pass Policy

The National Railroad Passenger Corporation (Amtrak) has adopted the following nationwide terms and conditions for free or reduced rate transportation in accordance with Public Law 92-316, which provides that Amtrak supply free and reduced rate transportation to the same class of persons to whom the railroads had bestowed such rights on or before April 30, 1971.

The following persons are eligible for free transportation unlimited as to frequency on Amtrak trains over the lines of the participating railroad with which they are associated (home road), provided, however, that space is available:

(a) Employees of a participating railroad who were employed by such railroad on April 30, 1971 and continuously thereafter and had been continuously employed by such railroad for a period of nine or more years prior to April 30, 1971;

(b) Retirees of a participating railroad who were employed by or retired from such railroad on April 30, 1971;

(c) Employees of a participating terminal company who were employed by such terminal company on April 30, 1971, and continuously thereafter and had been continuously employed by such railroad for a period of nine or more years prior to April 30, 1971;

(d) Retirees of a participating terminal company who were employed by or retired from such terminal company on April 30, 1971;

(e) Spouses or widows of retirees of a participating railroad or terminal company;

(f) Spouses of employees of participating railroads or participating terminal companies continuously employed by such companies for more than nineteen years on April 30, 1971.

The following persons are eligible for free transportation but limited as to frequency on Amtrak trains over the lines of the participating railroad with which they are associated (home road) to the extent that space is available:

(a) Employees of participating railroads or participating terminal companies who were employed on April 30, 1971 and who do not qualify for unlimited free transportation;

(b) Dependents of employees of a participating railroad who were employed by such railroad on April 30, 1971 and continuously thereafter and had been continuously employed by such railroad for a period of nine or more years prior to April 30, 1971;

(c) Dependents of retirees of a participating railroad who were employed by or retired from such railroad on April 30, 1971;

(d) Dependents of employees of a participating terminal company who were employed by such terminal company on April 30, 1971, and continuously thereafter and had been continuously employed by such railroad for a period of nine or more years prior to April 30, 1971;

(e) Dependents of retirees of a participating terminal company who were employed by or retired from such terminal company on April 30, 1971.

Persons who are eligible for free but limited as to frequency transportation on Amtrak trains over the lines of the participating railroad with which they are associated (home road) as stated above shall be limited to twelve round trips per year.

The following persons are eligible for Amtrak systemwide reduced rate transportation (one-half of the regular coach fare based upon the one-way fare, excluding all discount and

promotional fares except children's fares) to the extent that space is available:

(a) Employees and retirees of participating railroads and terminal companies, and their dependents;

(b) Employees and retirees of railroads and terminal companies other than participating railroad and terminal companies who were eligible on April 30, 1971 for free or reduced rate transportation on any intercity rail passenger service now operated by Amtrak under a policy or agreement of any participating railroad in effect on such date, and their dependents.

The term "space available" means space from time to time determined by Amtrak to be in excess of the requirements of the traveling public on reserved trains.

The term "participating railroad" means a railroad which is operating passenger trains pursuant to a contract with Amtrak. A participating terminal company means a terminal company whose terminal is served on a regularly scheduled basis by one or more Amtrak trains. Subsidiaries, parent companies, associations or organizations of participating railroads or participating terminal companies do not qualify by virtue of this relationship as participating railroads or terminal companies.

All free and reduced rate transportation privileges entitle the holder to transportation only, and are valid on sleeper-coaches, parlor cars, sleeping cars, and other accommodations for which a charge is assessed only upon payment of the appropriate accommodation charge.

Commission Proposes 2-Tier Plan For Railroad Retirement

The Commission on Railroad Retirement has sent to the President and Congress a report that recommends a two-tier railroad retirement system and predicts that "unless corrective action is taken promptly the system will go broke in about 16 years." The first tier of the system would provide regular social security benefits, while the second tier would be a separate pension system based on the difference between social security benefits and present railroad retirement levels. The second tier would "float on top of social security benefits" and could be changed only through negotiations, the report said.

Retirements



Applications Reported During July-August 1972

General Office & System Employees

Butler, J. W. Chauffer. . . . Chicago, Ill.
Cox, R. Porter. . . . Chicago, Ill.
Engstrom, L. L. . . . Key Punch Opr. . . . Chicago, Ill.
Freeman, C. F. . . . Sup. Fin. & Acct. . . . Chicago, Ill.
Powitz, Mary Timekeeping. . . . Chicago, Ill.
Riplinger, J. L. . . . Mgr.-Pricing. . . . Chicago, Ill.
Sowka, E. W. Cashier. . . . Chicago, Ill.
Tobiaski, H. A. . . . Mail Truck Dr. . . . Chicago, Ill.
Vender Heyden, E. H. . . . Clerk. . . . Chicago, Ill.
Winkey, I. L. . . . Labor Rel. Officer. . . . Chicago, Ill.

Aberdeen Division

Adams, M. R. Carpenter. Aberdeen, S. D.
Dosch, R. V. Carman. Aberdeen, S. D.
Leary, H. J. Laborer. Aberdeen, S. D.
Stephens, A. E. . . . Sect. Foreman. Trail City, S. D.

Chicago Terminals

Davis, Mason Laborer. . . . Chicago, Ill.
Dummler, M. F. . . . Air Con. El. For. . . . Chicago, Ill.
Gotier, J. Laborer. Bensenville, Ill.
Herriman, M. S. . . . Yard Clerk. Bensenville, Ill.
Lisztwan, W. Carman. . . . Chicago, Ill.
Pursel, E. E. . . . Diesel Foreman. Bensenville, Ill.
Rozdilsky, J. Conductor. . . . Chicago, Ill.
Scott, A. Stower. . . . Chicago, Ill.
Walker, A. Coach Cleaner. . . . Chicago, Ill.
Zytek, P. Helper. Bensenville, Ill.

Coast Division

Gavenis, A. R. Carman. Tacoma, Wash.
McClatcher, R. Laborer. Tacoma, Wash.
Morissette, J. I. . . . Gen. Yard Clk. Othello, Wash.

Dubuque & Illinois Division

Castle, L. A. Yard Master. . . . Savanna, Ill.
Coohey, F. J. Conductor. . . . Savanna, Ill.
Henning, E. E. . . . Loco. Engineer. Davenport, Ia.
McCoy, W. T. Clerk. . . . Ottumwa, Ia.
McNamar, J. E. Foreman. . . . Ottumwa, Ia.
Myers, C. G. Engineer. . . . Savanna, Ill.
Phillips, W. S. Engineer. . . . Savanna, Ill.
Reisner, K. D. Brakeman. . . . Calmar, Ia.
Williams, G. O. . . . Sig. Maintainer. . . . Ottumwa, Ia.

Iowa Division

Champion, W. H. . . . Laborer. . . . Hornick, Ia.
Johnson, F. C. . . . Gen. Foreman. Cedar Rapids, Ia.
Mershon, D. D. . . . Laborer. . . . Oxford Jct., Ia.
Olson, V. T. . . . Loco. Engineer. . . . Perry, Ia.

Iowa, Minnesota & Dakota Division

Cochlin, P. J. Switchman. . . . Austin, Minn.
Gorman, E. J. Agt.-Operator. . . . Platte, S. D.
Iliff, A. F. Chief Clerk. Rapid City, S. D.
Post, G. E. . . . Loco. Engineer. . . . Preston, Minn.
Tracy, E. W. Agent Operator. Kennebec, S. D.

La Crosse Division

Briggeman, L. B. . . . Sec. Laborer. . . . Cashton, Wis.
Heberlein, B. C. . . . Brakeman. . . . Portage, Wis.
Jerdee, J. E. . . . Blacksmith Welder. . . . Tomah, Wis.
Lamb, V. D. . . . Blacksmith Welder. . . . Tomah, Wis.
Larkin, K. M. Clerk. . . . LaCrosse, Wis.
Soeldner, O. A. . . . Crane Operator. . . . LaCrosse, Wis.

Milwaukee Division

Bunyca, C. E. . . . Agent Telegrapher. Random Lk., Wis.
Gavanda, A. E. . . . Fireman. Milwaukee, Wis.
Geidemann, R. J. . . . Loco. Fireman. Milwaukee, Wis.
Giese, M. A. Yardman. Green Bay, Wis.
Keeley, G. C. Engineer. Milwaukee, Wis.
Klug, O. A. Switchman. Green Bay, Wis.
Lossman, M. W. . . . Tower Operator. . . . Rondout, Ill.
Maki, C. G. Section Laborer. Channing, Mich.
Myers, I. L. Yard Conductor. Milwaukee, Wis.
Peterson, V. H. . . . Track Welder. Milwaukee, Wis.

Milwaukee Terminals & Shops

Bauer, G. J. Welder. Milwaukee, Wis.
Davey, A. B. Car Foreman. Milwaukee, Wis.
Dereszynski, Emma . . . Seamstress. Milwaukee, Wis.
Drumel, J. P. Steamfitter. Milwaukee, Wis.
Fischer, A. W. Carman. Milwaukee, Wis.
Hegger, H. E. Clerk. Milwaukee, Wis.
Laus, E. L. Baggage Agent. Milwaukee, Wis.
Lengyel, J. F. Pipefitter. Milwaukee, Wis.
Neman, N. D. Mail Sorter. Milwaukee, Wis.
Peaslee, G. A. Welder. Milwaukee, Wis.
Radtke, A. F. . . . Tinsmith-Welder. Milwaukee, Wis.
Reeves, C. L. . . . Steam Engineer. Milwaukee, Wis.
Riordan, V. J. . . . Store Helper. Milwaukee, Wis.
Rosinski, S. J. . . . Steamfitter. Milwaukee, Wis.
Rosplock, G. R. . . . Welder. Milwaukee, Wis.
Sazama, C. G. . . . Asst. Mtrl. Mgr. Milwaukee, Wis.
Wojtasiak, T. A. . . . Asst. Cashier. Milwaukee, Wis.

