

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

november
•
december
1972



To My Fellow Employees:

After more than forty-two years of service on the Milwaukee Road, I am approaching retirement under our pension plan. I reach this milestone in my railroad career with mixed feelings.



It has been a privilege to have known and worked with the many fine people who make up the Milwaukee Road family. Over the years my assignments have included service in the Engineering Department, the Operating Department, the Finance and Accounting Department and the Executive Department. In these assignments, I have worked closely with every department on the railroad. My family and I have lived in many locations on the Milwaukee system and have made many life long friends among our fellow employees.

I take this opportunity to extend to all our friends and associates warm greetings and sincere appreciation for your friendship over the years and to thank each employee for his loyal, dedicated service to the Milwaukee Road. We shall miss the close associations we have enjoyed and shall cherish the memories of those associations.

At the same time, I take this opportunity to look with you to the future of the Milwaukee Road. Although I may be in a retirement status, my concern and interest in the well-being and economic health of "our" railroad is not diminished. Our growth in the Pacific Northwest, our anticipated early entry into Louisville, our improved technology, our forward planning and our continued mutual understanding and team effort will all contribute to make the Milwaukee Road the kind of railroad we want it to be.

I extend to each of you and to your families sincere good wishes for happiness and good health in the New Year.

Curtis E. Skippen



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THE COVER

This tranquil snow scene photographed in Elgin, Ill., appeared on the front cover of the December 1955 issue of Milwaukee Road Magazine. We felt that a new generation of Milwaukee employees should have the opportunity to see it. Photo by Marc Green, director of information services.



transport briefs

Railroads Show Income Gain

Ordinary income for U. S. railroads during the first nine months of this year came to \$316 million, up from \$284 million in the same period of 1971, the Association of American Railroads reported. The increased earnings, the AAR said, still left the railroad industry's rate of return for the 12-month period ended Sept. 30 below 3 per cent. The rate of return—which has not exceeded 3 per cent since 1966—came to 2.57 per cent in the 12-month period, up slightly from 2.55 per cent for the year ended Sept. 30, 1971.

Grade Crossings Costs Reduced for Railroads

The railroads' share of the cost of eliminating grade crossings under federally financed projects has been cut from 10 per cent to 5 per cent. At the same time, their share of the cost of installing automatic protective devices has been eliminated. These changes were made recently as the Federal Highway Administration reclassified various types of grade crossing improvements and reset the railroads' costs for such projects based on net benefits received. The FHWA said "the installation of grade crossing protective devices was found to be of no ascertainable net benefit" to railroads and, in the future, they "shall not be assigned liability in the costs of such work." Previously, the railroads also paid 10 per cent of these costs.

Arkansas Voters Repeal Full Crew Law

The last full crew law in the nation was repealed on Nov. 7 when Arkansas voters gave their approval by a vote of 238,000 to 178,000. All states now have either repealed their full crew laws or have—as in the case of Indiana—amended them to allow collective bargaining agreements between railroads and unions to take precedence over the law.

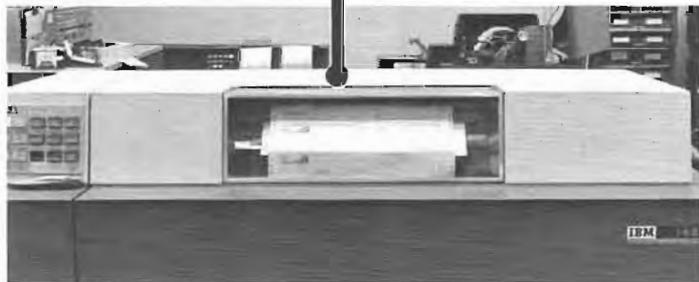
Railroads to Test New Tank Car Coupler

A tentative decision to recommend that all new tank cars be equipped with a new type coupler has been made by a research committee formed by the Association of American Railroads and the Railway Progress Institute. The AAR and RPI, which joined in funding the project, said the new type of coupler has been found to minimize the danger of tank cars being punctured in accidents. The initial phase of the \$1.25 million project, which began in 1970, "represents the largest privately financed safety undertaking in the history of freight transportation," said the AAR. The so-called "E" type coupling will be tested on 200 tank cars. When used in conjunction with top and bottom shelves to prevent overlapping, they should significantly reduce the probability of vertical separation and consequent impact or puncture of adjacent cars.

Amtrak Reports 13.2% Increase in Revenues

Amtrak, the National Railroad Passenger Corporation, has reported third quarter revenues of \$46.9 million, 13.2 per cent higher than the same period last year. Amtrak said all but three of its 14 participating railroads showed revenue gains during the quarter. The continued gains in revenues are attributed to increased patronage buoyed by improvements in service, train frequency and schedule speed.

COMPUTERS: What They



IN THE NEARLY THIRTY YEARS since its inception, the computer has profoundly affected all of us. Everyday we hear of new ways in which the computer has changed the way of doing things. It helps to predict elections, guide astronauts in space, control traffic, forecast the weather, compute bank statements, and do hundreds of other things that were unheard of a generation ago.

There have been other technological advances which greatly changed

the world—the smelting of iron, the invention of movable type, the splitting of the atom—but probably none has affected man's way of life as swiftly and in as many ways as has the computer. These very same effects have been felt in the railroad industry.

Computers And The Railroad Industry

In the late 1950s, rising labor and car-hire expenses, coupled with a demand for an ever-increasing amount

of information, forced railroad managements to search for tools which could offer help in these areas. The special abilities of computers seemed well suited to the job and with the help of the computer industry, railroads matched these capabilities to the applications of everyday operation.

With the development of an advanced computer in the mid-sixties, called a third-generation computer, the computer has been transformed

Do On the Milwaukee Road



from its first role as an accounting tool to a dramatic role in communications, car inventory and control, as well as management information services.

Computers are now beginning to figure prominently in every phase of railroad operations. From maintaining a complete and up-to-the-minute information file on every piece of rolling stock on the railroad, to developing per-diem, car-hire and billing information, to calculating and printing

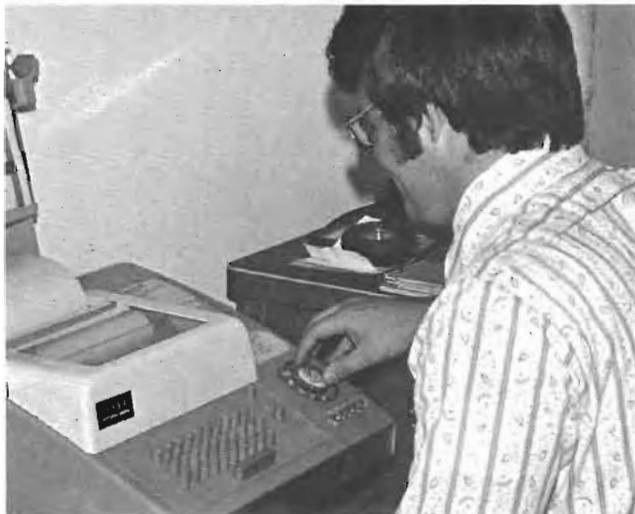
the payroll, computers are today performing a multitude of functions and providing facts "on line" (as the event occurs) and in "real time" (quickly and abundantly enough to control the circumstances they describe while the event is taking place).

By keeping a constant record of all cars on the railroad, both empty and loaded, the computer provides railroad management with a complete picture of its entire freight hauling operation which can make pos-

sible great advances in car utilization. On the Milwaukee, a 10 per cent improvement in car utilization would be equivalent to nearly 6,000 new cars. With all this information on file, the computer can also assist management in forecasting and planning car movements, managing car pools, dispatching cars to customers, and handling customer inquiries. In short, it can cut costs while improving services. Because the computer covers the entire railroad, it provides



Victor Crisci, auxiliary console operator, instructs the Carscope computer to retrieve car location information from its data storage files. This information will be used by the Transportation and Operating Departments to aid in car distribution. In addition to providing car location information, the Carscope computer also handles the message switching of train consists, status reports, shipper inquiries, and administrative information.



J. R. Dolan, chief clerk in the Des Moines Traffic Office, dials a number that will link him to the Carscope computer in Chicago, via Western Union TELEX, and provide direct access to the computer's information storage bank for tracing a car.

Savanna (Ill.) Relay Office Wire Chief C. E. Ross (left) checks the paper teletype tape of an outbound train consist before transmitting it to the Carscope computer. Telegraph Operator Jim Karr wraps a tape that will later be transmitted to the Savanna "A" Yard to provide a deck of punch cards and a consist for an inbound train.



the foundation for an integrated real-time data system.

In developing a computer system it is necessary to consider the relationship between man and machine. Computers depend entirely on people to produce the input. If input data to the computer is incorrect, the computer output will contain equal or greater error.

Successful computer systems are constructed from coordinated effort among departments, consideration of employee relationships, good management and most of all a lot of hard work.

The computer system on the Milwaukee Road is no exception. It depends on people to make it operate. From the agent who fills out the waybill, to the clerk who keypunches the information on a card for the computer, to the team of system analysts who write the computer programs, to the person who uses the information, the computer is completely dependent upon man.

Computers And The Milwaukee Road

Integrated data operations on the Milwaukee Road began on Dec. 1, 1959, with the establishment of Carscope in Chicago Union Station as a central clearing point for inquiries concerning the movements of carload freight. Data processing was then performed on non-computerized punch-card-processing machines.

Carscope, then a part of the central freight service department, was formed through the consolidation of various car-tracing functions previously performed by several departments. The new operation rapidly proved itself by reducing the time required to report a car's last known movement from two days to 12 hours. Carscope also became increasingly valuable as a source of new statistics and services beyond those initially planned.

In 1962, the railroad's Management Services Department installed three second-generation computers in the Chicago-Fullerton Avenue offices to do the complex car accounting, sales analysis, inventory control, freight claims settlements, payroll, general accounting and other related accounting functions inherent in the day-to-day operation of the railroad. These computers—which were replaced by third-generation equipment in 1968—operated on a "historical"

time basis in that they processed data collected after the event occurred.

While Carscope greatly improved car utilization on the railroad, it did not have the capabilities to provide management with a complete panorama of freight hauling operations. A 12-hour-old picture of car movements on the system proved insufficient for proper assessment of rapidly changing patterns on the railroad.

By 1966, the volume of traffic and the number of sophisticated reports required by various departments and agencies had increased, and the necessity to further reduce operating costs had become so great that a full computer installation was considered necessary.

In March 1967, the first third-generation computer with a random information storage capability was installed in Carscope, making "real" rather than "historical" time operation possible for the first time.

Since then, the Milwaukee Road's computer system—consisting of both the Operating Department's "Carscope" computer and Management Services' three "Batch (cyclical) Processing" computers—has grown to where it now handles an average of 37,000 car record transactions a day and can provide information ranging from the location of every 50-foot box car on the railroad to the number of ½-inch bolts the storekeeper has on-hand in Milwaukee.

In August of this year, the Carscope and Batch Processing computers, formerly housed in separate physical facilities, were moved to a central location on the third floor of Chicago Union Station. The combining of the computer operations in one location has greatly enhanced the total operational capabilities of the entire computer system by allowing one of the accounting computers—an IBM 360 model 50—to be used whenever the Carscope computer fails or requires maintenance.

The Carscope Computer

When a shipper requests a car, a Milwaukee agent assigns an appropriate one and completes a waybill for the car. Information from the waybill consisting of the car's number, contents, destination and other movement data is put onto punch-cards at the first reporting terminal and transmitted to the Carscope computer in Chicago.



Input/output devices such as these are located at 158 points on the railroad. The punch-card to paper-tape machine (right) is used to produce a paper teletype tape from punched machine cards containing car movement information. The tape is then transmitted via teletype (center) to the Carscope computer in Chicago.

The yard clerk at the reporting terminal transmits a report to the computer which identifies the train on which the car departs. Included in the report is a listing of all cars departing in the train along with the numbers of the locomotives.

As the train moves over the railroad, its progress is transmitted to the computer as it passes through selected terminals. This close monitoring enables the Transportation Department to pinpoint the location of any car at any time.

The train's destination yard receives an inbound consist (a listing of cars in a particular train along with their contents and destination), and a deck of punched-cards before the train arrives. When the car is switched from the train and forwarded to the consignee, delivered to a connecting railroad, or is dispatched from the terminal on another train, the Carscope computer is notified.

As events occur, they are entered into the computer. The computer automatically searches (polls) each yard and office input terminal for new data from waybills, interchanges, inquiries, outbound train consists, train arrival and departure times, spots, pulls, and releases.

Input/output devices are located at 158 points on the railroad. These devices transfer information from punched cards to paper tape for

Virginia Holseid, a yard clerk in Cedar Rapids, prints a list of an inbound train that will later be used in car classification. The train list is produced from punch cards received via the railroad's teletype network from the Carscope computer.





The Management Services Department's three Batch Processing computers are used to process data on a periodic basis in four major areas: equipment accounting, freight revenue accounting, inventory accounting and payroll accounting. Information received from the railroad's seven regional data offices and from the Carscope computer is stored on magnetic tape and placed on tape-drive units such as the ones shown for processing.



Console Operator Catherine Madl, instructs the computer to begin processing freight revenue accounting data. Once processed, this information will be used to apportion freight revenues between the carriers who participate in the movement of a freight car.



Helen Schroeder (right), supervisor of keypunch operations in Chicago, discusses a new computer program for the Accounting Department with Keypunch Operator Arlene Butler.

Keypunch Operator Etta Bake transfers equipment revenue accounting information from interchange forms to punch cards. This information will later be processed by the Batch Processing computers for settlement of car hire costs between railroads.



COMPUTERScont'd



Encoder Operators Maria Pieraccini (foreground) and Gloria Cavaliere transfer information from train and engine crew timeslips to magnetic tape. This information will later be incorporated with other payroll accounting data in the Batch Processing computers to calculate the twice-monthly payroll for the nearly 14,000 Milwaukee Road employees. In addition to the payroll, the computers use the data to calculate various labor distribution reports for both the railroad and the ICC.

transmission via teletype to the computer. In addition, the railroad's sales offices, both on- and off-line, have access to the computer for inquiries via teletype or Western Union TELEX, as do most major shippers.

The role of the Carscope computer goes beyond its initial responsibility of providing car locations.

As car movement records are received, a data base is formed in the computer from which reports are extracted for use by the Transportation and Operating Departments to aid in car distribution. The computer also handles the message switching of trains consists, status reports, inquiries about car movements, and administrative information. In addition, it generates twice-daily reports to the Association of American Railroads' TRAIN computer system in Washington, D. C., and supplies more than 214 shippers with a daily car movement report.

The Carscope computer handles nearly one million car-movement and interchange records each month. Periodically, these records are transferred from the Carscope computer's disk memory units to magnetic tape for use by the Batch Processing com-

puters in developing car-hire receiveable and car-hire payable information.

The Batch Processing Computers

Data used by the Batch Processing computers is developed primarily from information received from the railroad's seven regional data offices, and from car-movement and interchange records taken from the Carscope computer.

The Batch Processing computers are used to process data on a periodic basis in four major areas: equipment accounting, freight revenue accounting, inventory accounting and payroll accounting.

