

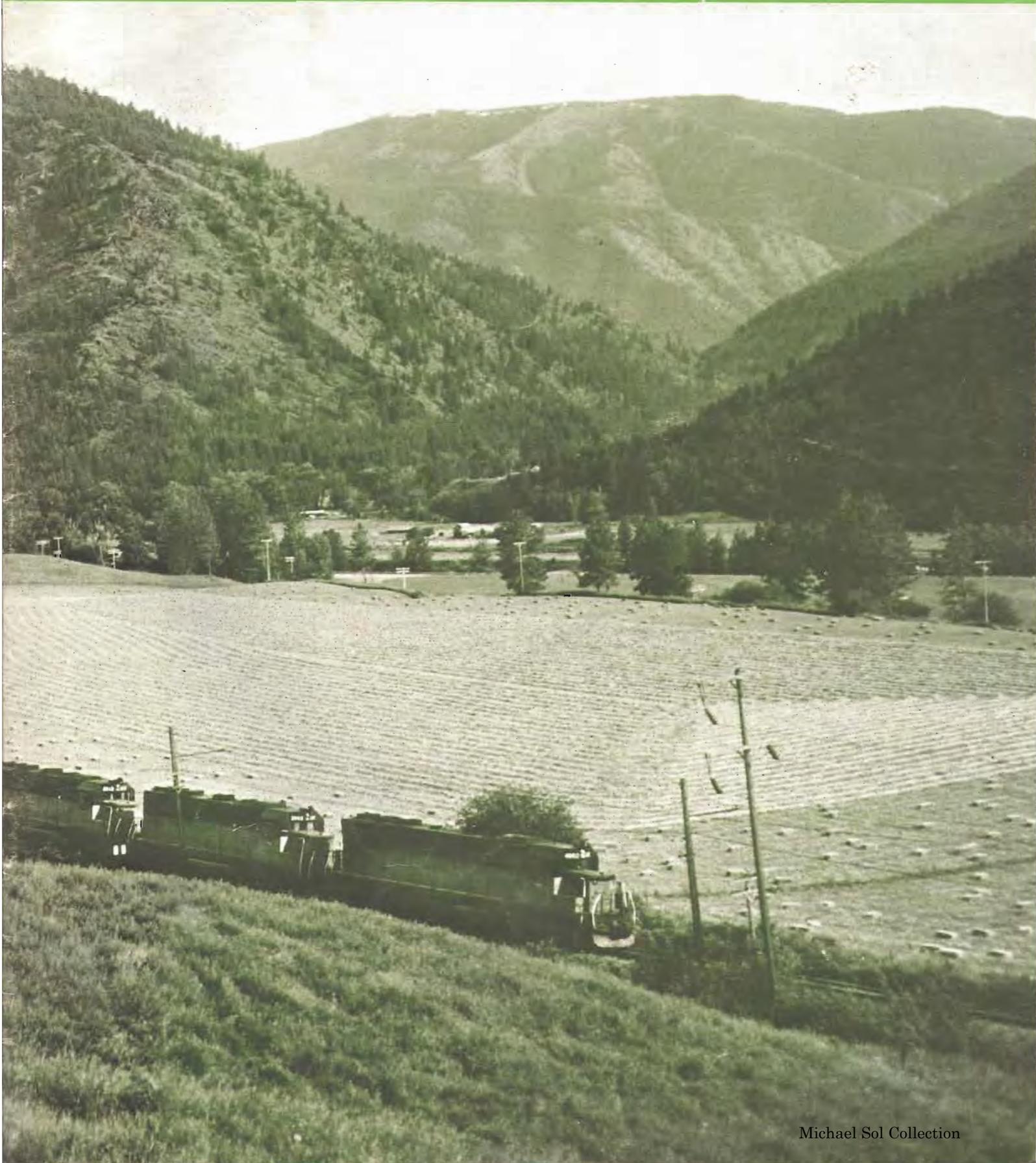
THE MILWAUKEE ROAD MAGAZINE

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Railroads, The Path of Least Disturbance

The people who coughed and sputtered in the smoke and sparks thrown off by the first steam locomotives—more than 150 years ago—would have laughed at the idea of railroads helping to keep the air clean.

But, today, it's a fact.

And the Indians—through whose lands some early railroads were built—might have disagreed with the notion that railroads represent a good way to use land.

But, today, it's true.

And there may even be people today who would scoff at the proposition that railroads can be an important means of reducing environmental damage from transportation sources.