Off Line

Stewart, R. B. Sales Rep. New York, N. Y.

Rocky Mountain Division

Adlard, B. F. Cashier. . . . Avery, Id.
Denton, R. S. Electrician. Deer Lg., Mont.
Helton, H. L. . . . Loco. Engineer. Three Fks., Mont.
Magone, L. J. Machinist. Deer Lg., Mont.
Nelson, R. F. Machinist. Deer Lg., Mont.
Owens, W. G. . . . Machinist Insp. Harlowton, Mont.
Wilson, G. B. Conductor. Deer Lg., Mont.

Terre Haute Division

Amerman, J. Brakeman. Terre Hte., Ind.
Resler, D. L. Carpenter. Terre Hte., Ind.

Twin City Terminals

Braunschweig, E. C. . . Car Insp. . . . Mpls., Minn.
Honer, F. D. Towerman. . . . Mpls., Minn.
Kirkpatrick, R. E. . . Switchman. . . . St. Paul, Minn.
Kuklinski, C. P. . . . Sec. Foreman. . . . Winona, Minn.
Long, H. D. Switchman. . . . Mpls., Minn.
Nelson, B. F. Clerk. . . . Mpls., Minn.
Orf, E. D. Check Clerk. . . . St. Paul, Minn.

E. W. Chesterman Retires After 48 Years of Service

Edgar W. Chesterman, assistant vice president-pricing, retired August 31 after more than 48 years with the railroad.

A native of Park Ridge, Ill., Mr. Chesterman has been located in Chicago throughout his career. He began as a clerk in the general freight department in 1924 and held various traffic department positions over a period of years prior to being named assistant general freight agent in 1948.

He was appointed assistant to vice president-traffic in 1955, served as assistant freight traffic manager in 1957 and in 1958 advanced to freight traffic manager. He became manager of rail-highway sales in 1960, director of automotive and rail-highway traffic in 1961 and general freight traffic manager, sales and service, in 1963.

In 1964, Mr. Chesterman advanced to general freight traffic manager, rates and divisions, and in 1966 was appointed assistant vice president, rates and divisions, later changed to assistant vice president-pricing, the position he held upon his retirement.

Mr. and Mrs. Chesterman will continue to make their home in Skokie, Ill.

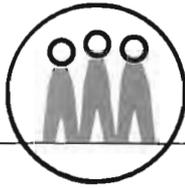
James E. Borrer Retires May 31 In Milwaukee

James E. Borrer, 151 North 85th Street, Wauwatosa, Wis., retired on May 31 from his position as assistant engineer in the mechanical engineering department at the Milwaukee Shops after more than 45 years with the railroad.

A dinner held in his honor was attended by over 100 of his fellow employees. William O. Rogers, district materials manager in Milwaukee, was among the speakers.

Borrer was oriented toward railroading at an early age. His father was station master in Minneapolis for the Milwaukee Road and his grandfather and two uncles were engineers for the New York Central. He worked part-time as a ticket agent for the Milwaukee while studying for his bachelor's degree at the University of Minnesota.

He served in the Navy during World War II and after his discharge in 1946 took a job as draftsman in the mechanical engineering department.



About people on the railroad

D & I Division

Esther Nast, Correspondent

Superintendent's Office, Savanna

Sheree Mathews, daughter of Savanna Yard Clerk and Mrs. Vernard Mathews, was installed as worthy advisor of the Savanna Assembly of the Order of the Rainbow Girls in June.

Robert Powers, son of Electronics Supervisor and Mrs. Ben Powers, recently graduated from the U. S. Military Academy at West Point. Cadet Powers received a Bachelor of Science degree and a commission as an infantry second lieutenant.

Wayne Hanson, son of Frances Hanson, assistant chief clerk in the superintendent's office at Savanna, and husband Earl, received his commission as second lieutenant in the U. S. Army at Ft. Benning, Ga., in August. Wayne is a member of the Wisconsin National Guard and is working on his master's degree at Wisconsin State University in Platteville.

Michael P. Themas, son of Savanna Yard Section Foreman and Mrs. Spiros Themas received his bachelor of arts degree at Knox College in Galesburg, Ill., in June.

Janet Gilman, daughter of Savanna

Yardmaster and Mrs. "Bill" Gilman, recently received her cap during graduation ceremonies at Freeport Memorial Hospital School of Nursing.

A second son, Jeffrey Michael, arrived on July 1 at the home of Savanna Yard Switchman and Mrs. Lester C. White.

Our congratulations and best wishes are extended to the following recent retirees: Laird Castle, yardmaster in Savanna Yard; Warner Phillips, engineer in Savanna Yard; E. E. Henning, Nahant Yard engineer; and G. E. Post of Preston, Minn., an employee on the second district.

I am sorry to report that Harold Hersey is on the sick list. Harold retired earlier this year as lieutenant of police at Savanna. He is in Jane Lamb Hospital at Clinton, Iowa, and I'm sure he would be glad to hear from some of his old railroad friends.

Paul S. Rieckens, 18, son of Second District Engineer and Mrs. R. H. Rieckens, was seriously injured on Aug. 11 in an auto accident.

Electrician Preston Boyd and his wife, Lorraine, observed their 25th Wedding Anniversary on July 26. They have four children, Kathy, Michael, Joel and Patty.

Retired Roundhouse Laborers John Morgano and Charles ("Pete") Spinoso have been on the sick list and recently underwent surgery. Also recuperating from recent illness and hospital stays are retired Savanna Yard Engineer Jake Haberbush and his wife, Elsie. Our sincere best wishes to all of them for speedy recoveries.

Christine Tucibat and Merle Haring, Jr., were married on May 27 in St. John's Catholic Church in Savanna. The bride is the daughter of Mr. and Mrs. Thomas Tucibat, and the groom is the son of Store Department Employee and Mrs. Merle Haring, Sr., all of Savanna. They will reside in Savanna where both are employed.

Covenant Presbyterian Church in Madison, Wis., was the scene of the wedding of Elizabeth Jane Ridgely and Mark H. Kauffman on June 11. The bride is the daughter of Mr. and Mrs. C. W. Ridgely of Madison formerly of Savanna and the bridegroom's parents are Savanna Yard Engineer and Mrs. Harold ("Pete") Kauffman. The young couple will make their home in Glendale Heights, Ill.

St. John the Baptist Church in Savanna was the scene of the wedding of Ann Ritchie and Michael Cini of Sav-

anna on June 17. Their parents are Mr. and Mrs. Wayne Ritchie and Traveling Engineer and Mrs. A. J. Cini, all of Savanna. They will live in Arkadelphia, Ark., where Michael will attend Ouachita Baptist University. The bride is a graduate of Dubuque Beauty Academy.

Margaret Ann Cottral, daughter of Savanna Yard Switchman and Mrs. Jack Cottral, was married in St. John's Catholic Church to Robert L. Haffey, son of Mr. and Mrs. Bernard Haffey of Hale, Mo., on June 24. Mr. Haffey is a staff sergeant in the U. S. Army. They will both attend Western Illinois University this fall.

Barbara A. Thulion became the bride of Dennis McFadden at the Community Church in Savanna on July 8. Their parents are Mr. and Mrs. Gordon McFadden and Electrician and Mrs. Lester Thulion. The couple will make their home in Savanna where Dennis is employed by the Milwaukee Road and Barbara is an X-ray technician at the local hospital.

The Community Church in Savanna was also the scene of the wedding of Sandra Lea Phialmllee and Michael Themas. The bride's parents are Mr. and Mrs. Robert Phialmllee and the bridegroom is the son of Savanna Section Foreman and Mrs. Spiros Themas. The newlyweds will reside in Chillicothe, Ill., where Michael will teach chemistry at the local high school.

Jane Sturtz, daughter of Mr. and Mrs. Phil Sturtz of Shannon, Ill., and Steven Jones, son of Savanna Yard Engineer and Mrs. Lyle Jones, were married Aug. 5 in United Methodist Church in Savanna. They will live in Mt. Carroll where the groom is employed at Carroll Co. Auto Sales and the bride is employed by Eaton Corp. in nearby Lanark, Ill.

Wedding vows were exchanged on Aug. 12 in St. John's Catholic Church in Savanna by Diane M. McCue and James Komiskey. The parents are Mr. and Mrs. Patrick McCue of Lanark, Ill., and Welder Foreman and Mrs. LaVerne Komiskey of Savanna. The couple will live in Pittsburgh, Pa., where the groom will graduate in November from the Pittsburgh Institute of Aeronautics. The bride is employed by the G. C. Murphy Co. in McKeesport, Pa.

Mary Kelly and John J. Irons, a Savanna Roundhouse employee, were married on June 10 in the Methodist Church in Savanna. Their parents are Mr. and Mrs. Robert Kelly and Mr.



RITCHIE-CINI. Ann Ritchie, daughter of Mr. and Mrs. Wayne Ritchie of Savanna, Ill., and Michael Cini, son of Traveling Engineer and Mrs. A. J. Cini of Savanna, were married on June 17 at St. John the Baptist Church in Savanna. The couple plan to live in Arkadelphia, Ark., where Michael is attending Ouachita Baptist University.