Equipment accounting records, consisting of car-hire costs, including per-diem and car-mileage information, are maintained by the computers for all company-owned freight cars, foreign cars (cars owned by other railroads), and privately owned cars handled by the Milwaukee Road. This information is processed for settlement of car-hire costs between railroads and periodic statistical reports for accounts receiveable and accounts payable, along with a number of specialized reports for the AAR and the Interstate Commerce Commission. Approximately one million interline receipts, interline deliveries and on-line car movement records are processed by the computers each month.

Information used for freight revenue accounting is received from the regional data offices in the form of complete waybill information for all cars handled by the Milwaukee Road. Once processed by the computers, this information is used to apportion freight revenues between the carriers who participate in the movement of a freight car. The information is also used to develop accounting and statistical reports for various departments throughout the railroad. One report, the Traffic Forecast, is used to aid the Traffic Department in forecasting future traffic by commodity, either for a particular sales region, a traffic territory, or for the entire railroad. The report, which is run four times a month, shows the previous traffic volume and freight revenues for various commodities and sets a monthly sales goal for each of these commodities.

In inventory accounting, the computers are used to maintain up-to-date inventory lists and material distribution reports for the Stores Department. These reports include listings of all materials purchased or issued for use.

Payroll accounting is also performed by the Batch Processing computers. In addition to calculating and printing the twice-monthly payroll for the approximately 14,000 Milwaukee Road employees, the computers use the payroll data to calculate various labor distribution reports for both the railroad and the ICC. An average of 113,000 time slips are processed each month.

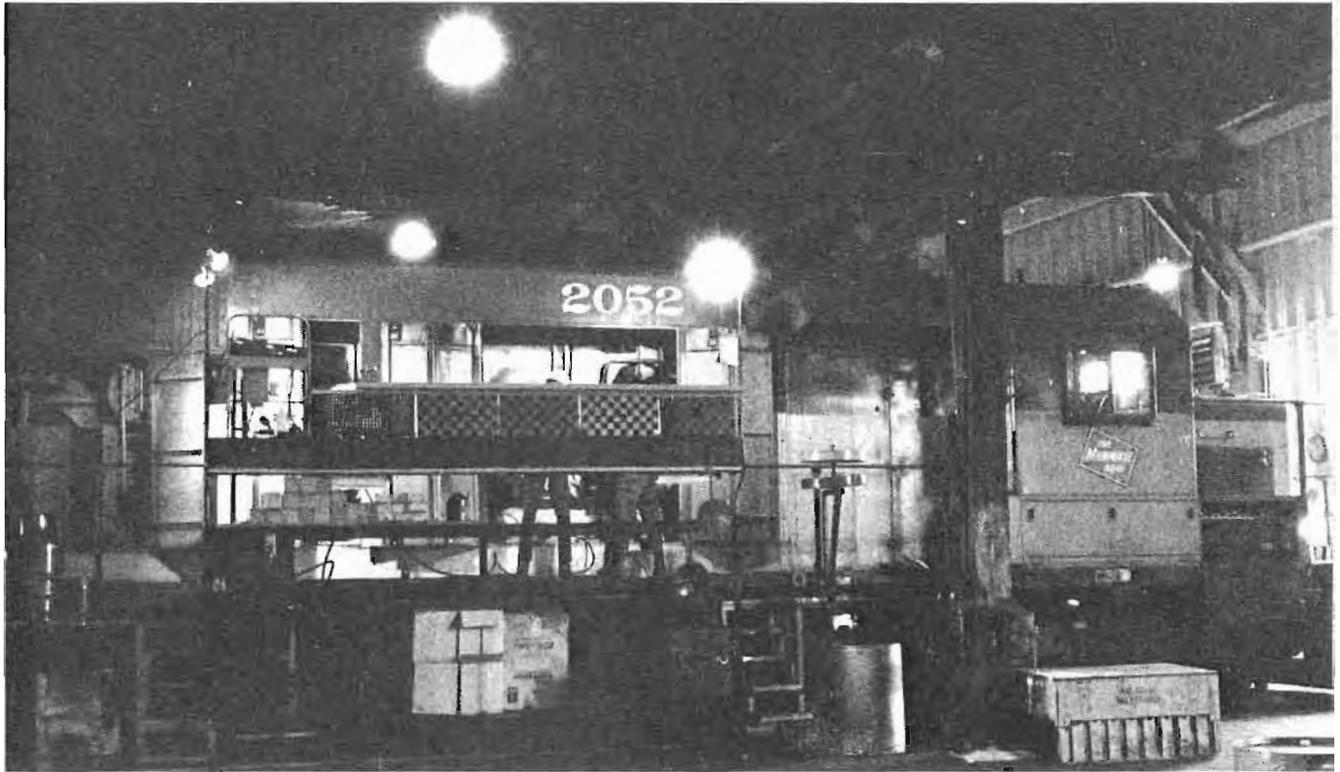
The Batch Processing computers are also active in many other areas. They are used for such functions as cost and market research studies, freight claim payment reports, depreciation studies, and the ticket-by-mail system for Milwaukee Road commuters in the Chicago suburban area. Recently, personnel information, tariff mailing and safety statistics were incorporated into the computers.

The ultimate goal of computerization for the railroad is better and more economical service to the customer, at a profit to the railroad. The results of these efforts thus far have been very gratifying. Customer service and car utilization have improved, information retrieval and accounting procedures have been streamlined, and new uses for the computers have been found.

This is the first of a three-part series dealing with computers and what they do on the Milwaukee Road. The second part, to be carried next issue, will deal with Carscope computer system and its effect on railroad operations. The third installment will deal with the Management Services Department and how various other departments use the information it provides. ■

Hiawatha Credit Union Moves to Union Station

The Hiawatha Credit Union is now located in Room 201 of Chicago Union Station, telephone—Chicago Ext. 789. All Milwaukee Road employees working in or out of Chicago Union Station along with their spouse and dependent children are eligible for membership in the credit union.



Locomotive Maintenance - Madison Style

IN AUGUST OF 1971, the number of men working in the diesel house in Madison, Wis., was increased from seven to 14. The original seven men, assigned to the La Crosse Division, regularly maintained and serviced the seven assorted diesels based in the diesel house and working in the Madison area.

The other seven, however, were something special. For over a year now, they have been turning out one fully-maintained locomotive per week in a sort of on-going experiment in locomotive maintenance, an experiment that has proved a resounding success. The success of this crew has been a boon to the entire railroad,

keeping an important segment of the motive power fleet in excellent repair, and leading to the establishment of similar maintenance programs in Miles City, Mont., Green Bay, Wis., Wausau, Wis. and Latta, Ind.

Officially a part of the Milwaukee Shops and under the direct supervision of the railroad's Mechanical Department, the men in the Madison Project have been performing extensive annual maintenance and modification work on valuable GP-40, SD-45 and FP-45 high-horsepower locomotives.

The program was set up by the Mechanical Department to ensure that these units, the backbone of the railroad's modern locomotive roster, would receive necessary annual inspection, repair, modification and servicing at the proper time, something that had been difficult to do at larger diesel facilities such as Milwaukee and Bensenville.

H. W. "Bud" Reinold, superintendent of motive power at the Milwaukee Shops, said the program was



ABOVE: Locomotive Number 2052, a GP-40 acquired in 1968, undergoes a complete inspection in the Madison diesel house prior to receiving annual maintenance. **LEFT:** Machinist Foreman Jim Robertson waits as Machinist Helper Dave Odegaard readies the engine cylinders for micrometer readings.

begun when people in the Mechanical Department noticed that extensive repairs and modifications that were needed in some units were proving chronically difficult to perform.

"At Milwaukee, for example, it was often difficult for us to hold engines long enough to do everything the way we wanted to," Reinold said. "Motive power needs of the Operating Department, naturally, were the determining factors. If they needed a unit for something, and if it was in Milwaukee, we'd get it ready and send it out, and do what was left when we got it back again. We got everything done, but it made regular maintenance and inspection schedules, very important things with these units, extremely hard to adhere to.

"We also had a shortage of skilled mechanics at the larger terminals. If a unit was in for regular annual maintenance and some emergencies arose, we would have to divert manpower to the emergencies and, quite frankly, sometimes the routine maintenance suffered as a result."

Given this situation, Reinold said, the Mechanical Department suggested, and received approval for, an experimental maintenance program.

"The idea," he said, "was to set up a program at a place away from a main terminal so that once we got the unit we could keep it. And we would have the crews doing nothing but annual inspections and repairs, and certain other special work, so that we wouldn't have to worry about diverting the men to other projects.

"We chose Madison first because of its location, close enough to Milwaukee for supply and supervision purposes but far enough to hold the units once they were received, and also for the facilities that were already here."

Ed Rogers, master mechanic at the Milwaukee Shops, who, like Reinold, has been instrumental in the program since its inception, said the program has been a tremendous success in that it has allowed potential problems to be spotted and repaired before they turn into serious ones.

"Extensive failures in these units, the failures that are difficult and costly to repair, have been cut 90 per cent since the inauguration of this maintenance project," he said. "This has saved the railroad a lot of headaches and expenses. The Mechanical

RIGHT: Electrical Foreman Paul Garsombke positions the crane while Dave Odegaard removes the bolts, getting ready to remove the big diesel's inertial air filter. The filter is lifted out with the overhead crane and lowered onto a fork lift. The lift truck takes the filter to a washing vat where it is soaked overnight in solvent to remove the impurities collected in the course of a year.



Department suggested the project, but the real credit for its success belongs with the seven men in Madison who have made it work. These guys through their pride, their enthusiasm, their ingenuity and their skill, have done a lot for the railroad."

Reinold agreed, saying "Considering the facilities, the amount and kind of work that is done, and the number of people, this crew does an almost unbelievably good job. We call it normal annual maintenance, sure, but there's an awful lot involved."

"Performance of the locomotives is what we judge on," Rogers said. "The locomotives that come out of Madison are top flight locomotives for an entire year. This shows that the crew is doing a good job. We

watch every locomotive that comes out of Madison very closely for the first three months and so far not one has had trouble during that period.

"The crew has a reputation on the railroad already. People know that when a unit comes out of Madison, it is in top shape. The men are proud of that reputation, of their product and of the program."

Annual maintenance for a typical locomotive begins on Friday night or Saturday when it arrives in Madison. It is moved onto a track next to a steam generator unit stationed in Madison and is thoroughly steam cleaned, both inside and out. This is done by the laborer on the night shift.

The following morning, the other

RIGHT: Part of the Madison crew after a day's work: (left to right) Paul Garsombke, David Odegaard, Ralph Fry, and Jim Robertson. Not pictured are Foreman Mike Jordan, Electrician's Helper Douglas Hattan and Laborer Charles Stuckey.



six men descend upon the locomotive and begin the process. The first step is a complete inspection of all parts of the locomotive. The inspection routine and techniques are a combination of manufacturer recommendations and company policy put together by the Mechanical Department.

After inspection, a determination is made by Roundhouse Foreman H. O. Gordon of what needs to be done to the unit in addition to scheduled replacement and maintenance and a work schedule is set up.

If some problem is found in the inspection which requires more extensive facilities than those available in Madison or so much time that the maintenance schedule would be disrupted, work on the unit is stopped and the engine is sent to Milwaukee. This has occurred only three times since the program began.

"The work done at Madison might be considered too difficult or too time-consuming for a crew this size to handle in one week," Reinold said. "But because of the skill, dedication and efficiency of the crew, and the lack of interruption factors, the work is getting done."

Some of what is done includes: air testing of engine cylinders to check compression and wear of cylinders and rings; micrometer readings in each cylinder to check wear and clearances; renewal of the locomotive's main bearing; inspection of the gear train for wear to determine stub shaft and gear condition; refinishing of the traction motors, including grinding the armatures in place; and undertaking whatever special modifications of the units that are necessary.

The air brake assembly is replaced



Paul Garsombke watches the gauges and adjusts the pressure as the engine cylinders are air tested to determine cylinder wear and compression.

with an overhauled assembly trucked in from Milwaukee. The old assembly then goes back for overhaul.

"Coordination of supplies has been the key to our success," Rogers said. "With only limited storage facilities at Madison, we have to rely on getting the parts from Material Division at Milwaukee. If the right parts didn't arrive on time, work schedules would be thrown off. The cooperation so far has been great."

After all the work has been done, the locomotive is steam cleaned again. Then worn or damaged paint areas are retouched on the cab, nose, handrails and trucks. The locomotive is then load-tested for eight hours.

Invariably, the unit is pronounced in top shape and returned to service, usually on Friday morning, almost exactly seven days after it arrived.

"The program at Miles City is very similar to this," Reinold said, "and it is getting similar results. There are 87 of these GP-40, SD-45 and FP-45 on the railroad, and between Madison and Miles City, we figure we should be able to get to all of them every year. With these programs, we are assured of improved service from these locomotives."

The Madison crew, unusual by railroad standards, is young and relatively short on railroad experience. It consists of two working machinist foremen, Mike Jordan and Jim Robertson, a working electrical foreman, Paul Garsombke, machinist helpers Ralph Fry and David Odegaard, electrician's helper Doug Hatten, laborer Charles Stuckey and roundhouse foreman H. O. Gordon in charge. William Haan and Warren Knoop, who at one time worked on the Madison crew, have since been advanced to foreman positions elsewhere.

Pride and motivation is important because the seven men have a lot of work to do in a short time and each one must do his individual tasks. According to one of the men, all the crew members are part of a team and are responsible to each other for what they do, instead of to a higher authority. This is what makes their work so effective: they don't want to let the other members of the crew down, he said.

This pride also shows up in the appearance of the diesel house. Fresh paint abounds. The lines on the floor,

the work pits, the walls, the lift truck, all sparkle, betraying hardly a trace of the grimy work that goes on everyday. Tool boxes, normally nondescript, are painted in bright checkerboard patterns. And the men, in fresh uniforms with name and railroad logo on the chest, talk proudly of the various improvements they've made in the working area.

"The Madison crew helped in setting up this operation," Rogers said. "They installed engine ramps, collected tools, parts and supplies. They put in washing vats, and helped to install pipes and pumps to drain crankcase oil. They designed the setup and made many innovations to save time and steps. A 'load box' for simulated test operations was sent in from Milwaukee and a track to the load box installed by the Engineering Department."

Reinold also cited several other factors which have combined to make the program successful: "Of great importance," he said, "has been the cooperation of the federated crafts in setting up procedures to get the necessary work done with a limited number of men. Also crucial has been the cooperation of the railroad's Material Division in shipping the necessary parts to Madison on time for each unit that comes in. Paul Bridenstine, at the power desk in Chicago, has been instrumental in making it work by ensuring that the scheduled units get to Madison when they are supposed to. Without that we couldn't have done anything. And Electro-Motive Division of General Motors, the builder of these units, has offered a lot of tips and suggestions about things we could do and ways we could do them.

"The success of this program led directly to the setting up of a similar project in Miles City in February of 1972.

"The Green Bay program is also similar except that it handles the older F7 and GP-9 locomotives. It was begun in April of this year and has also been very successful.