But they can.

Transportation is one of the most vital of American industries. Spending for transportation accounts for 20 per cent of all money spent in the national economy. Without a modern transportation system, modern society—and future progress—would be impossible.

But some elements of today's transportation system have been indicted as polluters of the air and as wasters of land and other natural resources.

This is where railroads come in.

Railroads carry nearly 40 per cent of all intercity freight. Except for pipelines—which are limited in the kind of commodities they can handle—trucks have the next largest share, around 22 per cent.

Both railroads and trucks carry a wide range of cargoes. And, because of other similarities, their respective impacts on the environment can be conveniently compared.

Air Pollution

For both trucks and trains, the diesel engine is the basic motive power. This gives them an edge, right from the start, over vehicles using gasoline-powered engines—which are generally regarded as among the worst of the air polluters.

But, because of the inherent advantages of wheel-on-rail over tire-on-highway, a locomotive uses much less energy to move a load than a truck.

Energy means horsepower, and horsepower is directly related to potential emissions.

So it is not surprising that one recent study showed railroad emissions in 1970 amounted to 1.03 grams per ton-mile, compared with about 3.76 grams per ton-mile for trucks. Other studies have produced generally similar results, and there is little disagreement with the basic proposition that heavy movements by rail are less polluting, mile for mile, than truck movements of the same size.

And railroads are working to cut down locomotive emissions still more. They're working closely with manufacturers. And they're improving their maintenance and overhaul techniques.

Fuel Conservation

The tremendous energy needs of the United States place heavy pressure upon its reserves of fossil fuels—especially oil. Shortages of fuel have already occurred.

Obviously, then, fuel conservation is an important consideration. Here, too, railroads can make a contribution.

The same factors that work to the advantage of railroads in terms of pollution emissions—their physical effi-

ciency—also enable them to move more goods with less fuel than some competing modes.

Railroad statisticians have calculated that railroads move more than three times as much freight per gallon of fuel as large trucks—and 125 times as much as cargo aircraft.

Other studies have put the ratio higher—as high as five to one.

In any case, this much is clear:

In 1971, America's railroads bought about half as much fuel as was bought for use in highway diesels. This included buses, but it is safe to assume railroads did not consume even two-thirds as much fuel as diesel trucks while carrying about 75 per cent more ton-miles of freight.

Land Use

Land may be America's most precious natural resource. As the population grows, it will become even more precious. And it must be more wisely used.

Highway development has been increasing. Since 1955, the land occupied by highways has increased by an average of 370 square miles each year.

At present, there is about one linear mile of highway for every square mile of land in the country. The rights-of-way for streets and roads now occupy more than 10 times as much land as do the nation's railroad rights-of-way.

Many highways are often crowded. But, according to a recent study, today's railroads are operating at only about one-third their existing capacity. And the same study concluded that, by pursuing trends now under way in the industry—larger equipment, more modern facilities and faster operations—railroads can increase their capacity seven times without requiring more land for rights-of-way.

So, in the light of predictions that overall freight traffic will double by 1985, the public is presented with a clear set of options.

More will certainly be demanded of all transportation modes—trucks, water carriers, pipelines and air transport. But, unless railroads are counted on for a larger share of this new traffic, far more highways must be built. And that means more homes will be condemned, more valuable property will be taken from tax rolls, more earth will be moved, more grass will be replaced by concrete.

Safety

While not an environmental concern in the usual sense, improved traffic safety obviously would represent a vital step forward for society.

Railroads have an impressive safety record—in both freight and passenger service—and the nature of railroad operations is such that the possibilities for contact with non-railroad vehicles are minimized.

This was illustrated in a recent safety recommendation adopted by the National Transportation Safety Board. In analyzing freight traffic loads for rail and motor carriers in 1980, the NTSB estimated that a 4.4 per cent increase in the railroads' share of total freight transportation of the two modes could result in the saving of 553 lives and avoiding 7,302 injuries during that one year.