FORESIGHT PROTECTS EYESIGHT. Richard Tatu, signal maintainer in Savanna (right), is presented a Wise Owl Award for his foresight in wearing safety glasses. Signalman Tatu was breaking-up the footing on a crossing signal when a piece of concrete flew up striking the right lens of his safety glasses. Presenting the award is Signal Supervisor J. Nolan.

and Mrs. Garland Irons of Mt. Carroll, Ill. The couple will make their home in Savanna where the bride is employed at National Tea Co.

Mrs. Geraldine Bender, wife of Suburban Conductor Alvin Bender, was killed in a car-truck crash on May 24. Burial was in Lanark, Ill. In addition to her husband, she is survived by one daughter, two sons, 11 grandchildren and two brothers.

Miss Nan Gallagher, retired division



D&I Engineer Henry R. Figg (center) receives best wishes for a happy retirement from his co-workers and E. F. Hatzenbuhler, trainmaster-traveling engineer (left), before departing Ottumwa, Iowa, on Sept. 11 at the throttle of train number 65. Mr. Figg, who started with the railroad on Feb. 23, 1927, says he plans to do a lot of hunting and fishing.

engineer's secretary, died May 19 in Savanna. Funeral services were held in Savanna with burial in Donahue, Iowa. She is survived by two nephews.

William Luedtke, Savanna Yard switchman, died on May 28. Services were held in Dubuque, Iowa, at Holy Trinity Catholic Church with burial in Mt. Calvary Cemetery. He is survived by three sisters and one brother, Edward, who is a switchman in Dubuque Yard.

Joseph Crowley, retired supervisor of diesel servicing, passed away on June 2 in Milwaukee, Wis. Funeral services and burial were held in Milwaukee. He was the brother of Mrs. R. E. Duhigg of Savanna.

Charles Coakley, retired Savanna Yard Switchman, died on June 16 in Beloit, Wis., after a short illness. Survivors include his wife, a son and two daughters.

Miss Eileen Kane, retired secretary to Savanna master mechanic, passed away on Aug. 7 in Harlowton, where she had been making her home with her brother, John, since her retirement. Burial was in Harlowton. She is survived by her brother.

Jake G. Engaldo, a well-known Savanna barber, passed away on Aug. 18 after a short illness. Funeral service was held in St. John's Catholic Church with burial in the church cemetery. He is survived by his wife, Mildred; three

sons, Carl, a Savanna car foreman, William, a Savanna store department employee, and Joe of Rockford, Ill.; 12 grandchildren; two great-grandchildren; and a sister, Mrs. Mamie Cruz of Savanna.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Edward Failor, son of retired Chief Clerk and Mrs. Ernie Failor, has been appointed special assistant to President Nixon's campaign manager. He was formerly a municipal judge in Dubuque, Iowa, and more recently an official in the U. S. Bureau of Mines.

Word was received early this summer that Homer Johnson, a retired Milwaukee Road conductor and a former Perry resident, died in Scottsdale, Ariz. Survivors include his wife, Irma, two daughters and a son.

Yardmaster and Mrs. Jack Snyder of Perry traveled to Corte Madera, Calif., this summer to visit their son and daughter-in-law, Mr. and Mrs. Darrel Snyder. Their son is a television director in San Francisco.

Trainman and Mrs. John D. Galiher of Missoula, Mont. are the parents of a son born May 26. Grandparents are Chief Dispatcher and Mrs. J. D. Galiher of Perry.

Services were held in Perry for George Challands, who passed away in June. Mr. Challands had been employed by the Milwaukee Road in Perry for 35 years as a machinist's helper. Survivors include his wife, Anna, three daughters, a brother, three sisters and seven grandchildren.

Mr. and Mrs. Arthur Johnson are the parents of a daughter born Aug. 6. Grandparents are retired Laborer and Mrs. Art Johnson of Perry.

Mrs. Jason Wignall has returned to her home in Perry following a two-week stay in University Hospital at Iowa City. Mr. Wignall is a retired brakeman.

Mr. Tom E. Johnson, 94, passed away in August at his farm near Perry. Mr. Johnson was employed as a water maintenance man for the Milwaukee Road for 37 years, retiring in 1937. He is survived by his wife, Bertha, and two daughters.

Services were held in Perry for retired Carman Elmer Willis who died Aug. 14. Mr. Willis was a life-long resident of Perry. He is survived by a son, Bill; a daughter, Mrs. Dean Lyons; five grandchildren and two great grandchildren.

Mr. and Mrs. Sherman A. Fontaine of Marion observed their 50th wedding anniversary on June 4 at a family din-



RETIRES AFTER 45 YEARS. D&I First District Engineer Charles Myers (center) receives best wishes on his retirement, July 31, from Assistant Superintendent L. F. Shanahan (right) and Roundhouse Foreman K. D. Gage. Mr. Myers will make his home in Mt. Carroll, Ill.



Savanna (Ill.) Yardmaster L. A. Castle (left) is shown with J. E. Brodbeck, general chairman for the yardmasters, as he finished his last day as the day yardmaster in "C" yard before his retirement on July 31. Mr. Castle and his wife, Sybil, will continue to make their home in Savanna, where they plan to enjoy such hobbies as the local camera club and horseback riding.

ner at the Long Branch Supper Club. Joining them, along with relatives from West Branch and Van Horne, were their daughter, Mrs. John Mather, and her family of Delmar, N.Y.; and their son, Lt. Col. R. C. Fontaine and his family from Universal City, Texas. Mr. Fontaine, now retired, was employed as a pipe fitter for the railroad.

St. Dominic's Catholic Church in Brookfield, Wis., was the setting for the wedding of Miss Constance Kiley and Kenneth Clifford on June 17. Connie is the daughter of Trainmaster-Traveling Engineer and Mrs. John F. Kiley of Marion. Following the wedding a dinner for 80 guests was given in Alioto's restaurant. The couple will reside in Milwaukee.

Marriage vows were exchanged on June 17 at Immaculate Conception Catholic Church in Cedar Rapids by LeElyn Hansen and Dale Metz. The bride's parents are B&B Foreman and Mrs. L. P. Hansen of Oxford Junction. The couple will make their home in Cedar Rapids.

We welcome to the Iowa Division William Hanlon and Jerry Reddick, both of whom recently started work as switchmen in Cedar Rapids.

We have just received word from Agent Betty A. Lewis, Waucoma-Hawkeye-Fayette, that her oldest daughter, Patricia (Mrs. Alan Knox) has a baby girl, Valerie Rae, born June 13. Mrs. Knox and Valerie will join Alan, who is stationed in Germany, as soon as possible.

Mrs. Lewis' second daughter, JoAnna, was married on June 24 to Steve Halverson at the Federated Church in Waucoma. JoAnna's grandfather, Mr. J. T. Lewis of Manchester, gave the bride away.

Mrs. Lewis is the widow of James Lewis who was agent-operator for 13 years on the Iowa Division.

Iowa Division Switchman Mack E. Wolfe, 515 6th Street, West Des Moines, Iowa, retired July 1 after 48 years with the Milwaukee Road.

Mack, who comes from a railroading family, started with the Milwaukee as a roundhouse laborer at what was then called Valley Junction, Iowa. He later worked as a coach cleaner, machinist helper and brakeman before taking a job as switchman in 1942.

Mack and his wife, Elizabeth, plan to continue making their home in West Des Moines, where four of their five children presently live.

I M & D Division

AUSTIN EAST END

R. D. True, Correspondent

Office of Superintendent

Clair W. McMichael, 58, operator at Albert Lea, Minn., passed away on July 23 in Naeve Hospital in Albert Lea after suffering a heart attack about three weeks earlier. He is survived by his wife, Ona; two sons, Clair, Jr., and Dale of Albert Lea; a brother, Lloyd McMichael of Minnetonka, Minn.; and a sister, Mrs. Kenneth (Helen) Williamson of Lyle, Minn.

Kenneth L. Fraser, 63, retired engineer at Austin, passed away on July 9 at St. Mary's Hospital in Rochester. He is survived by his wife, Marian; two sons, Gary and Richard; and three daughters, Mr. William (Joan) Blanchfield, Mrs. Terry (Mary) Arens and Miss Jean Fraser.

Mrs. P. X. Kennedy, 84, widow of the former agent at Montgomery, Minn., died July 2. Her husband, Peter, who passed away on Dec. 14, 1965, had over 50 years of service on the Milwaukee Road. She is survived by three sons, Raphael of Cudahy, Wis., Gregory of Orlando, Fla., and Vincent of Ogden, Utah.

SIoux CITY AREA

Marie B. Franken, Correspondent

Office of District Manager-Sales,

Sioux City

A former Sioux City woman co-piloted her way across the United States to help capture first place in the 26th annual Powder Puff Derby. IM&D Conductor and Mrs. K. H. Knoernschild of Sioux City received a telephone call from their daughter, Mrs. Dottie Sanders, who helped fly the Piper Comanche PA 24 from San Carlos, Calif., to Toms River, N.J. The race began July 7 and Mrs. Sanders and the pilot, Mrs.

Marian Banks of San Diego, Calif., arrived in Toms River on July 9 with a winning speed of 207 miles per hour plus 31 points over their handicap. More than 100 planes made a mandatory fly-by of the Sioux City Municipal Airport on July 8 during their 2,616 mile cross-country flight. This was the 16th Powder Puff Derby for Mrs. Sanders, who also flew in the Angel Derby from Calgary, Alta., Canada to Mexico twice. She has entered as a pilot in the Powder Puff Derby several times and has consistently appeared among the winners. She was taught to fly by her late husband, Bob, who was a part-time flying instructor. Mrs. Banks and Mrs. Sanders received a first prize of \$5,000 and an expense-paid trip to Bermuda among other prizes.