"The purchase of new power this year has made our locomotive situation a bit more flexible. Considering this flexibility and the success of our current programs, we are studying the possibility of other similar projects," he said. ■

'Railroads Must Shift Emphasis To Customer Service': Smith



Worthington L. Smith, president of the Milwaukee Road: "We must shift our emphasis so that our concern over the need to design efficient rail service does not obscure the primary objective of designing desirable customer service. The marketing concept must be the basic managerial philosophy."

Milwaukee Road President Worthington L. Smith was guest speaker at the annual dinner meeting of the National Association of Railway Business Women, District III Conference, on Oct. 21 at the Conrad Hilton Hotel in Chicago.

Addressing an audience of nearly 300 railroad business women Mr. Smith said, "The challenge to any rail company is to offer its customers a level of service and a price for that service that is satisfactory to them—and profitable to the railroad.

"A rail plant can be a tremendously efficient facility. It can handle huge volumes of traffic without corresponding increases in the size of the plant. The art of railroading has seen many technological advancements over recent years that have contributed greatly to this increased efficiency—centralized traffic control and the diesel locomotive for example. But another event has occurred over recent years that is of great concern to us. Our industry has steadily lost market share to our competitors.

"How do we attack this problem?" he said. "First we need to understand competitive strengths and

weaknesses. Second, we need to understand our own abilities and develop marketing proposals which will attract the customers to the rails.

"We must shift our emphasis so that our concern over the need to design efficient rail service does not obscure the primary objective of designing desirable customer service. The marketing concept must be the basic managerial philosophy."

Marketing has many definitions Mr. Smith said. "The one that is significant to me is the difference between marketing and selling. Selling says, in effect, to the customer—'here is the service we offer—can you use it?' Marketing, on the other hand, starts with finding out what the customer requires to meet his needs and then attempts to come up with a service to meet those needs. This is a very complex matter for a railroad because we transport so many commodities."

The Milwaukee Road works with 37 major commodity groups he said. "To complicate matters further, all shippers of a commodity do not necessarily have the same market objectives. The complexity of the problem, however, cannot turn aside the need to try and unravel it.

"The basic element of railroad

marketing is the analysis of a particular commodity and the factors influencing its movement. Why does a particular product move from a point of origin to a point of consumption? The answer to this requires an understanding of the market place.

Mr. Smith cited as an example the problems involved in marketing a two-by-four piece of lumber. The Pacific Northwest is a primary lumber producing area, and the primary consuming territory lies east of the Mississippi River because more houses are built there. "Rail marketing people must ask themselves, 'How can we perform the distribution job so that the producer can sell the two-by-four in this far removed market area in competition with a similar item produced in the forests of Georgia or Michigan?' Our people must know the producer, the consumer and the total lumber market."

"My argument then," he said, "is that a railroad must view itself as an integral part of the customers' distribution process if it is to compete and grow. The increasing emphasis of railroads generally on the marketing approach is both encouraging and essential. Our industry is the backbone of the transportation system required to serve the nation's economy. Through a greater marketing emphasis we can return a greater share of the transportation dollars to the rails. The challenge and the opportunity are both there. I, for one, accept them with optimism."

Changes Made in Suburban Pass Policy

All 52-ride punch passes for use by active and retired Milwaukee Road employees on Chicago area commuter trains will expire on Dec. 31. No changes will be made in the present quarterly pass policy.

Those employees or retirees who presently hold a 52-ride pass and who frequently ride Milwaukee Road commuter trains should apply for a quarterly pass through their department head or supervisor.

Those employees or retirees who presently hold a 52-ride pass and who do not frequently travel on Milwaukee commuter trains should request single-trip passes from their department heads or in person from the pass bureau as they are needed. Single-trip passes are valid for 30

days from the date of issue.

Employees whose duties require deadheading or traveling on company business in Chicago suburban territory will be furnished single-trip passes by their department heads. Employees who were hired on or after March 1, 1972, are not qualified to receive pass privileges unless on company business.

Although these pass changes primarily affect only those employees and retirees in the Chicago area, any qualified employee or retiree on the system may request single-trip passes if they plan a visit to the Chicago area. Passes may be obtained through the normal pass channels or in person at the pass bureau, 204 South Canal Street, Chicago.

Curtiss E. Crippen, Board Vice Chairman, Retires

On January 1, Curtiss E. Crippen, vice chairman of the Milwaukee Road's board of directors, will retire under the rules of the company's pension plan. This ends a career of more than 42 years with the railroad during which he rose from an instrumentman in the engineering department to president of the railroad and later to vice chairman.

Born in Austin, Minn., on Dec. 20, 1907, Mr. Crippen received his early education in local schools. He was graduated with top honors from Austin High School in 1925 and entered the University of Minnesota that fall.

"My first experience with the Milwaukee occurred when I came home to Austin on summer vacation in 1926," he said. "I found a job as a clerk with a field engineering crew working on the construction of the branch line into Hollandale, Minn. I learned a great deal about railroad construction and the railroad business in general on that job.

"The following summer I worked for the Milwaukee again. This time doing maintenance on the Black Hills Line out to Rapid City, S. D. I continued working for the railroad through the winter to build up my financial strength so that I could continue my education."

Mr. Crippen was graduated from the University of Minnesota in 1930 with a Bachelor of Science degree in civil engineering and was employed by the railroad's engineering department as an instrumentman. He continued in that department for 10 years, advancing through various positions to division engineer and later to personal assistant to the chief engineer.

"In 1940, I was working as personal assistant to the chief engineer," he said. "J. T. Gillick, then vice president of operations, called me over to his office one day and said, 'Crippen, you are a stubborn so and so. We need you in the operating department. You're making too much money, but we will let you keep your



Curtiss E. Crippen

salary. We are going to try you as a trainmaster and I'll know in 30 days whether you're worth a damn or not.'"

With the encouragement of Mr. Gillick, Mr. Crippen transferred to the operating department as a trainmaster. He served in that capacity until 1944, when the U. S. Army asked for volunteers to help supervise the engineering and operating end of railroads in war-torn France.

He was commissioned a lieutenant colonel in the Transportation Corps and served in the European Theatre for a year-and-a-half.

He returned to the Milwaukee in 1946 and within the following seven years served as assistant superintendent of the Iowa Division, chairman of the President's Committee in Chi-

cago, superintendent of the Twin City Terminals, general superintendent at Milwaukee and general superintendent of terminals in Chicago.

In 1953 he completed the Advanced Management Program at the Harvard Graduate School of Business Administration and later that year was appointed general manager of the Milwaukee's western region with headquarters in Seattle.

He returned to Chicago in 1955 as assistant to the vice president of operations and in 1958 was appointed assistant to the president. In May 1961, the board of directors elected him to the post of vice president of finance and accounting.

Five years later, in 1966, he was elected president of the railroad and a director of the company following

the resignation of William J. Quinn, who left the Milwaukee to become president of the Burlington Railroad.

At a meeting of the board of directors last June 30, Mr. Crippen was elected vice chairman.

"During my 42 years with the Milwaukee," Mr. Crippen said, "I have had an opportunity to work with many people in many departments under many different circumstances. I have found great satisfaction in working with people who are dedicated and loyal to the railroad, and on whom we could rely under all circumstances.

"There have been many problems along the way and many troublesome times, but never have I encountered a lack of dedication of an unwillingness on the part of any of our employees to do the job that needed to be done."

"The rail industry has gone through many changes since I first started with the Milwaukee," he said. "In my early years with the railroad the trend was toward larger, more powerful steam locomotives. As time went by, the trend changed to diesel power. This was probably one of the greatest technical developments in my experience.

"There have also been many other innovations in the types of equipment and methods of handling freight shipments.

"But one thing has not changed," he said. "The railroad industry is still the backbone of essential transportation for our industrial economy. It is the most efficient and the most economical means of transportation in moving the bulk of goods to meet the country's needs."

However, the rail industry is faced with a major problem, he said, "and that is how to free itself from antiquated legislation and antiquated regulation. If it is to survive, the industry must be allowed to exercise its proper role as a competitive agency in a competitive economy and not be hampered by obsolete philosophies and regulations."

Mr. Crippen is presently a director of the Illinois State Chamber of Commerce and the Mercantile National Bank of Chicago. He is a member of

the Chicago Club, the Union League Club, the Mid America Club, the Executives' Club, the Economic Club of Chicago, the National Defense Executives Reserve and Sunset Ridge Country Club. He is also a member of the Kenilworth (Ill.) Union Church.

He and his wife, the former Mary McKnight Pierce, have lived in many of the principal cities on the railroad since their marriage in 1932, with the result that they have established a wide acquaintanceship among Milwaukee Road people.

When asked about his plans for retirement Mr. Crippen said, "I have given some thought to that subject, but have no specific plans at the present time. My wife and I have some activities which we will continue. We plan to continue our home in the Chicago area and to make that the base of our operations. We expect to do some traveling and to keep in close contact with our grandchildren in Tacoma and Minneapolis. ■

Carl F. Rank

Carl F. Rank, 78, of 5227 West Parker Avenue in Chicago, retired manager of the railroad's mail, express and baggage department, died Dec. 3 at Northwest Community Hospital in Chicago following a brief illness.

Mr. Rank, a nationally known figure in the field of postal transportation, retired April, 1959, after 38 years with the Milwaukee Road. He was employed in the railway mail service of the Post Office Department for almost 10 years before joining the railroad in 1920.

He is survived by his wife, Lilly; and three sons, Kenneth A., of Mt. Prospect, Ill., Carl F., Jr., of Glenview, Ill., and Allen H., of Elmhurst, Ill. He is also survived by eight grandchildren and three great-grandchildren.

A memorial service was held at the Medill Avenue Lutheran Church in Chicago on Dec. 9.



The "Rockhound," largest lift truck ever built, recently completed a rail trip from Portland, Ore., to Milwaukee, Wis., where it was loaded aboard the ocean freighter "Alka" for shipment to Bilbao, Spain. It will be used in the construction of a breakwater to enlarge port facilities at Bilbao. The huge machine, shown here in the Portland plant of Raygo Wagner, the manufacturer, was specially designed to handle precast concrete blocks weighing up to 196,000 pounds. The Rockhound is 21 feet 6 inches high, 20 feet 8 inches wide and 55 feet 11 inches long. It was disassembled in Portland, loaded on two flatcars and moved most of the distance from there to Milwaukee via the Milwaukee Road. Shown, left to right, are: P. Laurin Cowling, executive assistant, the Milwaukee Road, Chicago; Scott S. Corbett, Jr., president, Howard-Cooper Corp., Portland, distributor for the manufacturer; and Robert D. LaHatt, district manager of sales for the Milwaukee Road in Portland.

Retirements



Applications Reported During September-October 1972

General Office & System Employees

Cerar, M. M. Comp. Operator . . . Chicago, Ill.
Chesterman, E. W. Asst. VP-Pric. . . . Chicago, Ill.
Driscoll, G. E. Secretary . . . Chicago, Ill.
Galberth, H. W. Porter . . . Chicago, Ill.
Swinsky, E. P. . . . Claims Adjuster . . . Chicago, Ill.
Thelander, L. R. Asst. to Gen. Mgr. . . Chicago, Ill.
Wagenknecht, M. C. . . . Comp. Oper. . . Chicago, Ill.

Aberdeen Division

Schmidt, L. H. Sect. Laborer . . Groton, S. D.
Thomas, A. J. Sect. Foreman . . Bristol, S. D.
Zimmerman, F. Sect. Laborer . . Eureka, S. D.

Chicago Terminals

Chamness, R. R. Pipefitter . . Chicago, Ill.
Cheatham, J. F. Switchman . . Chicago, Ill.
Johns, R. G. Switch Foreman . . Savanna, Ill.
Laz, F. W. Engineer . . Chicago, Ill.
Martinez, P. C. Pipefitter . . Bensenville, Ill.
Newetson, J. L. Machine Oper. . . Chicago, Ill.
O'Connor, J. F. Engineer . . Chicago, Ill.
Stavnen, S. S. B&B Foreman . . Chicago, Ill.
Zitnik, J. F. Check Clerk . . Chicago, Ill.

Coast Division

Bibby, W. J. Sub Station Opr. . . Hyak, Wash.
Blake, W. E. Crane Opr. . . Malden, Wash.
Chapman, R. L. Conductor . . Tacoma, Wash.
Eaton, L. C. Swtchbd. Opr. . . Seattle, Wash.
Hall, D. B. Conductor . . Cle Elum, Wash.
Hallman, R. B. Loco. Eng. . . Bellingham, Wash.
Noctor, W. J. Carman . . Othello, Wash.

Dubuque & Illinois Division

Bond, L. W. Foreman . . Ottumwa, Ia.
Figg, H. R. Engineer Kansas City, Mo.
Gray, J. C. Conductor . . Ottumwa, Ia.

Iowa Division

Bartosh, B. F. Asst. Foreman . . . Amana, Ia.
Bills, E. D. Clerk . . . Perry, Ia.
Brousard, T. S. Engineer . . Cedar Rapids, Ia.
Platt, C. Track Laborer . . Storm Lake, Ia.
Thompson, A. W. Track Laborer . . . Marion, Ia.
Wohlers, E. W. Asst. Rdmstr. . . . New Albin, Ia.

Iowa, Minnesota & Dakota Division

Dunsmore, W. T. Sec. Foreman . . Tyndall, S.D.
Gutierrez, J. M. Laborer . . Mason City, Ia.
Hansen, W. B. Switchman . . Sioux Falls, S.D.
Johnson, E. C. Brakeman . . Madison, S. D.
O'Loughlen, M. P. Ass't. TM . . . Madison, S. D.
Peterson, V. A. Agent Opr. Garden City, S.D.

La Crosse Division

Adams, S. P. Engineer . . Madison, Wis.
Eie, A. Crossing Watchman . . LaCrosse, Wis.
Larson, B. F. Ch. Clerk . . Janesville, Wis.
Pendleton, E. R. Baggage Man . . LaCrosse, Wis.

Milwaukee Division

Benner, Marion Engineer . . Milwaukee, Wis.
Hancock, N. L. Chauffeur . . Tomah, Wis.
McKee, W. F. Engineer . . Rockford, Ill.
Tatu, L. F. Signal Man . . Milwaukee, Wis.

Milwaukee Terminals & Shops

Christman, C. L. Machinist . . Milwaukee, Wis.
Goulee, J. E. Yard Conductor . . Milwaukee, Wis.
Grossman, J. Store Helper . . Milwaukee, Wis.
Kaczowski, M. Yardmaster . . Milwaukee, Wis.
Knapiak, V. V. Blacksmith . . Milwaukee, Wis.
Kozel, D. Car Inspector . . Milwaukee, Wis.
Nys, J. L. Carpenter . . Milwaukee, Wis.
Piorowski, W. B. Yard Clerk . . Milwaukee, Wis.
Piszka, S. F. Carman . . Milwaukee, Wis.
Rynders, G. T. Electrician . . Milwaukee, Wis.
Setzke, H. E. Machinist . . Milwaukee, Wis.
Sisk, E. Yardmaster . . Milwaukee, Wis.
Stollenwerk, A. J. Ch. Rev. Clk . . Milwaukee, Wis.
Stolzenburg, A. B. Machinist . . Milwaukee, Wis.
Sulma, P. Carman . . Milwaukee, Wis.
Thompson, C. O. Air Brakeman . . Milwaukee, Wis.