A comparison of passenger fatalities to passenger miles from 1961 through 1970 shows train travel to have been

(Continued on page 30)

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THE COVER

Transcontinental freight No. 261, the XL Special, is shown just east of Alberton, Mont., on its 2,686 mile journey from Louisville, Ky., to Seattle, Tacoma and Portland. Photo by R. V. Nixon, Missoula, Mont.



transport briefs

Senate Committee Acts on Retirement Bill

The Senate Committee on Labor and Public Welfare has favorably reported a railroad retirement bill that would shift from employees to employers the portion of railroad retirement taxes that exceeds Social Security withholding. The bill, S. 1867, also calls for an additional increase in retirement taxes equal to 7.5 per cent of employee wages, effective Jan. 1, 1975, although the bill does not specify how the tax would be allocated between employers and employees. The Senate measure would require representatives of labor and management to report to Congress by March 1, 1974, on joint recommendations for restructuring the railroad retirement system to make it fiscally sound. Last month, the House of Representatives passed an amended version of a bill (H.R. 7200) that grew out of an 18-month agreement tentatively reached between the railroads and the unions with which they bargain nationally. Stephen Ailes, president of the Association of American Railroads, termed the Senate measure "less desirable" than H.R. 7200. Al H. Chesser, president of the United Transportation Union, and C. L. Dennis, international president of the Brotherhood of Railway and Airline Clerks, have also voiced support for the House-passed retirement measure.

Senate Rejects Voluntary Fuel Allocation

The Senate has rejected President Nixon's proposed voluntary fuel allocation program and, instead, passed a bill that would require the Administration to set up a mandatory distribution plan. The President's proposal would have included railroads and other freight and passenger transportation modes among a group of "priority customers." The Senate bill, passed by an 85-10 vote and sent to the House, is aimed at preventing regional shortages of fuels in short supply. The distribution program called for in the measure would go into effect one month after enactment.

Grade Crossing Funds Included in Bill

The House of Representatives has passed its version of the 1973 Federal-Aid Highway Act, which includes \$600 million for grade crossing safety purposes both on and off the federal-aid system. One of the original Surface Transportation Act provisions, the grade crossing safety program, would authorize \$150 million for fiscal year 1974 and \$225 million for fiscal years '75 and '76 for the elimination of hazards at rail-highway intersections. The bill specifically provides that at least half of the funds are to be used for grade crossing protective devices. Two-thirds of the funds would be taken from the Highway Trust Fund, with the other third coming from general revenues. Two-thirds of the monies are to be spent on grade crossings on the federal highway system, while the other one-third is allocated for crossings on other roads.

Car Utilization Best Ever in '72

Freight car utilization was the most efficient in the history of American railroads in 1972, according to an AAR report given before the Interstate Commerce Commission. Transportation output per car reached an all-time high of 1,481 ton-miles—an increase of 4.4 per cent over the previous record set in 1969 and 7.6 per cent over the 1971 average.

A new approach to import-export trade

High, Dry Butte Now



Butte Mayor Mario (Mike) Micone addresses a crowd of over 400 persons during dedication ceremonies for the Port of Butte's new 85,000-square-foot warehouse facility on April 26. The Port of Butte is the first inland facility in the United States dedicated solely to processing and expediting international cargo.

"Most people, when they look at transportation, do not have a great deal of vision. They can't see what is going to happen six months from now, or they don't want to wait and see what is going to happen. They know what is in effect today. They have been living with what is in effect today, and it's been good enough for 50 years, so it must be good enough for the next 50. We don't feel that way." — Henry Levinger - Director of Marketing, Port of Seattle.

BUTTE, MONTANA, snuggling against the backbone of the nation, the Continental Divide, sits high (altitude 5,767 feet above sea level), and dry (the Butte Water Company brings water to the city from as far as 30 miles away). Silver Bow Creek, which runs through Butte, is hardly

big enough to hold a canoe. The nearest navigable waterways for ocean-going freighters are the Columbia and Snake Rivers, several hundred miles to the west. But Butte is the nation's newest international port.

Seattle, Washington is a major West Coast seaport. Seattle marine terminals handled 3,357,345 tons of foreign and domestic cargo in 1972, including 266,139 vans of containerized cargo. Seattle ranks 10th in total domestic and foreign waterborne commerce among U. S. ports, and is exceeded on the West Coast only by Los Angeles/Long Beach.

These two geographically dissimilar cities, separated by 667 railroad miles, don't appear to have much in common. But on April 26, the newly-created Port of Butte and the Port of Seattle signed an exclusive freight-handling agreement and the cities be-

came partners in an intriguing new approach to the import-export business.

The new agreement promises to be a boon to Butte, to Seattle, and to the Milwaukee Road, but the first re-



An International Port

action of most everyone who learns of the project is usually "Why Butte?" Answering this question and unraveling how landlocked Butte became an international port involves going back to Butte before the Port of Butte idea had its inception.