Sympathy is extended to the family of B&B Foreman Donald Campbell. Mr. Campbell died June 29 in a Sioux City hospital after a long illness. Funeral service and burial were at Akron, Iowa. Mr. Campbell farmed for many years in the Akron area and worked the last ten years for the Milwaukee Road. He is survived by his wife; one son of Phoenix, Ariz.; one daughter of Ireton, Iowa; three grandchildren; two brothers and three sisters.

Roundhouse Foreman and Mrs. J. E. Schlimgen of Mitchell, S.D., became the proud grandparents of Shawna Michelle on July 4th. This is their first granddaughter.



KILEY-CLIFFORD. Constance Kiley, daughter of Trainmaster-Traveling Engineer and Mrs. John P. Kiley of Marion, Iowa, and Kenneth Clifford were married on June 17 at St. Dominic's Catholic Church in Brookfield, Wis. The couple will live in Milwaukee.



Jeanne Madsen, daughter of Engineer Francis Madsen of Sioux City, Iowa, has received a \$1,500 scholarship to McAllester College in St. Paul, Minn. Miss Madsen, who lives with a sister, Mrs. Tom Hanrahan, in St. Louis Park, Minn., attended Heelan High School in Sioux City and is a graduate of St. Louis Park High School in Minneapolis.

Miss Susan LaBrune, daughter of Agent and Mrs. L. P. LaBrune of Hornick, Iowa, and Byron L. Sexton were married August 12 at St. John's Lutheran Church in Climbing Hill, Iowa. A reception followed at the home of the bride. The couple will reside in Sioux City where the bride is employed by KCAU Channel 9 TV and the groom at Dyna-Technology.

Miss Suzanna M. Sins, daughter of Mr. and Mrs. J. P. Sins of Cherokee, Iowa, became the bride of Thomas P. Bourdelais, son of retired engineer and Mrs. H. J. Bourdelais of Sioux City, on August 12. After a trip to Canada the couple will live in Sioux City. The bride is a graduate of Morningside College in Sioux City and will teach at Lawton-Bronson Community School. Her hus-

band, also a graduate of Morningside College, is employed by the Sioux City Fire Department.

Sympathy is extended to Carman and Mrs. LeeAnder Stowe on the death of their 3-year-old son, Shawn Lee, who died in Sioux City on Aug. 5.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

The magnetism and beauty of Colorado has drawn several vacationers from this office during August. IBM Clerk Marnie Muscato and her husband Jim; Outbound Revising Clerk Howard Andersen and wife Gladys; and Assistant Cashier Alice Sobczak.

Willard Kinast, assistant cashier, motored to Michigan, around Lake Superior via Canada, through Minnesota, North Dakota, South Dakota, Wyoming and Iowa on his vacation. The Black Hills area held the main attraction along with short side trips.

Mary Neuman, stenographer, recently accompanied her family to Appleton and Oshkosh while her father, John, also an employee of the railroad, attended the State V.F.W. Convention at Appleton. Mr. Neuman was selected as one of twelve All-State Commanders in the V.F.W. He is commander of Swanson-Williams V.F.W. Post 726 and was elected Milwaukee County Councils "Voice of Democracy Chairman."

Welcome to Clerks Dick Cropter and George Grant, both recent graduates in journalism from Marquette University. Dick hails from Cedar Rapids, Iowa, and admits to liking the creative side of journalism. George's hometown is Havre, Mont. His orientation in journalism is geared toward advertising, marketing and public relations.

Alice Sobczak was the successful bidder for the position of assistant cashier, vacated by Ted Wojtasiak on his retirement. Her position in inbound revising was assigned to Lois Scott from the grain desk. Jerome Hofkes moved into grain revising and brewery tallies, Rosemary Fernbach moved to tariff filing and demurrage and Robert Nelson moved to the comptometer desk.

Condolences are extended to June Stanlee, outbound revising clerk, on the death of her sister Barbara Schreiber of Laguna Beach, Calif.

Condolences are extended to the family of Harold V. Gilligan, retired general chairman of BRAC. Mr. Gilligan was a member of St. Christopher Society, Knights of Columbus and Holy Name Society.

Condolences are also extended to the family of Andrew J. Cary, clerk in the Muskego Industrial Control Center. Mr. Cary had 22 years of service with the railroad.

Wallace Henkel is recuperating at home following recent surgery. With continued improvement he should soon return to work.

Edward Wencka, who recently retired, was hospitalized for a short time and is also at home on the road to recovery.

AGENCY

With rain falling before and after the BRAC picnic on Aug. 12, you might say that Steve DuPuy's prayers were answered, because the sun did shine that day. The sun also shined for winners of the big drawings, Les Carlson, Mel Clendenning, and Jan Draeger of the agency; Charles Barth of Muskego Yard; and Kathy Bullock of the Regional Data Office.

To enjoy 20 years of retirement is most unusual, but such was the case with George Hauenstein who passed

Retiree Lands Once-in-A-Lifetime Catch--A Boy

Wilfred Jepson, who retired in 1964 as general foreman at Bensenville Yard, got a once-in-a-lifetime chance to be a hero recently by being in the right place at the right time with net in hand and the presence of mind to act swiftly.

Jepson, now making his home at 4345 50th Place South in St. Petersburg, Fla., is a frequent fisherman on the Tierra Verde bridge near his home. He was working with his net and enjoying the antics of a small boy, who was romping on a leash provided by cautious parents. The rope was tied to the bridge on one end and the boy on the other, giving the boy a chance to play and the parents a

chance to fish with a little piece of mind.

But the boy, Reed Richberry of Wilkes Barre, Pa., proved too quick and wily for his parents. Somehow in typical little boy manner, he managed to wriggle out of the rope and over the edge of the bridge.

Jepson had prepared his net for casting when he saw Reed fall. He threw the net just as Reed hit the water, and made a perfect cast. After netting his first boy, Jepson hauled him up and placed him on the bridge—white-faced, tangled in the net, screaming but unhurt.

Asked if he liked the water, Reed's negative reply was punctuated with

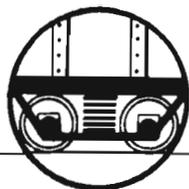
scared little boy sobs.

"I fish here everyday with a net," Jepson said. "I've seen children running around on the bridge and always thought this would happen to one of them. Some parents don't pay any attention but these were very nice people. They were taking precautions but the boy just managed to get loose from the leash they had on him."

But the possible tragedy was averted and the story has a happy ending despite a dripping, unhappy boy.

And think of the fish story Jepson has to tell! When he raves about the one THAT long, no one need know the "fish" had feet rather than fins. (*St. Petersburg Evening Independent*)

away at the age of 87. George was a check clerk in the Fowler Street warehouse, where he took his pension at the age of 67. He died in Aug. 1972.



Carloadings

MUSKEGO YARD AND PASSENGER STATION JANUARY-AUGUST 1972 compared with same period in 1971

STATION

Beverly Radtke, Correspondent
Office of General Superintendent

LeRoy Laus, Arthur Wisth, Guy Bell and Norman Neman, all of the mail and baggage department in Milwaukee depot, were guests of honor at a get-together at Covic's in Milwaukee on Aug. 4 where they received best wishes for a long and happy retirement. Each of the four was presented with a clock in the shape of a locomotive and which also carried a nameplate with his years of service to the railroad. They were also presented with other gifts by their many friends and co-workers who were present.

Many happy years of retirement to Switchman I. L. Myers, who retired July 6.

Sympathy was extended to the family and friends of retired Switchman George Ashley, 84, who died July 6; retired Switchman Clarence Grundman, who died July 30; and retired Switchman Thomas Marshall, 87, who died Aug. 2.

Sympathy is also extended to Yardmaster Tom Farrell on the death of his mother on July 10 and on the death of his mother-in-law on July 12; and to Switchman George Rotta on the death of his mother on Aug. 2.

Congratulations to Fireman and Mrs. J. Oestreich on the birth of a daughter, LeAnn Joy, on Aug. 3. Congratulations to Switchman and Mrs. Larry Baltutis on the birth of a daughter, Alicia, on Aug. 16.

Best wishes and much happiness to Carole Lynn Griffin and Ken Barczynski, who were married July 15 at Holy Redeemer Church in Milwaukee. Carole is the daughter of Switchman Gordon Griffin.