Rocky Mountain Division

Abel, F. C. Cashier . . Lewistown, Mont.
Andres, M. Ex. Gang Laborer . . Forsyth, Mont.
Lynch, J. J. Chauffeur . . Deer Lodge, Mont.
McGuin, H. J. TM-TE . . Harlowton, Mont.
Murdock, W. J. Machin. Helper . . Harlowton, Mont.
Pembroke, A. W. Loco. Eng. . . Miles City, Mont.

Twin City Terminals

Barstow, J. S. Cross. Flagman . . . Mpls., Minn.
Chambers, A. B. Matron . . . Mpls., Minn.
Chrz, F. R. R'house Foreman . . St. Paul, Minn.
Goulette, F. J. Switchman . . St. Paul, Minn.
Junjak, M. Section Laborer . . . Mpls., Minn.
Kjellesuig, O. R. B'ksmith Weld. . . St. Paul, Minn.
Krecklau, E. H. Carpenter . . . Mpls., Minn.
Leimbek, S. M. Switchman . . St. Paul, Minn.
Osberg, L. N. Switchman . . Mpls., Minn.
Renaud, A. D. Switchman . . Mpls., Minn.
Starkey, C. Coach Cleaner . . Mpls., Minn.

Appointments

Operating Department

Effective Oct. 1

J. H. Robertson is appointed traveling engineer-trainmaster of the Rocky Mountain Division with headquarters in Harlowton, Mont. He replaces H. J. McGuin who retired.

J. C. Schweger is appointed traveling engineer-trainmaster of the Iowa, Minnesota and Dakota Division, and the Dubuque and Illinois Division, with headquarters in Mason City, Iowa. He replaces R. W. Rask who resigned.

Effective Nov. 1

Ray D. Nelson is appointed assistant trainmaster of the Milwaukee Terminal Division with headquarters in Milwaukee, Wis.

Mark H. Westerfield is appointed assistant trainmaster of the Chicago Terminal-Terre Haute Division with headquarters in Bensenville, Ill.

Safety Department

Effective Nov. 1

J. A. Pitel is appointed assistant to the superintendent of safety with headquarters in Chicago.

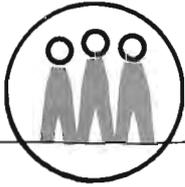
Rudolph N. Edman

Rudolph N. Edman, 69, of 6030 Sheridan Road, Chicago, retired chief statistician of the Milwaukee Road, died at Wesley Memorial Hospital in Chicago on Nov. 19 following an extended illness.

A native of Chicago, Mr. Edman was associated with the railroad's finance and accounting department throughout most of his career. He was employed by the Milwaukee in the office of chief statistician prior to being appointed auditor of equipment accounts in 1954. He was named chief statistician on April 1, 1956, and retired Aug. 31, 1968.

He is survived by his wife, Katherine; two brothers, Arnold of St. Jose, Calif., and Roland of Chicago; and two sisters, Mrs. Violet Thanander and Miss Lillian Edman, both of Chicago.

A memorial service was held at Queen of Angels Church in Chicago on Nov. 25.



About people on the railroad

Coast Division

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Wedding bells have been cheerfully ringing for many employees here in Tacoma.

Time Revisor Larry O'Neill met charming Sonya Sue Grant on his vacation this summer and it was love at first sight, because on Sept. 30 he flew back to Tennessee to claim her for his bride. They were married in Daisy, Tenn., and drove back to Tacoma, honeymooning along the way. A cake and coffee hour was given in their honor on Oct. 24 in the superintendent's office, where fellow employees had an opportunity to meet Sonya and present the couple with a wedding gift. Larry has worked for the Milwaukee Road for 16 years and in his present position for the past year.

Dr. J. Pat Sevedge of Los Angeles, son of Superintendent and Mrs. M. T. Sevedge, and Annette Folz of Denver, Colo., were married at Lake Tahoe, Nev. on Sept. 16. Mr. and Mrs. Sevedge and Junior Engineer and Mrs. Robert K. Butler, brother-in-law and sister of the groom, traveled to Lake Tahoe for the wedding.

Jean M. DeLand, daughter of former Engineering Aide George W. DeLand and his wife, Peggy, stenographer in the assistant superintendent's office, was married to John A. Fry on Oct. 27 in Westminster Presbyterian Church. They will live in Tacoma until February, when the groom reports to Fort Gordon, Ga., for Army training.

Your correspondent and her husband, S. M. Riippi, acquired a lovely new daughter-in-law when their son, Tom, married Denise Perry, daughter of Mr. and Mrs. Robert Perry of Tacoma, on Aug. 26. Tom graduated from the University of Washington this summer and is presently employed in Auburn.

Our best wishes to all the newlyweds for a long and happy life together.

Jerry Nichols of the dispatcher's office was feted with cake and coffee on Sept. 28 before leaving for two years with the U. S. Marines. He has worked for the Milwaukee since the summer of 1969, beginning as an operator on the B&I Division. All his friends wish

him the very best luck and a speedy return.

A farewell cake and coffee hour was given for Engineering Technician George DeLand on Sept. 29. He was presented with a parting gift and abundance of good wishes from his Milwaukee friends. George had worked for over eight years in the division engineer's office before leaving to accept a position in the Portland area.

Junior Engineer Ron Perrone, his family and friends, were saddened by the recent death of his grandfather, Gennaro Perrone. Gennaro, the father of Milwaukee Roadmaster Vincent Perrone, was buried in Spokane, Wash. He had been an employee of the Milwaukee Road for over 30 years before his retirement.

George M. Meacham, former section foreman for the Milwaukee Road, died on Oct. 10. Mr. Meacham was born in Oklahoma and lived in Sumner for many years. He retired on Nov. 30, 1970, after many years of dedicated service to the Milwaukee. Our deepest sympathy to his wife, Dorothy, and the other members of the family.

Phyllis Best and Betty Butler, both stenographers in the superintendent's office, are new members of the Women's Traffic Club of Tacoma. They joined during September.

We are sorry to report that Herbert A. Unmacht died Sept. 10th in Tacoma. Mr. Unmacht was formerly assistant manager of materials at Tacoma and retired Sept. 1, 1966. He is survived by his wife, Justine; three sons, Paul R. of Seattle, James H. of Dubuque, Iowa, and Thomas J. of San Francisco, Calif.; a daughter, Mrs. Re-

nate Molders of Tacoma; and eight grandchildren.



CASPERSEN-SCHWEISS. Berit Eva Caspersen and Paul Schweiss were married on May 20 at the Bethlehem Lutheran Church in Tacoma. The bride is assistant switchboard operator and messenger in the Seattle General Offices. She is the daughter of Assistant Engineer and Mrs. R. Caspersen of Tacoma.

SPOKANE

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Conductor Bob Green retired on Nov. 1 after more than 35 years as a conductor with the Milwaukee Road. For the last five years, Bob has been conductor on the Coeur d'Alene branch line. The many shippers on the line will miss him. They have often praised his

Engineer Jack Zeller (left) and Conductor Bob Green (right) are shown with Assistant Superintendent E. J. Lynam in Spokane on their last day of work before retirement on Nov. 1. See Correspondent Ethelyn Calavan's column.



fine work and cooperation. Bob plans to remain in Spokane and keep busy in his old profession—barbering—at least on a part-time basis.

Engineer Jack Zeller, who also retired on Nov. 1 after many years of service with the railroad, started with the Milwaukee at the Othello roundhouse and made his first trip as a fireman in 1943. He was promoted to engineer in 1950, and has been engineer on the Coeur d'Alene branch line for the last five years. Jack and his wife are planning to tour western Canada next spring, towing the new travel



Jerry Nichols of the Tacoma Dispatcher's Office (center) was honored with a cake and coffee party on Sept. 28 before leaving for two years with the U. S. Marines. Shown wishing Jerry good luck are Superintendent M. T. Sevedge (left), Chief Dispatcher D. W. Peterson (right) and J. Burns (in background).



MISKIMINS-BRANDT. Linda Miskimins, daughter of Director of Operating Systems and Mrs. Richard I. Miskimins of Glenview, Ill., and Ronald Brandt, son of Bernard F. Brandt of Othello, Wash., were married on Aug. 12 at Pilgrim Lutheran Church in Othello. The couple will live in Othello, where Ron is a storekeeper for the Milwaukee Road.

trailer they recently purchased.

Dick Waldow, car foreman at St. Maries for the last 10 years, was transferred to Othello as car foreman. Louie Walker replaced Dick at St. Maries.

John Buckley, roundhouse foreman at Spokane for the last 10 years, was transferred to Bellingham, Wash., as roundhouse foreman. Rich Ewing is now roundhouse foreman in Spokane.

We now feel at home in our new quarters in Spokane. The Spokane offices were moved several months ago from the Spokane Passenger depot to make way for Expo '74. The assistant superintendent, the roadmaster and the agent are now located at 304 North Francher, while the traffic department and the district adjuster are in the Garden Court Building at 222 West Mission.

SEATTLE

Laura K. Schaub, Correspondent

Office of Traffic Manager

AUDITOR'S OFFICE: Grandma Nettie Moore is walking around on cloud nine since the arrival of her granddaughter, Andrea Louise, who was born Sept. 22 in Spokane. Andrea, who weighed in at 9 lbs. 2 oz., joins a brother, Steven Eugene Oleson, who was 19 months old on Sept. 18.

LOCAL FREIGHT OFFICE: Jane Rabenstein, who has worked on the demurrage desk the past year, went on leave in September to await the birth of her first child some time in October. Before she left, Jane was feted by the office staff with a lovely cake and a lamp for the baby's room.

Jewell Campbell and his wife returned recently from a three-week vacation in Missouri and Nebraska.

Larry Fettig, son of Assistant Agent Leo Fettig, is presently working the Zone Clerk job in the Seattle Freight Office. Larry recently returned from four years in the Air Force.

REGIONAL SALES OFFICE: The department recently welcomed Dave Sekstrom as Assistant Chief Clerk, replacing Steven Hicks who was transferred to the office of District Manager-Sales.

We are happy to report that as of Oct. 15, O. R. "Ollie" Anderson, retired regional manager of sales, who was in Providence Hospital for three weeks and returned home this past week, is recuperating nicely.

Retired Engineer and Mrs. E. H. "Charlie" Tusler celebrated their 50th wedding anniversary on Sept. 1 with a dinner hosted by their daughters, Mrs. Michael Sherman of New York and Mrs. Lois Ryan of Seattle. The couple, who have three grandchildren and one great grandson, have been active in the Seattle Begonia Society.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Howard McGuin, trainmaster-traveling engineer, retired Sept. 29 in Harlowton after a long career with the Milwaukee Road. His first years were spent in Walhalla, N. D., from 1907 until 1910, when his parents moved the family to a ranch north of Martinsdale, Mont. They later moved to Moore, Mont., and then to Harlowton. Howard graduated from Harlo High in 1925. His work on the railroad was varied throughout the 1930's. He performed such varied jobs as fireman, laborer, machinist's helper, electrician's helper, boilermaker's helper, crew caller and yard clerk. Other jobs he held during this time were as a salesman, a fireman on the Southern Pacific, and two years with the Montana Highway Patrol. He was recalled as a fireman on the Milwaukee in 1941, promoted to engineer in 1945, and later to trainmaster-traveling engineer at Deer Lodge in 1945. He was transferred to Harlowton in 1960 in that capacity. Howard has expressed thanks that he has good health and was able to work his time out to age 65, as many of his friends were not able to do.

Barney Grinnvoll, retired roundhouse laborer and world traveler, recently returned from another visit to Europe. This time he traveled to Denmark, Sweden, Norway, Lapland, and Finland. He was accompanied by his daughter Gudne.

Edward Jackson, section laborer at Geraldine, Mont., retired recently after 25 years of service. He will continue to make his home in Geraldine.



J. L. "Jack" Werner, district manager of sales in Seattle, was surprised with a celebration arranged by his office staff to mark his 30th anniversary with the Milwaukee Road on Oct. 8. He was presented a gift to commemorate the occasion.

Frank Abel, a lifetime Lewistown area resident and 34-year member of the Milwaukee family, retired on Sept. 15. He was honored by his fellow employees at an office party on his last day of work. Frank started with the railroad as a fireman in 1938. He later went into clerical work at Great Falls with the Milwaukee and returned to Lewistown about 22 years ago and worked as a clerk, a warehouse foreman, and a cashier until his retirement. His parents built a meatmarket at Fort Maginnis, Mont., and later a market in Lewistown (which is presently serving as a meatmarket) and the Lewistown Creamery. Frank and his wife have purchased five acres of land south of Lewistown on Spring Creek where they will build a home and raise a garden.

Dave Mahoney, son of Assistant Superintendent-Trainmaster H. J. Mahoney of Harlowton, has won a trophy for the third consecutive year at the Punt, Kick, and Pass. He is hardly the size you would picture such a winner, but sometimes great things come in small packages.

Evert Zwolle, 88, retired section foreman at Lewistown, passed away in Miles City. Mr. Zwolle attended school both in Holland and Germany before coming to this country. He served the Milwaukee until his retirement in 1949 at Lewistown. His wife passed away in 1934 in Lewistown. One of his sons, Peter, is a trainman for the Milwaukee at Great Falls.

EAST END

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

Congratulations to retired Yardmaster and Mrs. W. J. Norton and to retired Roadmaster and Mrs. L. A. Timberman. Both families became great-grandparents this fall, and by an odd coincidence there is a great-great-grandmother who lives in Miles City for each of the new arrivals. Mrs. Mabel Dorr is the great-great-grandmother of little Chris Shane Timberman, and Mrs. Anna Trauman is the great-great-grandmother of Mr. and Mrs. LeRoy Burkeland's daughter.

Mrs. Belden Rehn, widow of Conductor Belden Rehn, was pleasantly surprised on her 89th birthday with a "money tree" received from her daughter. Mrs. Rehn, who taught in the local schools for many years, will be remembered by many of her former students who are now railroad employees. At 89 she is still a very active individual and an avid bridge player and teacher.

Conductor Kenneth Peterson had the dubious honor of being the "Mystery Man" in a weekly contest sponsored by the local newspaper. Tom Cahill, winner of the contest, was presented \$185

in scrip money for correctly identifying Peterson from the clues given.

Mrs. Duncan Finlayson, wife of retired Carman Duncan Finlayson, was recently installed as Worthy Matron of the Order of Eastern Star. Mr. and Mrs. Tom Seekins and their son, Tom, were in Miles City to attend the installation of Mrs. Finlayson and to help Mr. and Mrs. Finlayson celebrate their 57th wedding anniversary. Mrs. Seekins is a daughter of the Finlaysons. Worthy Patron for the year serving with Mrs. Finlayson will be Samuel S. Wright, son of retired Machinist W. W. Wright, now deceased.