Butte sits on a hill, sometimes called the "Richest Hill on Earth." Since 1864, when gold was first discovered there, the hill has yielded an estimated \$10 billion worth of metals, including 20 billion pounds of copper and great quantities of gold, silver, lead, zinc and manganese. In fact, more nonferrous metals have been mined there than in any other one mining district in the entire world and there may be more mineral wealth still in the hill than has yet been recovered according to mining experts. But, in recent years, with the introduction of open pit mining to the hill, the process of recovering the minerals has gone from a labor intensive operation to a capital intensive operation. Thousands of underground miners have been replaced by huge scoop shovels in the Berkeley Pit. Butte found itself in the paradoxical position of producing great wealth yet having widespread unemployment at the same time. Clearly, something had to be done.

In 1966, Congress passed the Demonstration Cities and Metropolitan Development Act, known as the Model Cities program, and Butte jumped on the bandwagon. The program was the first effort to give control back to the cities by allowing local groups to set funding priorities for federal projects. Former Butte Mayor Tom Powers filed an application in 1967, and in February 1968 Butte was one of 150 cities in the country which began receiving Model Cities funds.

"One of the reasons that Butte was selected for the Model Cities program was because it was a rather unique city . . . with a lot of interesting problems, and the federal government was anxious to see how we would go about solving them," says Steve Buttress,

executive director of the Butte Local Development Corporation, a local nonprofit organization set up to foster economic growth.

Once funds were available, the Butte Model Cities staff became involved in a wide range of programs which included education, economic development, housing, recreation, health, youth, senior citizens and physical environment components.

With a third of the work force employed in the fluctuating copper industry, economic development became the top priority.

In October, 1969, civic and business leaders put their heads together and formed the Butte Local Development Corporation as the economic development arm of the Model Cities program in Butte.

The BLDC had federal money



Containerized international cargo is unloaded from ships and placed on railroad flat cars at the Port of Seattle (Wash.) for movement to the Port of Butte — 667 miles to the east. There the cargo is processed through customs, devanned, stored, consolidated and distributed to various cities throughout the country. For export, the process works in reverse. Empty sea-going containers are restuffed at Butte with commodities accumulated for export, and shipped to their destination via the Port of Seattle.





An interior view of the Port of Butte's 85,000-square-foot warehouse facility. This facility will be used as an inland distribution and consolidation point allowing the Port of Seattle to increase its capacity for handling import/export traffic.

available, the support of local business and labor leaders, and a 25-member Board of Directors. But how could it help industry grow and bring in new industry to a city whose business district sits perched on the edge of The Pit—one mile wide, one mile long and 1,500 feet deep—which is slowly consuming the city? The BLDC looked south from the Butte Hill to the flats and decided to build an industrial park.

According to Jim Hodge, executive director of the Port of Butte, "In building an industrial park—the most important thing is to outline what your transportation and distribution advantages and disadvantages are. Secondly, a cost study—can you save money and time by providing these functions that are being performed somewhere else—and then look at rate savings and rate equalization. Thirdly, are your physical requirements—facility size, equipment, etc. Lastly, you have to provide yourself a marketing system incorporating the first three elements."

The location was ideal—away from the hill, close to the city, flat land with a highway on one side and the Milwaukee Road on the other. An added plus (and a very important factor in the final site selection) was that the Anaconda Company donated

130 acres of land for the park. A grant of \$405,000 was received from the Economic Development Administration and matched with Model Cities and county funds. In short order, the land was acquired; a rail spur was built; water, sewer and utilities were extended; loop roads were built; the land was graded and landscaped; and a street lighting system was put in. The Butte Industrial Park was a fact.

Finding occupants for the park was another matter. The directors had determined that light industry, warehousing and distribution facilities would be ideal for the park. Butte is naturally located as a distribution center. It is served by three transcontinental railroads, eight truck lines, two airlines, and sits at the junction of Interstate Highways 15 and 90 and U. S. 91 and 10. But how could they attract warehousemen and distributors to locate there?

At the time Butte was applying for the Model Cities program, the Port of Seattle was having its own problems. Business was slow and getting slower as more and more was lost to California ports. POS planners hit upon the idea of offering consolidation services for import traffic bound east of the Rocky Mountains.