**There's A
Future In It
For Someone**



**Take stock in America
Buy U.S. Savings Bonds**

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	EIGHT MONTHS		INCREASE	
		1972	1971	1972 over 1971	% of increase
10.2%	Lumber	38,636	36,596	+2,040	+ 5.6%
10.1	Grain	46,505	46,030	+ 475	+ 1.0
6.9	All other paper or allied products	51,370	45,473	+5,897	+ 13.0
5.6	Motor vehicles	18,514	16,193	+2,321	+ 14.3
3.3	Canned fruits, vegetables & seafoods	12,955	12,742	+ 213	+ 1.7
3.1	Stone, clay or glass products	20,080	18,996	+1,084	+ 5.7
2.9	Grain mill products	33,832	33,449	+ 383	+ 1.1
2.8	All other primary metal products	9,877	9,206	+ 671	+ 7.3
2.6	Industrial chemicals	12,321	10,539	+1,782	+ 16.9
2.4	Non-metallic minerals; except fuels	29,436	28,406	+1,030	+ 3.6
2.3	Freight Forwarder & Shipper Assn. traffic	14,879	12,921	+1,958	+ 15.2
2.0	Waste or scrap materials	18,911	15,577	+3,334	+ 21.4
1.3	Petroleum, natural gas or gasoline	10,256	9,563	+ 693	+ 7.2
1.3	All other machinery; except electrical	5,885	4,931	+ 954	+ 19.3
1.2	Electrical machinery or equipment	8,277	7,868	+ 409	+ 5.2
.3	All other farm products	4,209	3,755	+ 454	+ 12.1
.1	Metallic ores	2,358	964	+1,394	+144.6
.0	Small packaged freight shipments (LCL mdse.)	175	157	+ 18	+ 11.5
6.4	All other carload traffic	44,480	41,245	+3,235	+ 7.8
64.8	Total Increases	382,956	354,611	+28,345	+8.0%
	loading of these commodities DECREASED in 1972 over 1971	EIGHT MONTHS		DECREASE	
		1972	1971	1972 under 1971	% of decrease
4.1%	Coal	48,335	53,054	-4,719	- 8.9%
3.7	All other wood products (incl. plywood)	18,381	18,865	- 484	- 2.6
3.2	All other chemicals or allied products	18,958	20,237	-1,279	- 6.3
3.1	All other food products (incl. sugar)	17,264	18,414	-1,150	- 6.2
2.8	All other transportation equipment	18,686	19,572	- 886	- 4.5
2.7	Primary iron or steel products	14,400	17,284	-2,884	-16.7
2.6	Meat, fresh, chilled or frozen	9,807	13,122	-3,315	-25.3
2.3	Pulp or pulp mill products	9,730	10,523	- 793	- 7.5
1.8	Primary forest products	27,560	33,983	-6,423	-18.9
1.7	Fabricated metal products	8,443	8,754	- 311	- 3.6
1.6	Malt liquors	10,988	12,360	-1,372	-11.1
1.2	Soybeans	5,118	8,367	-3,249	-38.8
1.0	Dairy products	5,324	6,229	- 905	-14.5
.9	Farm machinery or equipment	6,541	6,689	- 148	- 2.2
.8	Beverages; except malt liquors	6,438	6,715	- 277	- 4.1
.6	Potatoes, other than sweet	3,282	4,252	- 970	-22.8
.6	Fresh fruits & vegetables	3,728	4,097	- 369	- 9.0
.4	Coke, oven or blast furnace products	4,039	4,728	- 689	-14.6
.1	Livestock	454	653	- 199	-30.5
35.2	Total Decreases	237,476	267,898	-30,422	-11.4%
100.0	Total	620,432	622,509	-2,077	-.3%



45 YEARS WITH THE MILWAUKEE ROAD. Milwaukee Division Engineer Marion Benner (right) is shown as he received a Silver Pass from A. C. Block, traveling engineer-trainmaster on July 31 in Milwaukee.

The callers' office at Muskego Yard has been remodeled. There are no longer callers assigned at the roundhouse.

Switchman Nick Huberty recently left to enter the military.

Caller Virginia Christian, her husband, Donald, who is a switchman in the Milwaukee Terminals, and their son, Don, spent part of their vacation fishing in Canada this year.

We wish a speedy recovery to Trainmaster Ed Blanck, who suffered a heart attack in July.

Milwaukee Division SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

Mr. V. R. "Dick" Baruch, former sales representative at Duluth, Minn., has been transferred to Green Bay as assistant district manager-sales. Mr. Baruch began his career with the railroad 11 years ago at Detroit. He is married and has two children.

Clerk Fred Day has been cast as Hor-tensio in the summer production of "Kiss Me Kate" at the Hall of Fine Arts on the St. Norbert College campus. Fred, former interchange clerk in Green Bay, is now working as a clerk in Menasha.

Many happy years of retirement to Switchman Otto Klug, who retired June 7 after 34 years of service to the railroad.

Sympathy is extended to former Chief Clerk John B. Phillips on the death of his wife on May 18, and to retired Engineer Leo H. Lynn on the death of his wife on July 30. Sympathy is also extended to the families of retired Engineer Clarence Knickerbocker, who died July 1, and retired Conductor Carl Matthews, who died during July.



Navarre Hancock, chauffer at the Tomah (Wis.) Shops, (right), is congratulated on his retirement Aug. 31 after 27 years with the railroad by John King, material division general foreman.



Joseph E. Jerdee (left) and Vernon D. Lamb (right), both blacksmith welders in the Tomah (Wis.) Shops, are congratulated by F. J. Reese, shop superintendent, as they retired June 30 after more than 40 years with the railroad.



V. L. Waterworth, shop superintendent at the Milwaukee Shops (left), congratulates George Rosplack and George Bauer, both welders in the freight shop, and Alan Davey, freight shop foreman, on their recent retirements from the Milwaukee Road. See related story in Pat Hoye's column.

Chicago General Offices

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

June Mathisen, Correspondent

We welcome back those who have been on the sick list. Keep well wishes to Ralph Gatto, Rose De Leske, Kenny Parket, Florence Steiner and Helen Yankowski.

Ed Bradtke recently became the father of the bride. His daughter, Donna, became the wife of Richard Buck. Nuptials were in St. Hubert's Church in Hoffman Estates.

More happiness—Blanche Debs has great-grandchild number five. The child's name is Kevin Lee Johnson.

Vacations in our office have taken some to far corners of the world.

Vi Christenson went to Mexico.

Bill Condon and his wife visited their daughter in Maryland and also toured Washington, D. C. Their grandson, Tommy, 9, was intrigued with the Smithsonian Institute.

Blanche Debs visited her brother in Encinata, Cal.

Ann Geriba toured the fjords of Norway, beautiful Sweden and Hans Christian Anderson's Denmark.

Bob Gregori and his family visited Italy.

The Osmundsons sojourned to the Ozarks.

Our civic affair award goes to Bill Kirscher, who coaches two basketball teams at Peace Memorial Church in Evergreen Park, Ill. He started coaching the youth group basketball team in 1966. The team is composed of boys ranging from high school age to 20-years-old. From last place in 1966, the youth team went on to become tournament champs from 1967 to the 1971-72 season with a total of 53 wins and seven losses.

Dennis, Bill's son and a former Milwaukee employee, played guard from 1966-70. Once Bill's first team passed the 20-year age limit, another league was brought into being, the college youth team. In two short years they too became tournament champs with 12 wins against one loss. Remarkable!

Kirscher's original team presented him with a trophy of appreciation for his dedication to coaching. The trophy was inscribed with all the names of the players plus that of the waterboy who is Bill's number two son, Bruce.

Bruce has been playing basketball since he was 11 and will premiere this season. Bill says that Bruce is a terrific player on the junior team.

Peace Memorial Church has sold their property and Bill and his son, Dennis, are members of the architectural committee planning a new structure in Palos Heights, Ill. A gym with

a regulation basketball court will be included in the designs.

Mr. and Mrs. Kirscher entertain over 40 "lads and lassies" seven times during the year. This sure is wonderful to hear. This past summer they chaperoned 21 college kids on a weekend camping trip. Wow, I think they deserve trophies.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Bessie White, who retired from Manager-Capital Expenditure Accounting office in June 1968, moved to Pittsburgh, Pa. during July.

Miss Debbie Blowers and Mr. Charles Erdenberger were married on Sept. 30 at St. Bede's Church. The happy couple will honeymoon at Fort Lauderdale, Fla., and will make their home in Grays Lake, Ill.

Welcome to Robert H. Williams, who recently transferred to this office from the office of Manager-Revenue Accounting. He is now working as a clerk in the AFE Section.

Miss Evelyn Mazier, head typist, went on a Caribbean cruise in July. The group she went with sailed on the Carla "C", an Italian ship.

Welcome to Assistant Engineer Ronald B. Willman, who joined our forces in August. Mr. Willman was previously with the Burlington Northern's engineering department.

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Carol Dunker and Sue Kalismiki have recently joined the Freight Traffic Department as secretaries. Carol, a graduate of Fox Business College, is from Chicago, and Sue, who formerly worked at Galewood, is from Addison, Ill.

Approximately 160 persons attended the Traffic Department's annual picnic on July 15 at Lion's Forest Preserve in DesPlaines, Ill. Games for the children started at noon with each participant receiving a prize. A softball game was held between the sales and pricing departments, with the sales department emerging as the winner of the game. The girls also had a softball game. The horse-shoe tournament started with 16 teams and after several series of play-offs the team of Joe Nowacki and Tom McLaughlin emerged as the winners by defeating Bob Bennett and Bill Mullen in the final round of the tournament. Door prizes were won by Harold Page, Joe Nowacki, Bill Schauer, Joe Nagle





Edgar W. Chesterman, assistant vice president of pricing (left), is congratulated upon his retirement Aug. 31 in Chicago after more than 48 years with the Milwaukee Road by William J. Quinn, chairman and chief executive officer of the railroad.

and Mrs. Paul Hellman. Beer for the picnic was donated by the Schlitz and Pabst Brewing Companies.

A group of 43 people from the sales and pricing departments attended a Chicago Cubs baseball game on July 29.

Secretary Kris Gerstein recently returned from her vacation in Hawaii.

The annual golf outing sponsored by the pricing department was held on Aug. 19 at the Chevy Chase Country Club in Wheeling, Ill. Fifty-three people attended the outing and the weather was beautiful for golf. Low score for the day was 94 turned in by Warren Burg of the accounting department.