Mrs. Curt Strom, wife of Conductor C. H. Strom, took a tour of Europe this summer where she visited the birthplace of her mother at Kleiven Gard, Norway. Mrs. Strom has several cousins who still reside there. She also visited her father's five brothers and two sisters at Vadheim and Hoyanger on Sogn Fjord. Mrs. Strom's enthusiasm has inspired her father to plan a trip next year and she hopes to make the trip again some time with her husband.

Cathy Parker, daughter of Engineer and Mrs. R. H. Parker, was chosen as one of the 11 Custer County delegates to the Montana 4-H Congress in Bozeman. Cathy's special 4-H foods project is International Cooking.

Terri Scanlan, daughter of Brakeman and Mrs. Ed Scanlan, was installed as Worthy Advisor of the Order of Rainbow for Girls on Sept. 10.

Congratulations to Brakeman Dennis Hafra and Fritzie Beever on their recent

marriage. Fritzie is the daughter of Conductor and Mrs. W. H. Beever. The couple will make their home in Miles City where both are employed.

Congratulations to Carman-helper John Higgins and Kayrene L. Hatcher on their recent marriage. They will make their home in Miles City where they both are employed.

Congratulations to newlyweds Mr. and Mrs. Frank E. Mitchell, Jr. Mrs. Mitchell is the former Penny Sue Scan-



LOPACH-GLADDEN. Dorothy Jane Lopach, daughter of Machinist and Mrs. Joseph Lopach, was married to Hiram Gladden, son of Mrs. Lucille Hagedron of Norfolk, N. Y., recently at St. Joseph's Catholic Church in Harlowton. The couple honeymooned in New York. They plan to live in Great Falls, where Mr. Gladden is a sergeant in the Air Force.



Cashier Frank Abel of Lewistown, Mont., (second from left) is shown at his retirement party with several of the 35 friends and co-workers who attended to wish him a long and happy retirement. Shown are: (left to right) Conductor L. A. Gamell, Frank Abel, Operator Ray Kline, Relief Clerk Dan Gilmer, Yard Clerk Tubby Trafton, Roadmaster K. J. Anderson, and Agent Frank Mathern. See Harlowton-North Montana news.



Traveling Engineer-Trainmaster Howard J. McGuin and his wife were each presented a set of golf clubs at a party on Sept. 29 in Harlowton in honor of Mr. McGuin's retirement from the Milwaukee Road. Marty Garelick, assistant general manager of the railroad, served as toastmaster at the party attended by 115 of Mr. McGuin's friends and associates from across the system.

lan, daughter of Engineer and Mrs. J. L. Scanlan. The couple will make their home in Texas where Frank is employed as a pilot instructor at the Air Force Base in Laredo.

Congratulations to newlyweds Mr. and Mrs. Frank A. Marcher III. Mrs. Marcher is the daughter of Car Foreman and Mrs. Howard J. Sweeney. The Marchers were married in Manhattan Beach, Calif. and will make their home in Santa Monica. They are both employed in the Los Angeles area.

Congratulations to Mr. and Mrs. Orval Seright, who are also newlyweds. Mrs. Seright is the former Nancy Waldow, daughter of Carman and Mrs. Al Waldow. They will make their home in Miles City where both are employed.

Congratulations also to Mr. and Mrs. Arnold B. Running, who were married on Aug. 26 in Miles City. Mrs. Running is the former Ann Anderson and held the position of trainmaster's clerk for many years at Miles City. Arnold was chief clerk to the superintendent for many years and later roundhouse clerk prior to his retirement. The couple will make their home in Miles City and are planning to do some traveling this winter.

Friends of Earl Peters, former trainmaster-traveling engineer at Miles City, will be pleased to learn that both he and his wife are enjoying good health and doing a great deal of traveling as the spirit moves them. At the present time they are living in Grants Pass, Ore. Earl sends greetings to his many friends in this area.

Mrs. E. B. (Magdelene) Williams, 82, wife of retired Engineer E. B. Williams, passed away on Sept. 24. Burial was in the family lot of the Calvary Cemetery.

Mrs. Palmer Sather, wife of retired Store Department Employee P. A. Sather, passed away in the Harlowton hospital where she had been admitted a few days previous. Mrs. Sather was the mother of Mrs. K. D. Clark and Mrs. A. A. Morang, both sons-in-law are engineers for the railroad.

Don Cotton, father of Fireman Vern Cotton of Harlowton, passed away in Seattle.

Evert Zwolle, 88, retired section foreman, passed away on Sept. 13. He had worked in the Lewistown area for about 40 years and moved to Miles City following his retirement. Burial was in the Custer County Cemetery.

James B. Kearns, a retired roundhouse laborer, passed away on Sept. 2. Burial was in the Calvary Cemetery.

Mrs. W. T. "Tommy" Little passed away Oct. 14 after a lingering illness. Burial was in the Custer County Cemetery.

G. B. "Sam" Schoonover, 21, son of Section Laborer and Mrs. George Schoonover, died in an auto accident on Oct. 15. Burial was in the Custer County Cemetery.

DEER LODGE AREA

Ona Lake, Correspondent

Superintendent's Office, Deer Lodge

Joan Jennings, secretary to the division engineer in Deer Lodge, was recently honored at a picnic after resigning her position to enjoy having more time to spend with her family. Her position was filled by Karla "Blondie" Rydeen who has been working as an extra clerk for several months. Karla's husband, Dick, is student teaching in Deer Lodge. They are the parents of two small daughters.

Mr. and Mrs. W. C. Klar and their two teen-age daughters vacationed in Hawaii this year, and from the photos they took, it is easily understood why Hawaii is depicted a "true vacationland."

Barbara Olsen, daughter of Boardman E. E. Francisco at Alberton, recently filled the position of Chief Carpenter's secretary in Deer Lodge.

Richard Keller, a new employee in the Engineering Department, was recently married after his return from the service.

Stan Cloke, district manager of sales in Missoula, has retired and his position has been filled by R. D. Woods of Tacoma. Mr. Woods' family recently joined him in Missoula.



Deer Lodge Dispatcher and Mrs. William Beaulieu were honored on their 25th wedding anniversary, Aug. 25, at a reception hosted by their son, Bill, and daughter, Mary Anne. A Mass of Thanksgiving was celebrated earlier in the day by Mr. Beaulieu's brother, the Reverend R. J. Beaulieu, in the Immaculate Conception Church in Deer Lodge, during which their son served as lecturer and their daughter gave a reading.

A. C. Mattice, audigage operator, has retired from the railroad. Al and his wife are planning to visit with relatives and friends in the eastern states including New York and then spending the winter in Florida.

Jerry Wright, junior engineer, has resigned his position in Deer Lodge to further his schooling in Indiana.

Leslie Ann, daughter of Roadmaster and Mrs. J. T. Satake was recently married in Missoula.

Joseph Perrone, section foreman for many years at Ethelton, Idaho, passed away in Spokane, Wash. Sympathy is extended to his family which includes a son, Vince Perrone, now a roadmaster in Missoula.

A coffee hour was held in the Superintendent's Office in Deer Lodge to honor Traveling Engineer-Roadmaster H. J. McGuin upon his retirement. Many friends and associates extended their best wishes.

Kathleen Paffhausen and Thomas William Stetzner were married in St. Ann Church on Oct. 7, in Butte, Mont. Thomas is the son of Agent and Mrs. W. F. Stetzner of Black Tail Canyon in Butte.

Robert J. Moore, 41, died as the result of a heart attack suffered while working on Oct. 17. Bob was stationary engineer at Deer Lodge. Among the survivors are his wife, Ann, and his mother, Mrs. Agnes Moore of Deer Lodge.

Kit Smith, sub-station operator at East Portal, Mont., and Linda Susan Aldrich of East Portal, were married in Deer Lodge on Oct. 21. Kit is the son of Load Dispatcher and Mrs. Weyland Smith of Deer Lodge.

Mr. and Mrs. Emmett Haugen re-

cently returned home after an extended vacation in California and Washington. Emmett is an engineer for the Milwaukee Road.

Mr. and Mrs. Howard Denton left recently by auto for Florida. They stopped enroute to visit relatives and various scenic spots. Howard retired several years ago from his position as time revisor in Deer Lodge and is thoroughly enjoying his retirement.

Beverly Kay Hyde and David Lee Sire of Belt were married in the First United Methodist Church in Bozeman in September. Beverly is the daughter of Conductor and Mrs. Donald A. Hyde of Deer Lodge.

Aberdeen Division EAST END

Mavis Wallien, Correspondent
Trainmaster's Office, Montevideo

New faces on the Middle Aberdeen Division roster are: Robert Strefelder; Dennis Gardner, son of Engineer Howard Gardner; Robert Starbeck, son of Engineer Arthur Starbeck; and Jimmy Keller, son-in-law of Car Foreman Ray Joneson.

Janet Blabaum, the youngest daughter of Engineer Fred Blabaum, was married on Aug. 12 to Roy Hadrath. They are living in Montevideo.

The Fred Habegggers have been traveling about the country again. They recently attended the Grand Ole Opry at Nashville; toured New England, Niagara Falls, and especially enjoyed the area around Erie.

Fred U. Fleming, 81, who served 47 years as an agent-operator on the Milwaukee Road, died in June at Redfield, S. D. after a long illness. He is survived by his wife, Cornelia.

Bill Witte, former agent at Glencoe, reports that he has sold his home at Wahkon, Minn. and will be permanently located in Harlingen, Tex. His daughter, Jean, who works in the American Embassy in Moscow, will be moving to Rome next June and Bill plans a visit to Europe about that time.

Frank Cryz retired on Aug. 31. He worked in the Mechanical Department and helped out at the Montevideo Roundhouse several times during vacations. Now somebody else will have to help keep the engines chugging in St. Paul.

We are advised that August Ruehmer, who broke his hip some time ago, is confined to the Masonic Home in Minneapolis. Art Peterson, who was assistant stationmaster in Minneapolis for many years, is living there too, after having lived in Florida following his retirement.

Matt Gross, retired engineer, passed

away on Sept. 18 in Seminole, Fla. He is survived by his wife, Rose. Burial was at Fort Snelling cemetery in St. Paul.

John May, former Montevideo crossing flagman, died suddenly on Oct. 13 at Clarkfield, Minn.

Conductor Arlas Rustand slipped a ring on the finger of Patricia Winters on Aug. 23. The newlyweds are making their home in Montevideo.

The home terminal for trainmen and enginemen on the East H&D was moved from Minneapolis to St. Paul, effective Oct. 1.

SIoux CITY AREA

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

Congratulations to Chief Revising Clerk and Mrs. Leonard O. Lonseth of Sioux City who observed their 50th wedding anniversary on Sept. 13. They

were married Sept. 13, 1922, in Sioux City and have lived here all their married lives. They have one daughter, one son and seven grandchildren. Leonard celebrated his 53rd anniversary with the Milwaukee Road on Sept. 16.

Engineer and Mrs. Charles F. Willett of Sioux City were honored on their 40th wedding anniversary at a dance at the Sioux City Eagles Club. They were married Sept. 16, 1932, and have one daughter, one son and eight grandchildren. Their daughter and son-in-law also celebrated their 18th anniversary on the same date.

Retired Freight Agent Homer C. Snow died Sept. 18 at a Sioux City hospital after a brief illness. Mr. Snow was freight agent for 45 years before retiring in 1952. He is survived by his wife, a daughter, two grandchildren, two great-grandchildren and one sister.

Mrs. Mary Weiland, wife of retired IM&D Engineer Elmer Weiland, died Oct. 2 at a Sioux City hospital after a

Safety Standings of Divisions and Departments

TEN MONTHS — 1972

Rank	Division	Killed	Injured	Casualty Rate
1	Rocky Mountain		3	1.80
2	Coast		15	6.67
3	LaCrosse	1	15	7.64
4	Dubuque & Illinois		16	8.46
5	Aberdeen	1	12	10.50
6	Milwaukee		19	10.62
7	Iowa, Minnesota & Dakota	1	13	11.53
8	Iowa		14	11.85
9	Twin City Terminals		17	12.62
10	Chicago Terminal-Terre Haute		39	14.24
11	Milwaukee Terminal	1	49	16.82
	Others		10	2.27
	SYSTEM	4	222	9.12

Rank	Department	Killed	Injured	Casualty Rate
1	Electrification			
2	Miscellaneous	1		0.23
3	Stations & Freight Houses		3	1.10
4	Signals & Communications	1		1.53
5	Material Division		1	3.06
6	Police		1	4.71
7	Enginemen		15	5.56
8	Locomotive		16	7.00
9	Car	1	16	7.43
10	Track		25	7.56
11	Bridge & Building		5	14.11
12	Sleeping & Dining Car		5	14.54
13	Road Trainmen	1	51	16.70
14	Yard Trainmen		84	40.78
	TOTALS	4	222	9.12

brief illness. Mrs. Weiland was past president of the Sioux City chapter of the Milwaukee Road Women's Club. She is survived by her husband and two sisters.

Retired Engineer C. Q. Dodge passed away on Oct. 13 at a Creston, Iowa, nursing home after a long illness. Mr. Dodge was employed as a fireman-engineer for 46 years on the old SC&D Division at Sioux City. He retired in 1956. He is survived by his wife, one daughter and two grandchildren.



Blacksmith-Welder Oscar Kjellisvig (center) of the Minneapolis Car Department is shown with Car Foreman M. Knospe (left) and Shop Schedule Engineer K. Beck as he retired after more than 47 years with the railroad on Sept. 29. Oscar and his wife plan to spend the first year of their retirement in California before they decide on where to make their new home.



RETIREMENT-REUNION BANQUET HELD IN SIOUX CITY. The 10th annual banquet for retirees on the Iowa, Minnesota and Dakota Division was held Oct. 1 in Sioux City, Iowa. Nearly 150 persons turned out to honor those who retired on the division during the past year. Retired Engineer Elmer A. Weiland served as toastmaster, and musical entertainment was provided by Conductor and Mrs. Kenneth Knoernschild. New committee members appointed to organize next year's banquet are: Engineer C. F. Willett, Engineer and Mrs. D. G. Salviola, Conductor J. M. Dunham, Conductor K. H. Knoernschild, Conductor R. V. Ryan, Engineer Paul Card and Section Foreman S. E. Tovar.

Twin City Terminals

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

Sympathy is extended to the family of Benjamin Webster, retired mail and baggage clerk in Minneapolis, who passed away on Nov. 5. Mr. Webster, who had 48 years of service with the Milwaukee, retired on Jan. 30, 1967. He is survived by his son, Robert, who is employed as a clerk in the chief carpenter's office in Minneapolis.

Welcome to Kenneth Carlson, who was recently employed as a yard clerk



WINS 1972 MILWAUKEE ROAD GOLF TOURNAMENT. Norm Finch, third trick operator at St. Paul Yard (right), is shown as he was congratulated by W. F. Plattenberger, superintendent of the Twin City Terminals. Norm won the R. F. Fairfield Memorial Golf Trophy with a score of 79 at the Par 71 Ramsey Golf Course in Austin, Minn., on Sept. 17.

in the St. Paul "New Yard"; and Robert Krominga, clerk in the assistant freight agent's office at St. Paul.