Seattle was the natural place for

these services, says Levinger. "Looking east of the mountains, there are about 160 million people from the Great Lakes to the Gulf, which is a natural market. The thing that makes Seattle a natural is the fact that all rates from the Orient to the West Coast, from San Diego north to Seattle, are equal . . . Seattle is the first port of call on all the North Coast regularly scheduled carriers. They are in Seattle at least a full day, and in most cases two full days ahead of anything coming into the California ports," he says.

But because of costs and lack of available space for consolidation centers, it became obvious to POS planners that they were going to have to have additional consolidation centers. But where? Enter the Milwaukee Road.

The idea for a Port of Butte was born one night over a cup of coffee in a steak house in Butte in a conversation between Milwaukee Road traffic department officials and BLDC leaders.

"Why don't you consider building a port here?" said the Milwaukee people.

"Huh?" said the Butte people. "The biggest thing that goes up and down Silver Bow Creek is a nice trout now and then."

“Well” said the Milwaukee people —“you could build a warehouse and have an inland facility dedicated solely to processing and expediting international containerized cargo. It would be a first in the country, and we will help you with rates and tariffs, and things like that.”

“Can’t do any harm to try,” said the Butte people.

So the BLDC undertook the project.

An 85,000 square foot warehouse, dedicated on April 25, 1973, was built. Plans are already on the drawing board for expansion of facilities within the year.

An exclusive working agreement with the Port of Seattle to handle its containerized cargo was established.

Butte was designated a Port of Entry by U. S. Customs.

Perhaps most important of all, the first steps were taken toward putting a bright, new surface on the cracked and tarnished face of a city that has been described as looking like a large set from the film, “The Last Picture Show.”

How does the Port of Butte work? Import cargo from Seattle is unloaded at the POB warehouse where pertinent information is fed into computer terminals, (POB is tied into the POS computers). The cargo is then processed through customs, devanned, stored, consolidated and distributed to various cities throughout the U. S. The process also works in reverse. Empty sea-going containers are restuffed at Butte with commodities accumulated for export, consolidated and then shipped to their destination via the Port of Seattle.

Why Butte? Butte is a transportation crossroads. Land acquisition, building and labor costs are much lower than on the West Coast. Butte’s location, almost 700 miles closer to Midwest markets, makes it ideal for a warehousing facility. For example, one of the first customers is expected to be a midwestern organization that distributes to seven midwestern states. Their timing is extremely important because they have a seasonable item, and when a dealer places an order, it must be filled within 48 hours. From Butte, this can be done. From Seattle, it cannot. POB will be able to offer the international shipper substantial savings in time, cargo handling, ware-

housing and distribution and container handling.

“An inland port for inland distribution of international cargo is a manifestation of containerization . . . When you are talking about an intermodal movement of traffic, you can actually stop that traffic at any point, in any mode, and work on it—take it out of the containers, distribute it and assemble it—whereas in the old system of international transportation we were locked into the port areas for these functions because of the nature of break bulk cargo. Now, because of containerization, we can do this anywhere along the system,” Jim Hodge explains.

The Port of Butte is the first of its kind in the country. There will be other similar facilities as the economic advantages of this type of operation become apparent, but Butte is the first.

“We have the capability to expand as rapidly as business is generated. The entire program (Model Cities, Butte Local Development Corporation, Port of Butte) is an excellent example of using federal funds in cooperation with local participation to develop a successful venture. It is an example of successful participation between the federal government and the local community that is willing to invest its time and energy in an effort to create a new, viable economic operation in the community,” says Dan Regan, president of the Port of Butte.

Jim Murphy, executive director of the Butte Model Cities Program, says “The Port itself is not a profit making venture. If the Port can operate on a break-even basis, the developmental potential that exists because of its existence in Butte would merit the funds already expended and even a continued subsidy of its operation.”

Port of Seattle officials see this as a great opportunity for growth.

“In looking to the future, we see a growing increase in our import and export traffic with the Port of Butte as another tool. Butte is a very, very fine interior point for assembly of outbound, or export cargo,” says Eldon Opheim, general manager, Port of Seattle.

“If this thing will go as per plan, we should be able to increase our exports through this port (Seattle)

probably 10 times over what we have had,” says POS’s Levinger.

Applying the railroad’s customer-oriented philosophy, Milwaukee Road traffic department people played an important role in making the Port of Butte a reality.