Our sympathy goes out to the family and friends of Ray Sankey, who passed away in July. Mr. Sankey worked in the tariff department for many years and had been retired for the past year.

Brian Crisci, 7, son of Bob Crisci of the sales department, recently received an award from Chicago Today, a daily Chicago newspaper, for being the most improved swimmer in the Chicago area. Brian is now competing in swimming events for seven- to nine-year olds.

OFFICE OF MANAGER- DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Maureen Callahan was a recent visitor to our new office in Chicago Union Station. Roy Johnson, formerly of the capital expenditure's office also dropped in to see the offices and to say "hello."

Get well wishes are extended to Josephine Pflanz, assistant bureau head of

the general stats bureau, who recently underwent surgery.

New faces in the bookkeeping bureau are Doris Floore, who came to us from the overcharge department, and Sharon Wellman from Amtrak. Sharon will be listening to wedding bells on Sept. 7.

Barbara Wambac of the Accounts Payable Bureau was married to Donald Eichler on August 26.

On August 31 we said so-long and happy retirement to Mike Cerar of the Bookkeeping Bureau. Mike, who formerly worked at our Western Avenue office in the Dining Car Department, came over to us as comptometer operator. Good luck and best wishes are extended to him.

OFFICE OF MANAGER EQUIPMENT ACCOUNTS

Karen Konczyk, Correspondent

Congratulations to Arlene Veach of foreign car records on the birth of her first son, Larry, Jr., on July 8. Arlene also has two girls.

Florence Seif also of foreign car records left on Aug. 4 to await the arrival of her baby.

Wedding bells rang for Dennis Gruszecki and Diane Polek on July 22 as they exchanged vows at St. Bruno's Church.

Angie Tauber celebrated 45 years of service on Aug. 22. The office remembered her that day with a party.

Get well wishes are extended to Adrian Adkins, who was hospitalized as of Aug. 24.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

An annual little league manager's baseball game turned out to be quite hazardous for Al Elwart, assistant manager in the joint facility bureau. He broke his ankle after completing a fantastic slide into third base. He is now hobbling around on crutches. Quite an example to set for his little leaguers. A Lou Brock, he isn't!

Robert Royer has been on a leave of absence for several months. Cindy Knack has replaced him as major bill clerk for the duration of his leave.

Cindy Knack is about to welcome another Milwaukee Road employee into her family. Patricia Tonyan of the paymaster's office is engaged to Cindy's brother, Glen Knack. The wedding is planned for April 21, 1973.

The welcome mat in our office is extended to new clerks June Bolden and Mike Andrews.



RETIREES AFTER 43 YEARS WITH THE MILWAUKEE. Catherine Freeman, bureau head of the central typing bureau in Chicago (right), receives a retirement gift on behalf of her many friends and co-workers from Zora McNamara, head dictaphone operator in the bureau, at a luncheon held in her honor on June 27 in Chicago Union Station. Miss Freeman, who retired on June 30, began her service with the railroad on April 1, 1929 in the joint facility department. She later transferred to the central typing bureau as dictaphone operator and remained to become bureau head in February 1954.

Chicago Terminals GALEWOOD

Eleanor P. Mahoney, Correspondent

Linda M. Gallagher, steno-clerk, took a leave of absence to have her first baby. The office force presented her with a gift and wished her happiness.

A former Galewood employee, Judy Parsons Larson, is the mother of a son, born during July.

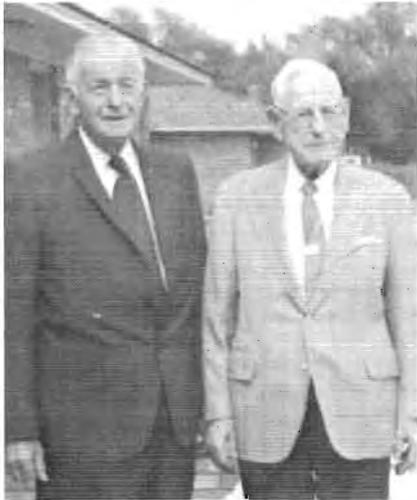
Ed Sofka, cashier in the Regional Data Office, retired on June 30 after more than 52 years of loyal service to the Milwaukee Road. Thirty-nine of those years were spent here at Galewood. The regional and agent's offices grouped together and presented him with a handtooled wallet made by F. E. LaRue. The gifts from his friends and co-workers will further Ed's hobby of creating more beautiful roses than any commercial type rose ever sold.

J. R. Knaak, demurrage inspector, while on vacation fell off a ladder and dislocated his shoulder. His wife, Ann, had to finish painting the house for him.

Ralph Bode, demurrage clerk, is still recuperating after his accident with his power lawnmower.

Barbara Doolittle is now demurrage clerk in the agent's office.

After a reorganization of forces, Walter Pugsek and Robert Colburn of the car record department and Terry Madigan and Robert Chorney of reconsigning were transferred to Bensenville. Joyce Brown, Vehra Waller, Amelia



Harry S. Zane, retired freight traffic manager (right), celebrated his 84th birthday at his home in Dallas on July 7 with the help of F. K. "Bus" Beem, retired assistant traffic manager, who now lives in Clearwater, Fla.

Sorrell and Tina Ostien were transferred to the regional data billing department.

Jerry Waldman, brother of John Waldman who is now district manager of materials at Seattle, died as a result of injuries received in a boating accident.

Anne English Hampton, regional data revision clerk, left the employ of the Milwaukee Road. She and her husband Mark are planning to move out of the state.

George Wealer, rate clerk in the regional data office, is back on the job after hospitalization.

Donald Jepson, born July 19, is the second son of W. T. Jepson, regional data manager. Bill, Jr., is three years of age.

Kieran C. Mahoney, daughter of your correspondent was elected editor of The Falcon, Quincy College Newspaper.

Correction: The photo caption of the Wealer-Longmire wedding, which appeared on page 31 of the July-August issue of the magazine was in error. The bride's correct name is Cheryl Susan.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent
Car Department Office, St. Paul

Material Manager K. J. Kulk became a proud grandpa when his daughter, Mrs. David Henderson, and her husband of Ithaca, N.Y., welcomed the arrival of baby girl, Erin.

It's Mr. and Mrs. Mark Hollanitsch now. Karen Strandlof, locomotive department steno and Mark, an employee in the roundhouse, were married on

July 10. To make it a complete railroad alliance, Car and Locomotive Clerk Fred Schriever and his wife were the attendants at the wedding in Aberdeen, S. D.

Mrs. Ed York, 71, wife of retired engineer, passed away on Aug. 9. Her son, Clarence, is an engineer and her son-in-law, Doug Kimler, is a telegraph operator with the Milwaukee Road.

Edward Braunschweig, car inspector, retired on July 31 from the Minneapolis Car Department.

Aberdeen Division

EAST END

Mavis Wallien, Correspondent

Trainmaster's Office, Montevideo

Roadmaster Cliff Awe escorted his daughter, Jackie, down the aisle of St. Paul's Lutheran Church at Montevideo in June and she is now Mrs. David Eichherst. The newlyweds are both employed at the county courthouse.

A coffee party at Aberdeen marked the retirements of Clerks Frank DeWalt and Anton Sanders. They were employed by the railroad for 48 and 49 years respectively.

At Clerk Byron McKeown's house there's a new daughter named Nancy Ann, who was born on the Fourth of July.

Lineman John Lanning and Conductor Gordon Ganske are both recuperating after recent surgery. Former Assistant Superintendent Bob Dimmitt, now retired and living in Dubuque, Iowa, has had a hip joint "re-build" job and

is recovering nicely.

Mrs. W. A. Witte, wife of Bill Witte, former agent at Glencoe, died suddenly at their summer home at Kjellberg Bay Resort, Wehkon, Minn., of an apparent heart attack.

Theodore Skramstad, retired east H&D engineer, died in Fergus Falls, Minn.

Henry C. Johnson, also a retired east H&D engineer, passed away on Aug. 16 in Minneapolis.

Eddie Brennan, signalman at Granite Falls, recently got a thrill that comes to few when he caught a 20 pound Northern in Ontario. It measured 32 inches long and 17 inches around the waist. He now proudly wears a Canadian "Expert Angler" button which was presented to him by the Canadian Mountie who officially weighed his catch.

Martha Moehring, recent retiree, reports that she spends a great deal of time on her John Deere riding lawn mower and is 100 per cent for retirement.

Conductor Frank Wilcox recently traveled to Aberdeen to visit relatives.

Engineer Ralph Preston and his wife are vacationing in Juneau, Alaska.

Engineer and Mrs. Jalmer Knudson are home from a European trip. Jalmer reports that they enjoyed the train rides, especially when the trains were loaded on huge ferries, along with automobiles, and took off across the water.

A new brakeman on the Middle Aberdeen Division is Marvin Hocum, son of Conductor W. E. Hocum. Also added to the Middle Aberdeen Division's roster is brakeman Eugene Moe, son of Engineer M. O. Moe.



Frank Chrz, roundhouse foreman in St. Paul (center), is congratulated on his retirement, Aug. 31, by Master Mechanic R. A. Hargis (right) and General Foreman A. W. McCarthy. Frank, who started with the Milwaukee Road in 1924 at Austin, was guest of honor at a cake and coffee party on his last day at work.