The 1972 Milwaukee Road Golf Tournament was won by Norm Finch, third trick operator at St. Paul Yard, with a round of 79. The 18-hole tournament, attended by 86 golfers this year, was held on Sept. 17th on the Par 71 Ramsey Golf Course in Austin, Minn.

In winning the championship flight, "Eagle Norm," as he is known to his golfing companions, had to fight off a charge by Assistant Trainmaster Greg Williams of St. Paul Yard, who came in with a last nine score of 35 and won second place. Dave Borndale, assistant chief clerk at St. Paul Yard, took first place in the fourth flight, while John Messicci, safety engineer at Minneapolis, won first place in the sixth flight.

Bruce LeMay, son of St. Paul General Car Foreman and Mrs. Edgar J. LeMay, was named athlete of the week in a recent article appearing in a St. Paul newspaper. Bruce, a senior at White Bear High School, was named all conference choice in baseball last spring and has recently displayed exceptional prowess on the gridiron.

I M & D Division AUSTIN—EAST END

R. D. True, Correspondent
Office of Superintendent

Chris Nelson, 90, retired trucker in Austin, passed away on Aug. 20. He is survived by three daughters, Mrs. Alice Peck, Mrs. Harry Birton and Mrs. Harry Hynie; three sons, Floyd, Raymond and Donald; 13 grandchildren, 27 great-grandchildren, two sisters and a brother.

The East IM&D Division held their Second Annual Retirement-Reunion Banquet at St. Edward's Church in Austin on Oct. 7 to honor employees who had retired during the previous year. The banquet was attended by 131 active and retired employees, their wives, relatives and friends.

A perfect Indian Summer day contributed to the enjoyment of a fine meal and the entertainment. Fred Hornig, retired division engineer, who started the event last year, was toastmaster. "Pom-pom" mum corsages and boutonnieres were presented to the retired employees and their wives. Tribute was paid to 14 new retirees, seven of whom were present, and each was presented with a golden spike engraved with their name and retirement date.

Herb Jacobs, retired district freight and passenger agent from Mason City, showed a film on the Union Pacific's "Big Boy" steam engines. Many present



Pat Gallagan, 21, daughter of Chief Yard Clerk and Mrs. Bernard L. Gallagan of St. Paul, Minn., is the second woman to work as a zoo keeper at the Como Zoo in St. Paul. Pat (shown here with two, two-week-old lion cubs) worked as a secretary in St. Paul before finding her present job at the zoo. "I love the feeling of not being under constant supervision," Pat said. "It would be very hard to go back to typing at the office day after day."

reminisced and visited while looking over many albums of old railroad pictures and paintings. Most of the pictures were furnished by a local rail buff and friend of the railroad's, Harold Davison, who, sadly to say, passed away a few days after the banquet. Retired Engineer Milt Smith displayed his beautiful oil paintings of railroad scenes painted by Mr. Hunt of Renton, Wash.

Retired Agent Dockstader of Otranto, 85, was the oldest retiree present. Conductor Jack Bohan from Primghar, Iowa, travelled the farthest—180 miles; and Chief Clerk E. E. Barker from Austin claimed 55 years of Milwaukee Road service.

Consideration is being given to holding next year's banquet at Mason City, Iowa.

News from the Engineering Department at Austin indicates Wes Friese, former engineering aide, has resigned to accept a position in Houston, Texas, closer to his Oklahoma home. Ed Dahlby has been promoted from engineering aide to junior engineer.

Arnold Johnson passed away unexpectedly at his home on Oct. 11. He was a retired engineer from Austin and is survived by his wife, Cleome; two sons, Robert of Holly Hill, Fla., and Charles, a master sergeant with the Air Force in Spain; four daughters, Mrs. Beverly Hightshoe of Rochester, Mrs. Derwin (Darlene) Chapman of Brookfield, Ill., Mrs. Barbara Ewald of Douglas, Minn., and Mrs. Gilbert (Sheila) Schloss of Bolingbrook, Ill.;

a brother, Erwin of Austin; 13 grandchildren and three great-grandchildren. Arnold was one of those honored at the Retirement Banquet on Oct. 7.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Congratulations to Cedar Rapids Switchman and Mrs. Jerry L. Clodfelder, who became the parents of a son, Brian Thomas, born in Cedar Rapids on Friday, Oct. 13.

Cedar Rapids Switchman Robert L. Lathrop entered the U. S. Army on June 12. He has now completed basic training at Ft. Leonard Wood, Mo., and is attending military police school at Ft. Gordon, Ga.

Best wishes for a long and happy retirement are extended to East Iowa Division Conductor F. J. Coohy of Bernard, Iowa, who retired this fall after 31 years with the railroad; and to Cedar Rapids Engineer Ted Brousard who retired in October after 45 years of service.

Congratulations to Roundhouse Laborer Mike O'Brien who was married to Kathy Zalesky of Cedar Rapids on Oct. 7 at the Immaculate Conception Church in Cedar Rapids.

Welcome to Switchman Larry W. Cooper, who is a new employee at Cedar Rapids Yard.

Services were held in Springville for retired Section Laborer Clarence A. Bolton, who passed away Oct. 10. Mr. Bolton, who retired in 1967, is survived by five sisters and three brothers.

Mr. and Mrs. Larry Achenbach are

the parents of a son born Oct. 14. The grandparents are Roadmaster and Mrs. W. E. Behnke of Marion.

Sympathy is extended to the family of Conductor F. E. Cox of Perry, who passed away on Sept. 29.

Mr. and Mrs. Gene Peel of Perry are the parents of a son, Shannon Patrick, born on Aug. 12. Mr. Peel works in the Engineering Department at Perry.

Conductor and Mrs. Bill Driskill have returned to Perry from a visit in Garfield, Ark., with the Carlyle Powell family, former Perry residents.

LaCrosse Division

MADISON DISTRICT

Kathryn Skidmore, Correspondent

Third trick Madison Operator and Mrs. Gerald Julson gained a daughter on Aug. 5 when their son, Gerald W., claimed Miss Kathryn Roncke of Milwaukee as his bride. The marriage took place in Blessed Sacrament Church in Milwaukee. Both Mr. and Mrs. Julson teach, he in special education.

Wedding bells also rang for David Odegaard and Miss Diane Faldet who were married at Central Lutheran Church in Edgerton on Oct. 21. Following the ceremony, a reception and dance were held at the Legion Lounge in Evansville. Mr. Odegaard is a mechanic helper on the "GP-40" project at the Madison roundhouse.

Janesville Roundhouse Foreman Harvey Roever has returned to his duties after having been on the "sick list" for several months.



Seven of the 14 recently retired Milwaukee Road employees who were honored at the 2nd Annual Retirement-Reunion Banquet in Austin, Minn., on Oct. 7 are shown as they posed for photos. They are: (left to right) J. W. Montgomery, retired B&B foreman; M. R. Smith, retired engineer; Sando Monteon, retired assistant engineer; Arnold Johnson, retired engineer; Edward R. Fogal, retired section foreman; Mel Rudd, retired clerk; and Noble Roberts, retired conductor.



RETIRES AFTER 53 YEARS WITH THE MILWAUKEE. Section Foreman Frank C. Johnson (right) is shown with Iowa Division Roadmaster J. P. Weiland as he retired Aug. 31 at Amana, Iowa. Mr. Johnson will continue to make his home at 1048 H Ave., Cedar Rapids.



MAKES HOLE-IN-ONE. Chuck Kowalke, clerk in the Roadmaster and Chief Carpenter's Office in La Crosse, Wis., is shown holding the trophy he received for making a hole-in-one during tournament competition at the Hillview Country Club in La Crosse. Chuck used a five iron to make the 154-yard shot. In addition to the trophy, he also received a free membership to the golf club for next year.



Angelo Mancinie, section foreman at Racine, Wis., is shown as he proudly displays an award presented him for 35 years of superior service to the Milwaukee Road.



RIEBER-CULVER. Katherine Ann Rieber and John Edward Culver, roundhouse employee in La Crosse, Wis. and son of Derrick Operator and Mrs. Willard Culver, were married on Aug. 26 at St. James Catholic Church in La Crosse. The bride is the daughter of Mr. and Mrs. LaVern V. Rieber of La Crosse. The couple plan to make their home at 1442½ Caledonia Street in La Crosse.



Robert C. Shepard, Milwaukee Road sales representative in Des Moines, Iowa, was recently elected president of the Central Iowa Chapter No. 205 of Delta Nu Alpha Transportation Fraternity, Inc. He attended the University of Iowa at Iowa City and is a graduate of the College of Advanced Traffic and Transportation Management in Des Moines.



FORESIGHT PROTECTS EYESIGHT. Leopoldo Aguilera, section laborer on the Dubuque and Illinois Division (left), is shown as he was presented a Wise Owl Certificate of Award by Assistant Roadmaster W. Waack. As a result of wearing safety glasses on the job, Mr. Aguilera was saved from possible injury to his right eye when a flying object shattered the right lens of his glasses.



LEFT, Jo Ann Hubbs, daughter of Assistant Superintendent and Mrs. E. L. Hubbs of Madison, is shown here with her dog, "Candy," at a recent dog show in Appleton, Wis. Candy was chosen best of breed and awarded points toward the title of champion. Jo Ann hopes to become a licensed professional dog handler after her graduation from the University of Wisconsin next June.



Ralph Hull, section laborer on the Dubuque and Illinois Division (right), is shown as he was recently presented a Wise Owl Certificate of Award for his foresight in wearing safety glasses by Division Roadmaster L. Pauli.

We wish a speedy recovery to Assistant Superintendent E. L. Hubbs, who is recovering from recent surgery. We also wish a speedy recovery to Madison Section Foreman Bob Drays, who has been off sick.

Congratulations to Freight Office Clerk and Mrs. Jim Tierney on the birth of a daughter.

Yardmaster and Mrs. Gordon Culp became grandparents recently when a son was born to their daughter and son-in-law, the Gary Halversons.

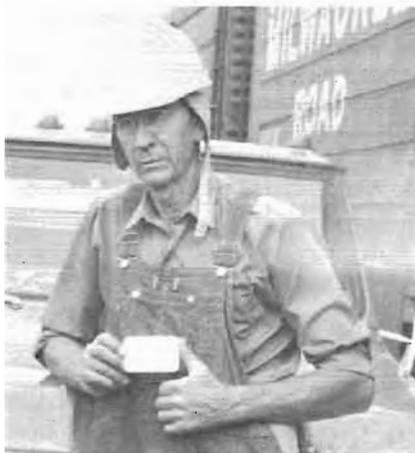
Another pair of proud grandparents is Mechanic Helper and Mrs. Ernie Siekert. Their daughter and son-in-law presented them with a bouncing baby boy.

Death has claimed several former railroaders in recent months, and to the families of the following, the Madison District extends sympathy: retired Section Laborer Ervin H. Manske of Milton; retired Conductor Elroy "Barnie" Pronald of Genesee Depot; retired Engineer Patrick J. O'Hara of Stoughton; Assistant Section Foreman Sebastian Hying of Muscoda; Richard "T-Bone" Johnson, retired roundhouse laborer in Madison.

Switchman Roy Mettler of Janesville was the victim of a drowning accident on Lake Mendota in Madison.

Mrs. William Peterson, wife of our agent at Whitewater, passed away unexpectedly on Aug. 28. She was a graduate of the University of Wisconsin Law School and held the post of Assistant District Attorney of Jefferson County at the time of her death. Mrs. Peterson was a candidate for the office of District Attorney in November. She is survived by her husband, two daughters and three sons.

The second annual retirement dinner for the employees of the UTU Local



R. R. Clough, bridge and building foreman on the IM&D Division, is shown as he displays the Superior Service Award he received for completing 25 years of service without a reportable or lost time injury to himself or the men under his jurisdiction.



Carloadings

JANUARY-OCTOBER, 1972 compared with same period in 1971

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	TEN MONTHS		INCREASE	
		1972	1971	1972 over 1971	% of increase
10.5%	Lumber	48,810	46,789	+2,021	+ 4.3%
9.8	Grain	60,255	54,701	+5,554	+ 10.2
7.1	All other paper or allied products ..	64,491	57,910	+6,581	+ 11.4
5.9	Motor vehicles	23,403	21,260	+2,143	+ 10.1
3.3	Canned fruits, vegetables and seafoods	16,880	16,528	+ 352	+ 2.1
3.2	Stone, clay or glass products	26,015	24,709	+1,306	+ 5.3
2.9	Grain mill products	43,100	42,315	+ 785	+ 1.9
2.6	Industrial chemicals	15,832	13,480	+2,352	+ 17.4
2.6	All other primary metal products ..	12,783	11,440	+1,343	+ 11.7
2.5	Non-metallic minerals; except fuels Assn. traffic	38,457	37,758	+ 699	+ 1.9
2.3	Freight Forwarder & Shipper	19,295	17,091	+2,204	+ 12.9
2.0	Waste or scrap material	23,961	19,794	+4,167	+ 21.1
1.3	Petroleum, natural gas or gasoline ..	13,306	11,924	+1,382	+ 11.6
1.2	Electrical machinery or equipment ..	10,811	9,963	+ 848	+ 8.5
1.2	All other machinery; except electrical	7,343	6,075	+1,268	+ 20.9
.3	All other farm products	6,410	5,025	+1,385	+ 27.6
.1	Metallic ores	3,412	1,077	+2,335	+216.8
.1	Small packaged frt. shipments (LCL mdse.)	338	198	+ 140	+ 70.7
6.3	All other carload traffic	57,000	52,791	+4,209	+ 8.0
65.2	Total Increases	491,902	450,828	+41,074	+9.1%

loading of these commodities DECREASED in 1972 over 1971	TEN MONTHS		DECREASE		
	1972	1971	1972 under 1971	% of decrease	
3.8%	Coal	60,591	60,915	- 324	- .5%
3.8	All other wood products (incl. plywood)	23,501	23,837	- 336	- 1.4
3.3	All other chemicals or allied products	23,254	25,138	-1,884	- 7.5
3.2	All other food products (incl. sugar) ..	22,043	22,675	- 632	- 2.8
2.8	All other transportation equipment ..	24,497	24,606	- 109	- .4
2.6	Meat, fresh, chilled, or frozen	12,136	15,680	-3,544	-22.6
2.4	Primary iron or steel products	18,406	19,511	-1,105	- 5.7
2.4	Pulp or pulp mill products	12,107	13,133	-1,026	- 7.8
1.8	Primary forest products	39,301	45,558	-6,257	-13.7
1.7	Fabricated metal products	10,471	11,044	- 573	- 5.2
1.5	Malt liquors	13,896	14,760	- 864	- 5.9
1.1	Soybeans	7,427	10,627	-3,200	-30.1
1.0	Dairy products	6,586	7,632	-1,046	-13.7
.8	Farm machinery or equipment	8,032	8,102	- 70	- .9
.7	Beverages; except malt liquors	7,841	8,216	- 375	- 4.6
.7	Potatoes; other than sweet	4,288	5,289	-1,001	-18.9
.6	Fresh fruits & vegetables	4,664	5,378	- 714	-13.3
.4	Coke, oven or blast furnace products	4,786	6,065	-1,279	-21.1
.2	Livestock	1,092	1,718	- 626	-36.4
34.8	Total Decrease	304,919	329,884	-24,965	-7.6%
100.0	Total	796,821	780,712	+16,109	+2.1%

880 was held at the VFW Club in Madison on Oct. 8. About 75 persons attended the party to honor Engineer Sheldon "Sparky" Adams, who retired on Sept. 30 ending a 44-year railroad career, and Switchman James C. Creegan, whose Jan. 28 retirement ended 34 years with the Milwaukee.