“The project (POB) would not have worked had we not had excellent cooperation from the Milwaukee Railroad. We have a lot of savings that we can affect over handling and storage operation in the port. But, in order to have access to those savings opportunities, we had to have rate equalization in and out of Butte. And so primarily, the biggest area of cooperation has been in providing the rate support. Our cooperation with the Milwaukee has been particularly important all the way along. The Seattle sales office, for example, put us in touch with the Port of Seattle officials originally. They gave us the guidance that helped us to see the opportunities that were here. Another particularly important area that the Milwaukee is helping us in now is the area of marketing. Sales offices throughout the country are looking for opportunities where the Port of Butte might be able to provide a lower cost alternative to current shipping patterns,” says Buttress.

Director Hodge concurs, saying, “The Milwaukee sales department was terrifically helpful, both in international and domestic sales planning. Any project like this has to be a conglomerate. One group cannot stand up by itself without the full cooperation of the others. Any transportation system as complicated as an international port needs the full cooperation of most of the major modes of transportation, and the Milwaukee certainly has been very active here.”

Levinger of the Port of Seattle also gives the Milwaukee Road much credit. “Frankly, it was at the Milwaukee’s suggestion that they (the BLDC) came over here to see us,” he says.

The “License To Wed” column of the (Butte) Montana Standard for April 26 carried this notice—

“Port of Butte and Port of Seattle—All legal and proper.”

The outlook for the marriage is that it will be a long-term partnership. And the matchmaker in the courtship was the Milwaukee Road. ■

President's Safety Trophy

Rocky Mountain Division Wins Again



Employees of the railroad's Rocky Mountain Division are compiling a safety record that is becoming hard to beat. They have won the President's Safety Trophy for the sixth time since 1959—more than any other of the railroad's 11 operating divisions. Milwaukee Road President Worthington L. Smith (second from left) presents the 1972 safety trophy to Stanley O. Jones, division superintendent, on April 11 in Deer Lodge, as Francis G. McGinn, vice president-operation (left) and George J. Barry, superintendent of safety, look on.

Employees of the railroad's Rocky Mountain Division were awarded the President's Safety Trophy for the second consecutive year at a presentation ceremony in Deer Lodge, Mont., on April 11. The award signifies that the division's employees achieved the best safety record of any of the railroad's 11 operating divisions in 1972.

Milwaukee Road President Worthington L. Smith made the presentation to Division Superintendent Stanley O. Jones before a large group of company and labor representatives assembled for the special staff meeting and award luncheon in the Deer Lodge Elks Club.

Commenting on the unusual nature of the Rocky Mountain Division employees' safety achievement, Mr. Smith credited them with having established the habit of working safely.

He pointed out that the men and women of the division had won the safety contest in both 1971 and 1972 and that since 1941, the year in which the safety trophy competition was



Among the company and labor representatives on hand for the presentation of the 1972 President's Safety Trophy on April 11 in Deer Lodge were: Charles P. Richardson, local chairman, United Transportation Union-Engineers (UTU-E) Local 1091; Lloyd M. Hanson, UTU general chairman; Richard J. Ross, local chairman, International Brotherhood of Electrical Workers (IBEW); Frank G. Turner, local chairman, Sheet Metal Workers' International Association (SMWIA); Leonard F. O'Dell, local chairman, UTU-Trainmen and Conductors Local 1297; R. F. Stoltz, local chairman, IBEW; Robert J. Reynolds, local chairman, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers and Helpers; Ivan J. Hansen, local chairman, Brotherhood of Railway Carmen of the U. S. and Canada (BRC); Edward E. Hamilton, local chairman, International Association of Machinists (IAM); Worthington L. Smith, president of the Milwaukee Road; Jim D. Schneling, local chairman, Brotherhood of Railroad Signalmen; Robert F. Brand, local chairman, Brotherhood of Railway, Airline and Steamship Clerks (BRAC); P. H. Jacobson, assistant general chairman, Brotherhood of Maintenance of Way Employees (BMOW); Frederick M. Lane, local chairman, UTU-TC Local 1091; Lloyd A. Pyfer, local chairman, BMOW Lodge 403; Paul Bedicock, local chairman, IAM; Clifford D. Clark, local chairman, IBEW; Charles P. Adams, local chairman UTU-TC; Ernest A. Lilley, local chairman, International Brotherhood of Firemen and Oilers; William R. Crews, local chairman, SMWIA; M. L. Hills, local chairman, BRC; Bruce J. Taylor, local chairman, BMOW Lodge 48; Robert W. Spring, local chairman, UTU-E Local 744; Larry W. Harrington, Milwaukee Road vice president-labor relations; Francis G. McGinn, Milwaukee Road vice president-operation; and Darrel W. DeWald, local chairman, UTU-TC Local 1182.

initiated, they had won it more often than any other division—a total of six times.