Jan Girard, daughter of Foreman and Mrs. Jim Girard, was married to Michael Maixner, son of Dr. and Mrs. M. G. Maixner, on July 22 at St. Joseph's Catholic Church in Harlowton, Mont. A reception was held in the church's youth center following the ceremony. The couple honeymooned in Denver and also spent a few days at the Girard's summer home near Deer Lodge. Jan has worked in the roundhouse office as a relief clerk. Both Jan and Michael plan to attend school this fall.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

July 15 marked the retirement of Alan B. Davey, freight shop foreman. Alan started as a laborer at the shops in 1936 and after holding a variety of positions, was promoted to foreman in 1945. He and his wife will spend their retirement years in Moscow, Kansas. They have our wishes for many pleasant years of retirement.

Congratulations to Donald Ahl on his promotion to freight shop foreman. Don has been with the Milwaukee Road 30 years. Starting his career as a laborer, he has held various positions in both the freight and the passenger shops. Good luck to you Don on the new job!

Several of our people have joined the retired ranks this summer, and they have the best wishes of their many friends and co-workers.

Robert Franks, carman cutter, retired on June 15. His service dates back to April 20, 1966.

On July 6, George Rosplock and George Bauer retired. Both were welders in the freight shop. Mr. Rosplock accumulated 35 years of service and Mr. Bauer was with the railroad for a total of 42 years.

Tony Radke, tinsmith welder in the

sheetmetal shop, retired on Aug. 16 after serving 47½ years with the Milwaukee.

George Peaslee, welder in the forge shop, was with the railroad for 23 years. He retired on June 30.

Al Fischer had been with the Milwaukee 13 years when he retired as a carman on July 7.

Mr. Anthony L. Will, retired carman from the freight shop, received a silver pass for 46 years of service on the railroad. Mr. Will continues to make his home in Milwaukee.

Daniel Brunner, machinist helper in the forge shop, was awarded a scholarship to study at the University of Wisconsin—Whitewater. Dan was named to the 1972 All State High School Football Team as a result of his performance on the Boys' Tech football team. He will begin his studies there in September. Dan is the son of John Brunner, a carman at Davies Yard repair track in Milwaukee.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

LOCAL FREIGHT OFFICE: Larry Fettig, son of Assistant Agent Leo Fettig, came home from the service in time to go on vacation with the family to North Dakota to visit more family. Al Swanson returned from a two-week vacation that he spent working in his yard. Ruth Taisey, steno clerk in the freight office, went to family reunions in both Oregon and California. Don Olson used some of his two-week vacation to put in a lawn and work around his house.

FOREIGN FREIGHT OFFICE: Bill Herrick, along with his wife, Carol, and their two children, vacationed along the beautiful Oregon coast. He reported for work complete with a suntan and ocean sand! Bill Prather recently became the proud owner of a registered Tennessee walking horse. The stallion answers to the name of "Maestro Hai Karate" and has already taken three ribbons in "The Tennessee Walker Jubilee." Bill plans to continue showing Maestro as well as riding for pleasure.

REAL ESTATE DEPARTMENT: The Real Estate Department recently welcomed to its staff a new draftsman, David E. Greenfield. Dave and his wife, Brenda, live at Winslow and have two children, Dawn, who is seven; and David, who is three.

REGIONAL DATA OFFICE: Joyce Ask and children vacationed in Deer Lodge with her parents, Mr. and Mrs. Victor Goldie. Mr. and Mrs. R. J.

Symicek and children spent their vacation in Wisconsin with their parents and other relatives. Cleo Wilson and family vacationed along the Oregon coast and in Northern California. Ronald Wingfield recently joined the Regional Office as a keypunch operator. Mr. and Mrs. John Komurka and daughter, Janie, vacationed with their son Mike, who is a disc jockey at Mendocine, Calif. Milt Kutz, regional manager of sales in Minneapolis, recently visited our office. He and his wife spent their vacation in Seattle with their son who is attending school here.

YARD OFFICE: After 30 years of service, Yardman-Brakeman Homer Carter retired from service. A retirement coffee and cake get-together was held in his honor on Aug. 3 at Seattle Yard, where he was presented with a gift from his fellow employees. Homer worked nearly all of his 30 years in Seattle Yard, with the exception of last year when he worked on the road. Best wishes were extended to him for many long and happy years of retirement by Assistant Superintendent D. F. Gallipo on behalf of Homer's many friends who were present.

PRICING DEPARTMENT: Kay Miller, secretary to the manager of pricing, returned recently from her long awaited European vacation. Kay flew to London in mid-June. She visited many cities on the continent including Venice, Trieste, Rome, Munich, Salzburg, Vienna, and her mother's birthplace of Delnice, before returning home in mid-July. Others in the department who vacationed recently include Rich



M. P. O'Loughlen, assistant trainmaster in Madison, S. D., retired in July after 45 years with the railroad. A retirement party was held at the Park Hotel in Madison, with 75 fellow employees and their wives in attendance. He and his wife, Kathryn, plan to remain at their residence at 103 South Union in Madison.



STANSFIELD - HOGAN. Deborah Ellen Stansfield, daughter of LaCrosse Division Brakeman and Mrs. Kenneth G. Stansfield of Goodview, Minn., was married to Paul J. Hogan, son of Mrs. Cora Hogan of Roslindale, Mass., at St. Mary of the Angels Chapel at the College of St. Teresa in Winona, Minn., on July 1. The bride is a graduate of the College of St. Teresa and has also attended St. Mary's College and Boston University. The groom is a graduate of Massachusetts State College at Boston and Boston University. The couple will make their home in Duxbury, Mass.

Ball, who flew to St. Louis for a long week-end to attend his parents golden wedding celebration; Maxine Dittebrandt, who vacationed with her husband in Penticton, B. C.; and Nella Spiegelberg who tried her luck in Reno.

The department held its annual office picnic on July 22 at Hi-Dive Resort on Surprise Lake. It was well attended, everyone came early and stayed late, and surely that indicates that everyone had a great time!

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

A retirement party for A. E. "Red" Hansen, former chief carpenter on the Coast Division, was held July 14 at Ivan's Restaurant in Puyallup. Following the social hour, a buffet dinner was served to his many friends in attendance. Seated at the head table along with Mr. and Mrs. Hansen were their son and daughter-in-law, Mr. and Mrs. Ken Hansen, and Division Engineer H. E. Hurst (who acted as master of ceremonies) and Mrs. Hurst.

Red was presented with gifts which included a barometer to assist him in selecting the best possible fishing weather. An enjoyable evening was had by all who joined in wishing the Hansens a long and happy retirement.

Harry Hoye, chief clerk in the superintendent's office, became a proud grandfather when his son and daughter-in-law became parents of a daughter on June 28.

Dave Merchant, assistant to the superintendent and his wife welcomed the addition of 8 lb. Wendi to their family on June 26. The Merchants were presented with an appropriate gift from their Milwaukee Road friends.

Friends and associates of Floyd H. Christin, sales representative in the sales and service office in Tacoma, were saddened by his death on July 12. Floyd, who had 31 years of dedicated service with the Milwaukee Road, will certainly be missed by his many friends. He is survived by his wife, Donna, five sons and a daughter. Funeral services were held in Centralia, Wash., on July 15.

Leo Jensen, retired engineer in the division engineer's office, died on July 21. He is survived by his wife, Carolyn, also a former Milwaukee employee, and a son. Leo will be greatly missed by all who had the pleasure of knowing him.

A bridal shower was given for Penny Vierra, steno in the agent's office, on Aug. 16. She was presented with many lovely gifts, after which coffee and a beautifully decorated cake were served. Penny was married to Bill Prather, sales representative in Seattle's foreign freight sales office, on Aug. 17.

Bill Brodsky, assistant electrical engineer in the electrification department, ended his bachelor days, when he married Judy Price on Aug. 19.

Our congratulations and best wishes



Machinist Walter G. Owens (second from left) bids goodby to Roundhouse Foreman Ed Mielke, Electrician Al Tovey (right) and Clerk Dorothy Wester as he retired from the Harlowton (Mont.) Shops on July 30.

to both couples.

You've heard of people taking a busman's holiday, but what about Bob Butler and George DeLand of the engineering department, who for the last 18 months have been building model railroad tracks at night. They formed the only model railroad club in the City of Tacoma and on Aug. 12, they had an open house for the Seattle Evergreen Model Railroad Convention. Nearly 100 visitors toured their layout, some coming from as far away as Connecticut. The layout has about 300 feet of main track on mountain grade with three tunnels, trestles, and a separate model of the Rayonier Logging Railroad.



Homer Carter, yardman-brakeman in the Seattle Yard, retired recently after more than 30 years with the Milwaukee Road. Homer (center with hands crossed) is shown surrounded by retired yard employees who were on hand Aug. 3 to extend to him their best wishes at a cake and coffee get-together. Shown are: (left to right) C. Balch, retired roundhouse foreman; Bill Walker, retired switchman; R. O. Hawkins, retired yard foreman; Bill Bizyack, Homer's brother-in-law and the only non-employee in the picture; Homer Carter; J. A. Pelant, retired yard foreman; Bob Williams, retired engineer; B. G. Nash, retired yard foreman; and T. D. Robertson, retired yard foreman.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Harlowton's 20th great rodeo was held on July 3 and 4 this year. It isn't unusual for some of our Milwaukee people to do very well in the events including the parades. Former Roundhouse Foreman James Trapp rode a trailer with many old-time gas engines all running at the same time. His restored Model T was also in the parade.

Linda and Ty Cotton, husband and wife, were listed on the honor roll at Western Montana College at Dillon. Linda also received an Advanced Honor Scholarship at Western.