The Creegans, now living in Arizona, were unable to attend. The dinner was preceded by a cocktail hour, which provided time for visiting and exchanging old railroad yarns.

Engineer Harold Birkholz, president of UTU Local 880, acted as master of ceremonies. Guest speakers were Norm Krueger, general chairman for UTU Enginemen, and T. J. McGuire, secretary of the General Grievance Committee for UTU Trainmen.

Engineer Ralph Klaila, Switchman Leo Cooper and Brakeman John Glassmaker deserve much credit for a job well done in planning this most successful event.

Next year the party will be held in Janesville with Engineer Harold Birkholz, Switchman Bob Connelly and Conductor Jack Fleming in charge of plans.

Blane Larson, cashier in Edgerton, Wis., for 21 years, retired Aug. 31 after more than 36 years with the Milwaukee Road. Besides his service in Edgerton, he worked four years in Stoughton, seven years in Madison, and four years in Janesville in the capacities of rate clerk and chief clerk. He and his wife, June, have no special plans for retirement.

Milwaukee Terminals REGIONAL DATA OFFICE

Pearl Freund, Correspondent

On Friday, Oct. 13, a day normally associated with bad luck, all good things happened to Anthony J. Stollenwerk, chief revising clerk of inbound rates. On that day, he was honored with a cake and coffee party and presented a gift from his friends and co-workers. It brought to a close his 46 years of service with the company, most of it in the freight rate field. He was assigned to several places in the Milwaukee area: first at the old Chestnut Street Station (the beer line); next at the old Fowler Street Station, and finally at the regional office in the Milwaukee Shops.

We extend sympathy to Rick Franco, inbound revising clerk, on the death of his wife, Dorothy, who died on Oct. 4 after a prolonged illness. Services were held at Mother of Good Counsel Catholic Church.

Bridget Gatzke, wife of Inbound Revising Clerk Ray Gatzke, underwent open heart surgery Oct. 3 at St. Luke's

Hospital. It was touch and go for a while with Bridget, who was sent back to surgery a second time, but as of Oct. 9 she was gaining strength and recovering slowly.

Rick Franco has been assigned to position of chief revising clerk vacated by A. J. Stollenwerk. Wallace Henkel was the successful bidder for the inbound revising position vacated by Alice Sobczak, who is now assistant cashier.

Assistant Manager Terry Kleist went hunting in Canada for moose, although he hadn't quite determined what he would do with one if he did get it.

A newcomer to the roster is Martin Lalko, a graduate of the University of Wisconsin—Oshkosh. He received his bachelor's degree in Business Administration in August this year.

On Oct. 28, Bill Clerk Patricia Dangel was married to James Cwiklinski of the Material Division in St. George's Catholic Church in Scotland, S. D. A reception followed at the VFW Hall in Scotland. A local reception for Milwaukee friends and employees will be held at the Echo Bowl on Nov. 5 in Milwaukee. Pat was the guest of honor at a shower given by her co-workers at the home of Ruth Kerr and also a cake and coffee party hosted by the regional office. Lovely gifts were presented on both occasions.

A search of employee hobbies finds Manager R. E. Vischer busily engaged in turning out fancy and practical candles. With the aid of a glass cutter, he can also make up the attractive holders to show off the candles to good advantage. Another project in the making is a viking ship to be assembled and decorated, which in itself is a decorative object. It may ultimately be turned into a lamp, but first things first.

Collecting beer cans turns out to be the hobby of Messenger Steve DuPuy, and this can be more extensive than one

could imagine. Beer can collecting probably began on Jan. 25, 1935, the day after the Gottfried Krueger Brewing Co. in Newark, N. J., turned out the first beer can. Until 1970, the year after beer cans began outselling beer bottles, collecting was done only by isolated individuals. Two St. Louis brothers discovered that they had the same hobby and formed the Beer Can Collector Association. Thus began the latest chapter in the American mania for collecting. There are now 609 members in 35 states and five countries. Last year about 225 collectors met in St. Louis. This year some 600 met at the Playboy Club in Lake Geneva, Wis., for their annual convention. Next year's convention will be held in Cincinnati. The group will soon publish a complete list of all 12,000 American beer cans including forgotten brews such as Jaguar, Buccaneer, Bullfrog and Olde Frothingslosh. Steve DuPuy estimates he now has over 600 cans, both American and foreign. Steve is also a chairman of the B.R.A.C.

Inbound Revising Clerk Wally Henkel and Correction Clerk Dori Henkel celebrated their 10th wedding anniversary on Sept. 30 at their home in Hubertus. About 70 guests helped them celebrate the occasion.

Joy Zepka spent a week of her vacation in San Francisco and visited her brother who is a student there at Simpson College.

Revising Clerk June Stanlee; Eva Koreen, secretary to Superintendent F. H. Ryan; two retired members, Ramona Kopitsch and Marie Schmidt; and your correspondent attended the district conference of the National Association of Railroad Business Women on Oct. 21-22 at the Conrad Hilton in Chicago. Milwaukee Road President Worthington L. Smith was the principle speaker at the banquet.



Vince Knapik (left), blacksmith in the Milwaukee Forge Shop, is congratulated by Shop Superintendent V. L. Waterworth on his retirement from the railroad on Aug. 31 after more than 31 years of service.



Anthony J. Stollenwerk, chief revising clerk of inbound rates in the Milwaukee Regional Data Office (right), is shown as he receives a gift in honor of his retirement on Oct. 13 after 46 years with the railroad from R. E. Vischer, regional data manager.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent

Office of Superintendent of Operating Rules

Congratulations and best wishes to Karen Baxter, daughter of Richard Baxter of the Traffic Department in Milwaukee, and Ronald Schroeder, who were married on Oct. 21 at Immaculate Conception Church in Milwaukee. A reception was held at the Louis Travis Amvets Post in Milwaukee. Mr. Baxter's three other daughters: Mary Ann, Nancy, and Jeanne, were also in the wedding party.

Congratulations to the following on recent births:

C&M Conductor and Mrs. Joe Dahl-



Roman Lepak (center), sheetmetal worker in the Milwaukee Forge Shop, is congratulated by Forge Shop General Foreman R. E. Baum (left) and Foreman K. C. Friesner as he retired on Sept. 6.



RETIREES WITH 45 YEARS OF SERVICE. Relief Section Foreman Delmer D. Mershon (right) is shown with Iowa Division Roadmaster J. P. Weiland as he retired June 30 at Oxford Junction, Iowa. Mr. Mershon will continue to make his home in Oxford Junction.



Here's how we're doing...

	Third Quarter Ending September 30		Nine Months Ending September 30	
	1972	1971	1972	1971
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$78,745,431	\$75,845,109	\$233,172,122	\$221,283,656
PAID OUT IN WAGES				
(Labor in operating expenses)	38,756,577	35,234,560	111,690,663	103,129,346
Per dollar received (cents)	49.2	46.5	47.9	46.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	4,402,295	3,978,266	12,545,965	11,402,954
Per dollar received (cents)	5.6	5.2	5.4	5.2
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	40,110,631	39,147,422	117,922,247	114,741,216
Per dollar received (cents)	50.9	51.6	50.6	51.9
<i>Ordinary Income</i>				
(Loss)	(4,524,072)	(2,515,139)	(8,986,753)	(7,989,860)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	242,594	238,769	704,606	702,498
1972 over 1971	3,825		2,108	

strom on the birth of a son, Joe W., on May 16.

Switchman and Mrs. Willard Obst on the birth of a daughter, Michelle Lynn, on Oct. 23.

Welcome back to Switchman Jack Krause, who recently returned from his tour of duty in the military.

Congratulations and best wishes to Switchman Larry Williams and Nadine Limberger, who were married Oct. 21 at Calvary Methodist Church in Milwaukee. A reception was held at Tiny's Hall.

Sympathy was extended to the family and friends of the following:

Switchman V. Kalagian on the death of his mother on Aug. 25.

Switchman Jack Gustafson on the death of his brother on Aug. 31.

C&M Conductor Charles Knoebel on the death of his father, retired Time Revisor Louie Knoebel on Sept. 11.

Switchman George Apostoloff on the death of his father on Sept. 13.

Retired Yardmaster Peter Rooney on the death of his wife during September.

Switchman Harold Finger on the death of his father on Oct. 8.

R&SW Engineer Al Patches, Sr., who died Oct. 6.

Retired Switchman Wesley Stickles, who died in October.

Terminal Engineer Robert Hughes, who died Sept. 17.

D. H. Orr, assistant superintendent of the Milwaukee Terminals, died Sept. 9. Interment was at Savanna, Ill. He is survived by his wife and two sons, Gregg and Steve.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

We note with sorrow the death of the following employees and extend sympathy to their families:

Mr. Jerome Lisko, passenger carman in the Air Brake Shop, who died Sept. 5 after a long illness. He is survived by his parents, Mr. and Mrs. Wilber Lisko, and a brother and a sister.

Mr. Tommie Robertson, blacksmith straightener in the Freight Shop, who died Oct. 6. He is survived by three brothers and three sisters.

Mr. Theodore Kruk, carman in the



RETIRES AFTER MORE THAN 47 YEARS WITH THE RAILROAD. Milwaukee Division Engineer Marion Benner is shown with his wife after he completed his final run from Milwaukee to Chicago as engineer on Amtrak's "Empire Builder" on Sept. 29. Mr. and Mrs. Benner plan to continue making their home at 8217 Enger Lane in River Grove, Ill.

Freight Shop, who died Oct. 10. He is survived by his wife, Agnes, and a son and a daughter.

We are sorry to report the death of Mr. Walter Ewig, who died Aug. 29. Mr. Ewig, a retired blacksmith welder, is survived by his wife, Irene, and two daughters. Funeral services were held in Milwaukee.

Mr. Gabriel Oravez, 75, retired passenger carman of our Wood Mill, passed away on Sept. 18. He had been retired for one-and-one-half years and had made his home in Milwaukee.

Chester Thompson, passenger carman in the Air Brake Shop, has taken a disability pension. Chester started with the railroad on Jan. 3, 1949. At the present time, he is making his home in Gainesville, Fla. Good luck to you, Chester!

Two Milwaukee Road employees are second-place winners in the Shell Oil Company's "Name the Products" contest held last spring. The contest involved properly identifying the oil products used in more than 50 applications to railroad locomotives, cars, facilities, and equipment. After competing with fellow railroaders across the country, Darrell Fisher, superintendent of the car department, and Raymond Duman, general car inspector, both headquartered in Milwaukee, were notified in July that they were two of the 15 second-place winners. Each was personally presented with a beautiful Hamilton desk set, consisting of a gold Hamilton "Official Railroad" Timepiece, a custom-made Parker Pen, and an authentic HO-gauge model of the

Civil War locomotive, "The General," by a representative of the Shell Oil Company. Each also received a large painting of "The General" for framing.

Milwaukee Division FIRST DISTRICT

James E. Boeshaar, Correspondent

Louis R. Knoebel, 80, retired chief time revisor, passed away in Waukesha, Wis. on Sept. 11. Lou was the train and engine timekeeper in Milwaukee from the 1930's until his retirement in 1956, and could tell of older days when the payrolls were hand-drafted in the Superintendent's Office. Sympathy is extended to his survivors, which include his son Chuck, a conductor on the Chicago and Milwaukee Division.

SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

Mrs. Doris Reimer, wife of Conductor Elmer Reimer, was congratulated recently in a feature article carried in the *Green Bay Press-Gazette* for her 15 years of association with the Bellin Memorial Hospital Junior Auxiliary. She served as the organization's president during 1964 and 1965.

Mother of three, Doris contributed a great deal of her time toward fund raising endeavors for the hospital. Mrs. Reimer is now chairman of the candy strippers, an organization of more than 100 teen-age girls interested in nursing.

W. J. "Jack" Meyer of the B&B Department is recuperating at home following hospitalization for burns he received on Sept. 1.

Congratulations to Switchman Carl Castelic on his marriage to Kathleen Bain at St. Boniface Church in De Pere on Aug. 25. The couple is making their home in De Pere.

Congratulations are extended to Carman Raymond Terrien and his wife Sandra on the birth of a son, Gregory Ray, born Sept. 7; and to Interchange Clerk William Noel and his wife, Vicki, on the birth of a son, Greg, born Oct. 4.

Sympathy is extended to Roadmaster George E. Gray and family on the death of his father, Bert, who passed away in Tomah on Oct. 9 at the age of 97. Mr. Bert Gray, a 40-year employee of the Milwaukee Road, was section foreman at Tomah until his retirement.

Also sympathy is extended to the family of Medric "Bucky" Parkin of Brillion, who died unexpectedly during August. Mr. Parkin, 57, was employed in Maintenance-of-Way for over 30 years. He retired in 1967.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

J. Gotier, a laborer at the Bensenville diesel house, retired on July 31 after 24 years with the Milwaukee Road. A party was held in his honor at Jerry's in Bensenville. Mr. Gotier and his wife will continue to make their home in Maywood, Ill.

On July 15, Chicago Terminal Switchman Ron Nemec was married to Dawn Petitjean of Palatine. A reception was held at Floyd's in Carpentersville. They are currently making their home in Wood Dale.

Congratulations are in order to Switchman and Mrs. Leonard Thorne on the birth of a son, Scott, on July 28.

I received a nice note from retired Engineer Leonard Nordbye stating he thoroughly enjoyed his trip to Seattle



Assistant Roadmaster F. C. "Jack" Duquette (right) is shown as he was presented a 10-year Superior Service Award by Roadmaster George Gray recently in Green Bay, Wis.



RETIRES AFTER MORE THAN 35 YEARS WITH THE MILWAUKEE. Milwaukee Division Engineer Charles F. Gust is shown with his wife, Mary, shortly before starting his final run from Chicago to Milwaukee on Oct. 31 at the throttle of Amtrak's "North Coast Hiawatha." Mr. Gust's son, Ronald, was fireman on the run. Mr. and Mrs. Gust plan to continue making their home at 507 South Hawley Road in Milwaukee for the present time.

and San Diego via Amtrak.

Switchman Guy Cicelli left Nov. 30 on a two-month vacation to the "old country" (Italy), where he will visit his father, sister and son.

Sorry to hear that Switchman Bill Hamilton's mother-in-law passed away July 15 in Florida; also that retired Engineer Leo Kazmerzak passed away at Oshkosh, Wis.; Engineer Jack Ruffino passed away; Machinist Henry Gorsky passed away; and retired Machinist Elmer Keaton passed away in West Virginia.