Eileen Kane, 71, retired chief clerk to the master mechanic in the Savanna (Ill.) offices, passed away in Harlowton, where she had made her home since retirement with her brother, John Kane. Services were in St. Joseph's Catholic Church and burial was in Harlowton Catholic Cemetery.

John Kane has been absent from work for some time following major surgery.

Retired Laborer Barney Grinnvoll and his daughter, Gudne, have been vacationing in Norway. He has sent numerous cards from the old country to many of his friends.

Cliff Steinhauser, 90, was honored on his birthday by a reception hosted by his son, Robert, who is chief clerk at Harlowton, and his daughter, Mrs. Ruben Hille. Mr. Steinhauser retired from the railroad about 25 years ago.

Electrician Apprentice Arnold Lilley and Karen Olson were married on July 1 at the Judith Gap Community Church in an evening candlelight service. The couple has moved from Judith Gap to Harlowton. They honeymooned on a trip through Yellowstone Park.

Airman George Tuss, son of Carman and Mrs. William Tuss, has been assigned to Chanute Air Fore Base in

Rantoul, Ill.

Richard Knudson has been chosen as a first saxophonist in the National FFA band and will be in Kansas City for the National FFA meet. His brother, Jim, is working as relief clerk to the yardmaster. The boys are sons of Laborer and Mrs. Kenneth Knudson of Harlowton.

Scoutmaster Bob Burrows, machinist in the Harlowton shops, attended the Wood Badge Scout Leaders' Training Meet in Spokane.

Machinist Walter G. Owens retired July 30 from the Harlowton shops. Mr. Owens came to Harlowton on October 13, 1949. A son, Walter R. Owens, foreman at Othello, served an apprenticeship at Harlowton and Milwaukee.

Jim O'Dore visited in the Harlowton area with his wife recently. Jim served as a superintendent on the Milwaukee retiring at Harlowton.

The Gordon Irion family recently visited in Harlowton and Lennep. Gordon and Lois are from this area. Mr. Irion has advanced to assistant roadmaster with offices in Chicago.

EAST END

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

Welder Johnny Sherpe of Roundup has again placed first in the Montana State Old Time Fiddling contest held in Polson.

Store Helper Warren Schiller has much to be thankful for. Warren was a driver of one of the cars in the Jaycee Demolition Derby when his gas tank caught fire. He escaped with a badly burned arm.

Trainmaster-Traveling Engineer and Mrs. P. M. McLean were among those attending the Senior Golf Tournament in Butte during August. Mr. McLean won second and third in his flight and Mrs. McLean won her flight.

Congratulations are in order for Roundhouse Foreman and Mrs. Joseph Salo on the birth of a daughter on Au-

gust 7th.

Navy Seaman Hull Technician 3rd Class Dan Worlie has been home on leave visiting his parents, Relay Operator and Mrs. Wayne Worlie. Dan is now headed for Greece where he has been assigned to the USS Lyspear, a submarine tender in the Mediterranean.

Tauni Kay Schmeling, the daughter of Special Signal Maintainer and Mrs. J. Schmeling, is wearing a broad grin these days. She won a bicycle in a recent "Crazy Daze" drawing.

Congratulations are in order for Gertrude Pembroke and Rich Nunberg on their recent marriage. Gertrude is the daughter of Engineer and Mrs. A. W. Pembroke. The young couple will make their home in Wibaux.

Congratulations to Cathy Weyerbacher and James Bastian on their recent marriage. Jim is the son of retired Brakeman and Mrs. E. L. Bastian. The young couple is making their home in Miles City where both are employed.

Congratulations to Dennis Edwards and Linda Waldow on their recent marriage. Linda is the daughter of Carman and Mrs. Al Waldow. The young couple will make their home in Miles City where Dennis is employed.

And congratulations to Dolores Minckoff and William R. Gluyas on their marriage on August 4. Bill is our third-trick yard clerk.

Sympathy is extended to the family of Mrs. Mabel Richey, mother of retired Yard Clerk Leland Richey, who died on August 8 in Miles City. Burial was in Marmarth, N.D., where Mrs. Richey had lived for many years.

Charles W. Shore, 87, died on June 16 at Forsyth, Mont. He was a B&B foreman on the Milwaukee for many years. He retired in October 1948.

Debra Kay Morel, daughter of Mrs. C. A. Childers, was killed in an automobile accident in Miles City.

Leroy Steen, son-in-law of Engineer and Mrs. M. E. Timberman, died on August 17 of an accidental gunshot wound.

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50 NEW UNITS IN OPERATION. The Milwaukee Road has taken delivery of 50 new diesel-electric locomotives valued at over \$15 million since the beginning of this year. The locomotives range from 3,600 to 2,300 horsepower (shown above is a 3,000 horsepower EMD SD40-2) and are suitable for a variety of motive power needs on the railroad. In addition to the acquisition of the new locomotives—including four 3,600

horsepower General Electric U36Cs, 41 Electro-Motive Division (General Motors) 3,000-horsepower SD40-2s and five EMD 2,300 horsepower SDL39s—the railroad's Milwaukee Shops are in the process of rebuilding and upgrading 18 older units, all with over 15 years of hard service. The 3,600 and 3,000 horsepower units will be used principally between Chicago and the Seattle-Tacoma-Portland area.

THE ROUNDHOUSE CREW AT PERRY, IOWA. These two vintage photos show the roundhouse crew at Perry, Iowa, as they posed for group portraits in 1908 (right) and in 1923 (below right). Photos courtesy of Frank Fullhart, retired Milwaukee Road machinist, Perry, Iowa.



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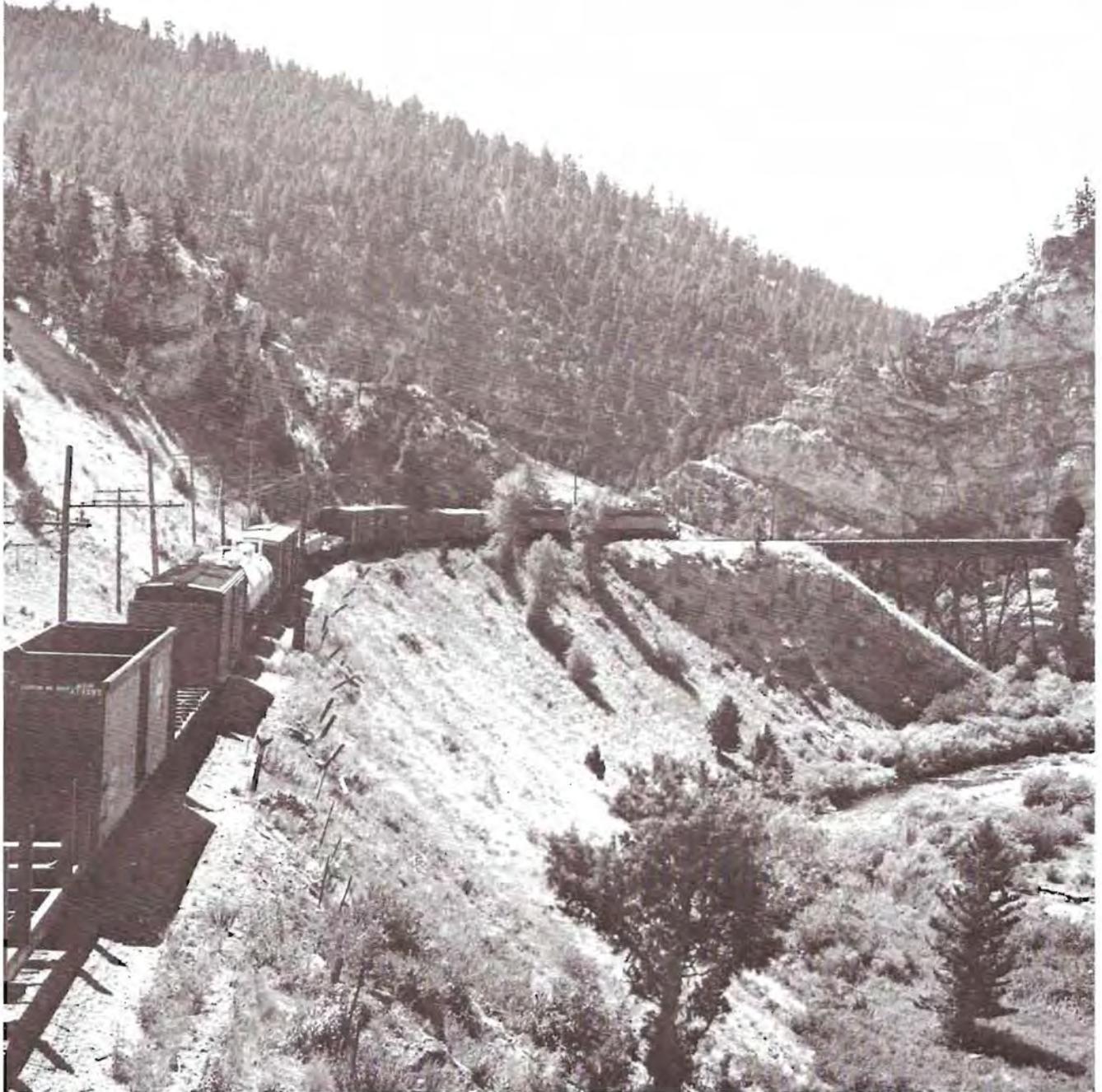
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A westbound Milwaukee Road freight train, powered by two "Little Joe" electrics, is shown as it heads across Sixteen Mile Creek and into Eagle Nest tunnel in the Belt Mountains near Francis, Mont.