Jane Quinn, steno-clerk in the division engineer's office, is on the sick list and Annie Jobe has taken the job. Also on the sick list is Doris Thompson of the signal department, Switchman Bob Geer, Yardmaster Harvey Riedel, Engineer Walter Markowski, Switchman Bob Kruse and Switchman Bill Tew.

Chicago Terminal Engineers John O'Connor and Frank Laz retired during September, each had over 45 years of service. Mr. and Mrs. O'Connor will continue their home in Bartlett. Mr. Laz intends to do some traveling and headquarter in Chicago.

E. E. Pursel, supervisor at the Bensenville diesel house, retired on July 31



RETIRES WITH NEARLY 50 YEARS OF SERVICE. Leonard R. Thelander, assistant to the general manager of purchases and materials in Chicago (left), receives a retirement gift from H. H. Melzer, general manager of purchasing and materials, at a cake and coffee retirement party held in his honor on Sept. 29. A native of Elgin, Ill., Mr. Thelander joined the railroad in Chicago in 1923 in the traffic department. He transferred to the purchasing department in 1925 and held various positions prior to being named chief clerk in 1951. He became a buyer in 1956 and was appointed assistant to the manager of purchases and materials in 1972. Mr. and Mrs. Thelander will continue to make their home at 851 Washburn Street in Elgin.

after 47 years with the Milwaukee Road. Mr. Pursel started as a machinist helper at Bensenville in 1925 and completed his apprenticeship in 1928. He worked as a machinist from 1928 to 1941 when he was promoted to supervisor. Mr. Pursel originally started his railroad career at Oelwein, Iowa, with the Chicago Great Western Railroad. A party was held in his honor at Jerry's in Bensenville. Mr. and Mrs. Pursel will continue to make their home in Bensenville.

GALEWOOD

Eleanor P. Mahoney, Correspondent

Congratulations to Linda Gallagher, steno-clerk, and her husband, Jake, on the birth of an 8-pound 9-ounce daughter, Erin Lynn, on Aug. 24.

Congratulations also to grandparents Phil Scorza, rate clerk, and Irene Dumanowski, per diem clerk. David Bruce—who weighed 9 pounds, 11 ounces—was born Oct. 5 and is the first grandson and the fifth grandchild for Phil. Rosanne Marie Gnarra was born Sept. 22 and is the first grandchild for Irene.

Welcomed back from their Hawaiian vacations were Walter Zielen, demurrage clerk, and Ed Lemke, customs clerk, both are looking well-tanned.

Ken Schoeneck, assistant superintendent, visited his son in Texas. He had planned to go on to Montana but returned home because he spent too much time in Texas.

Ralph Bode, demurrage clerk, was welcomed back to the Demurrage Department after his long leave and is coming along well. but still has pain in his leg that was burned in the freak lawnmower accident he had.



Steve Stavnem, B&B foreman of crew "C" at Western Avenue in Chicago (right), is shown with Chief Carpenter H. E. Schrab at a reception on Sept. 29 in honor of his retirement after more than 32 years with the Milwaukee Road. Mr. Stavnem and his wife, Frances, plan to enjoy their retirement at their home in Chicago.

Anne Zahn, regional data office clerk, was hospitalized for about a month but at this writing is back home and will soon be back on the job.

Walter Zielen, demurrage clerk, will become a full-time local chairman for B.R.A.C. and will leave us on Nov. 1. Congratulations and good luck in your new surroundings.

Evalyn Wealer, regional data rate clerk, attended the Royal Order of Moose Convention in Peoria on Oct. 5th and 6th. Congratulations to George Wealer, regional data rate clerk, who participated in the Moose Golf Tournament and won a trophy. George and Evalyn celebrated the Moose "Gold Rush Days" on Oct. 7 by appearing on floats in Bensenville. The men had their own float and took first place. The ladies' float was awarded second place.

New faces in the Galewood Office are Emil A. Arleo, per diem clerk, formerly chief clerk at Division St.; and Ed Peterson, demurrage clerk, also from Division St.

Barbara Doolittle, regional data clerk, is on leave of absence until the birth of her child due in December.

Sympathy is extended to Ted Zielen, regional data rate clerk, upon the death of his mother on Oct. 25.

Chicago General Offices

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent

Office of Vice President-Operation

Miss Debra Scheitlin and James P. Donahugh were united in marriage on Sept. 9 in St. Mary's Church, Elgin, Ill. The Rev. Donald Donahugh, uncle of



E. E. Pursel, supervisor at the Bensenville Diesel House (right), is shown with District Master Mechanic J. H. Kervin before he retired on July 31st after 47 years with the Milwaukee Road. Mr. and Mrs. Pursel will continue to make their home in Bensenville, Ill.

the bridegroom, officiated at the ceremony.

Mr. Donahugh is the son of J. C. Donahugh, chief clerk in the offices of the Assistant Vice President-General Manager and Assistant General Manager in Chicago.

Mr. Edward R. Kent, assistant supervisor of power bureau, and his wife had an enjoyable vacation in Great Britain during the latter part of September. Ed reports that the English railroads are excellent.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

June Mathisen, Correspondent

Worthington L. Smith, president of the railroad, visited our office and greeted each employee.

Janis Schoenberg's third finger-left hand has a sparkle on it. Congratulations.

Another father of the bride: Jack Jennings' daughter Patricia married Mitchell Kuczvara at Immaculate Heart of Mary Church.

Welcome to Joyce Metzler, Caroline Liss and Mike Klacznski, all new employees in this office.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

On Sept. 29, Leonard Thelander retired from the Purchasing Department after 49 years and 7 months of service with the Milwaukee Road. Mr. Thelander started on April 1, 1923 in the General Agent's office and transferred to the General Manager's office after a short time. Leonard came to the Purchasing Department in 1925. A party was held by his fellow workers, and coffee and cake was served.

Miss Janice Hansen was married to Tom Ross on Sept. 1. Their wedding reception was held at the Blue Moon Ballroom in Elgin. Tom and Jan spent their honeymoon in Florida and will make their home in Elgin, Ill.

Miss Pat Sarna was married to James Frangella on Sept. 23. Their reception was held at the Woodlawn Gardens in Chicago. Pat and Jim went to Colorado Springs on their honeymoon. They will make their home in Chicago Ridge, Ill.

Miss Denise Coyne was married to John Fase on Oct. 7. Their reception was held at the Holiday Inn in Des Plaines. Denise and John spent their honeymoon in Chicago. They will live in Bollingbrook, Ill.

After almost 36 years of service with the railroad, Charlie Szama, assistant district material manager, retired on July 31. Best wishes Charlie, and we know you'll enjoy your leisure time. Congratulations to Harry King, who

was promoted to Charlie's former position.

On Aug. 1, we welcomed Sharon Waterman into our office as our purchase order typist.

We were glad to see Bill Rogers, district material manager—middle district, walking around in our office again after recuperating from his recent surgery.

There are now two "Volkman's" among our office personnel. On Sept. 30 Karen Galubinski, our stenographer, became Mrs. Steven Volkman. Happy to have you back again after your honeymoon in Jamaica.

OFFICE OF MANAGER—DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Wishes for a speedy recovery are sent to Chris Ward of the Material Bureau, who was home recuperating from a recent car accident on Oct. 16. Although our office has been plagued with auto accidents recently, we're thankful no one has been seriously injured.

Recent visitors to our office were retirees Marge Roberts, Mary Elser, Emily McDyer and Erna Hahnsch.

Maureen Callahan, who is on sick leave, also visited our office and wishes to thank all those who sent her get well cards. We wish to thank all those who answered our call to shower Maureen with cards.

The welcome mat is extended to Lenore Bonney, who is a welcome addition to the Bookkeeping Bureau. Lenore is not only new to our office but also to our company. We're grateful to the Penn Central for sending her to us.

Donald Bosworth, son of Earl Bosworth of the Paymaster's Office, was one of the four sophomores in a class of 600 students chosen to represent Steinmetz High School in the 14th Annual Sophomore Leadership Conference held Oct. 19 in Chicago. Delegates to the conference were chosen according to their ability to be stimulating participants in discussions. The theme of this year's conference was "Leadership—Its Diversity, Challenge and Commitment."

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

Three new people became members of the traffic department during the months of September and October. They are Jeanette Bork, Lucy Zajkowski and Rocco Losito.

Jeanette is from Chicago and formerly worked at District Furniture before becoming a secretary in the grain department.

Lucy, who lives in Lombard, is a new secretary and was formerly em-

ployed by the Motorola Company.

Rocco, who lives in Glendale Heights, is a new rate analyst and worked for the Milwaukee at Galewood before coming to this office.

There were three new additions to the families of people in the traffic department in September.

On Sept. 12, Mr. and Mrs. Joseph "Pepe" Chavarria were blessed with a 6 lb. 14½ oz. daughter, Deana Marie. She was born at Presbyterian St. Luke Hospital in Chicago.

David Craig Maraccini was born to Mr. and Mrs. Bob Maraccini on Sept. 13. David weighed 6 lbs. 3 oz. at birth and he was born in Northwest Hospital in Chicago.

On Sept. 17, Mr. and Mrs. Ed Spalding became the proud parents of their second child, a daughter, Debra Cathleen. Debra weighed in at 8 lbs. 8½ oz. and was born at Lutheran General Hospital, Park Ridge.

OFFICE OF MANAGER — EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Congratulations are extended to Kathy and Joe Byrnes who were married on Oct. 7. A reception was held at the Eagle Country Club in Elgin, Ill.

Congratulations are also in order for Kenneth Konczyk, assistant manager of this office, who became the proud father of his first son on Oct. 19. The baby's name is Brian Kenneth.

Adrian Adkins, who as of Oct. 24 is back on the job, was hospitalized in September for appendicitis.

Newcomers to this office are: Steve Pencak; Al O'Malley; and Mike Andrews, who returned to his former position.

Patricia Lindemann has taken a leave of absence to await the birth of her first baby, which is due in May.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Miss Judy Renee Lee, daughter of Mr. Carl E. Lee, assistant manager of capital expenditure accounting, and Mr. Dennis Mark Gade were married on Oct. 14 at the Immanuel Lutheran Church. A wedding reception followed in the church's gymnasium with their many friends. The couple will make their home in East Dundee, Ill.

Mrs. Anne "Dolly" Serritella, formerly of the Bill and Analysis Section, became a mother on Oct. 5. The baby weighed 7 lbs. and was named Lisa Anne. Congratulations Dolly and Bill.

Welcome to Mrs. Brenda Decker of the AFE Current Accounts Section, Brenda previously worked in the Timekeeping Bureau.



The Milwaukee Road's largest "minibridge" operation to date, consisting of 83 35-foot containers en route from points in the Far East to Boston, Mass., Newark, N.J., and Norfolk, Va., is shown approaching Chicago on its fast run from Seattle, Wash. Minibridge is the term applied to a new transportation concept under which steamship lines and railroads cooperate to offer a single "through" intermodal rate on shipments of containers between the Orient and the U.S. East Coast or between Europe and West Coast points. This popular new service is competitive with all-water Panama Canal routes and offers up to eight days faster service. The Milwaukee Road received these containers from a Sea-Land Service, Inc. ship at the Port of Seattle and moved them by special train straight through to Chicago where the cars were interchanged with an eastern carrier.



MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

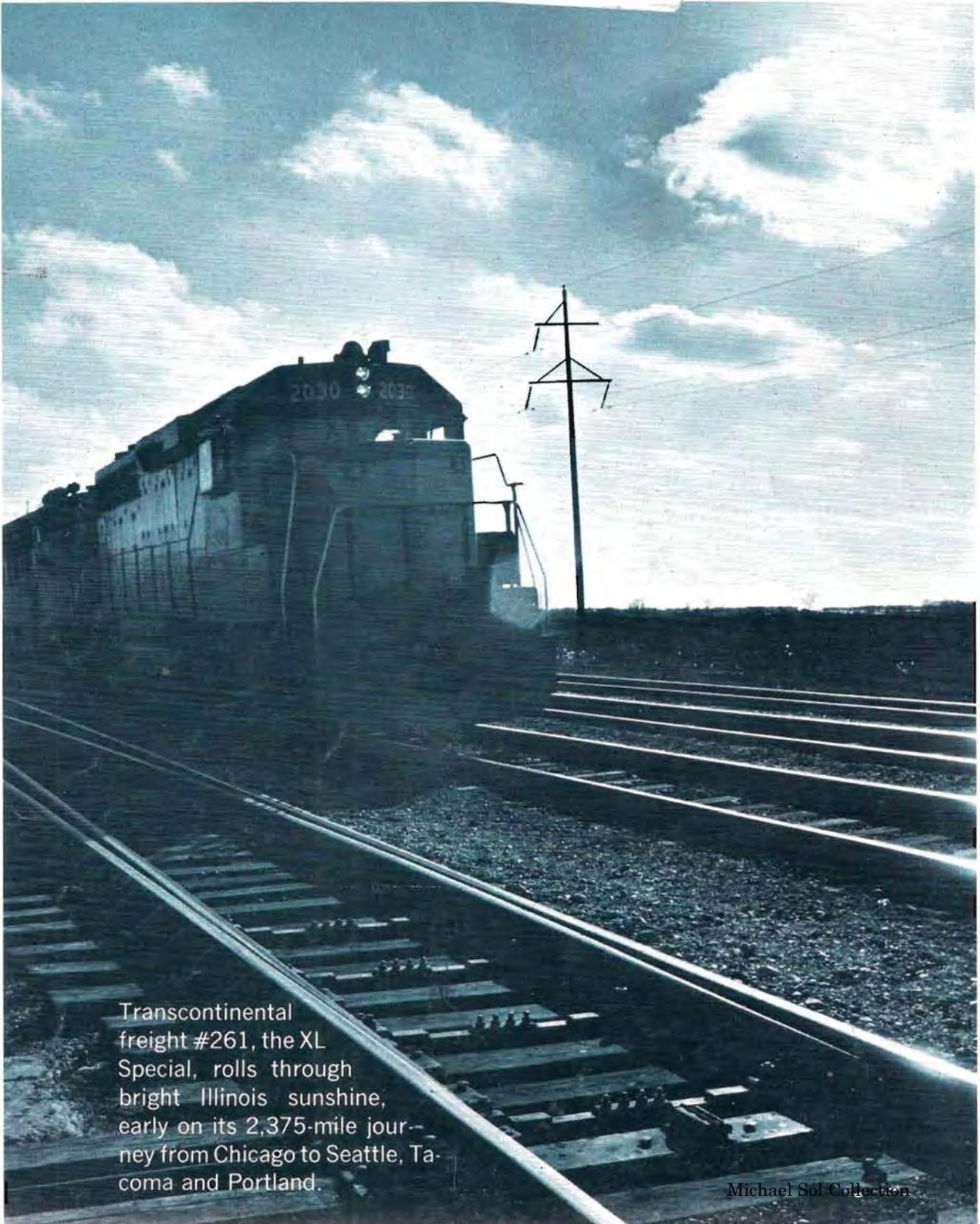
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