The Rocky Mountain Division extends from Miles City, Mont., to Avery, Idaho, and north to Lewistown and Great Falls, Mont. Including branch lines, the division embraces approximately 1,100 miles.

Among the principal railroad representatives attending the meeting, in addition to Mr. Smith, were Francis G. McGinn, vice president—operation; Lawrence W. Harrington, vice president—labor relations; Martin Garelick, assistant vice president—market development and pricing, who was assistant general manager in Seattle with jurisdiction over operations west of Miles City, Mont., in 1972; Quentin W. Torpin, general manager of the Rocky Mountain and Coast Divisions; and George J. Barry, superintendent of safety. With the exception of Mr. Torpin, who makes his headquarters in Seattle, all are from Chicago.

The Rocky Mountain Division's 1972 casualty rate of 2.04 per million manhours worked, with no fatalities and only four reportable injuries, was the lowest the division had achieved in any of its six winning years, with the exception of 1964. The 1972 and 1964 records were the lowest experienced by any operating division since 1958.

Employees of the division's signals and communications department were cited for having completed the year with no injuries of any kind—either minor or reportable. Division employees of seven other departments—electrification, material, locomotive, stations and freight house, bridge and building, signals and communications, and police—were also cited for having completed the year with no reportable injuries. Plaques were presented to representatives of each of those departments.

Mr. Smith asked the officers and supervisors at the meeting to tell the employees of their respective departments that their performance "speaks well for them and for the Milwaukee Road."

"It has been my experience," he said, "that a safe employee is almost invariably a capable employee and a credit to the company he represents."

President Worthington L. Smith (left) congratulates Harlan B. Johnson on his appointment as district safety engineer in Deer Lodge, Mont. Mr. Johnson replaces Charles C. Clinker (center), who retired April 30th after more than 48 years with the Milwaukee Road.



NATIONAL SAFETY COUNCIL AWARD OF MERIT PRESENTED TO TOMAH SHOP EMPLOYEES. Art W. Hallenberg (from left), assistant chief mechanical officer of the railroad; Frank J. Reese, shop superintendent in Tomah; and George J. Barry, superintendent of safety, display the two awards presented to the employees of the Tomah Locomotive Department on May 22 for their outstanding safety record. The Locomotive Department employees have worked more than 1,235,541 manhours without a disabling injury.

Tomah Shops Receive 7th Award for Safety

Locomotive Department employees in the Tomah (Wis.) Shops have received the National Safety Council's "Award of Merit" for the operation of 1,235,541 manhours without a disabling injury during the period from July 27, 1964 to Dec. 31, 1972.

This is the seventh consecutive award presented to the Locomotive Department employees in Tomah by the Safety Council—three "Certificates of Commendation" and four "Awards of Merit"—for outstanding safety.

The award was presented on May 22 in Tomah by Art W. Hallenberg, assistant chief mechanical officer of the railroad, and George J. Barry, superintendent of safety, to Tomah Shop Superintendent Frank J. Reese, who received the award on behalf of the approximately 75 employees of

the shop.

Milwaukee Road President Worthington L. Smith expressed his congratulations to the shop's employees during an earlier visit in Tomah. "This outstanding safety record was achieved only through the deep personal effort on the part of every supervisor and employee," he said.

In addition to the presentation of the National Safety Council citation, 57 shop employees were individually recognized for the number of years worked without a disabling injury.

Shop Superintendent Frank Reese, Machinist Edward Huber and Blacksmith John Wich were each presented with a 25-year safety award pin. Safety award pins representing from one year to 21 years without a disabling injury were also presented to 54 other shop employees.

Rail industry faces paradoxical situation: Smith

Milwaukee Road President Worthington L. Smith told an audience in Hammond, Ind. on May 22 that unless effective steps are taken soon to improve the profitability of railroads, the railroad industry may not be able to meet the country's transportation demands.

"The railroads of this great country are face to face with a paradox," he said. "Business is good and promises to be better. At the same time, the viability of the railroad industry as a nationwide network serving American industry is in serious jeopardy."

It is for this reason, he explained, that each individual railroad company must continue to plan for its own future. At the same time, each railroad's plans should be compatible with a broader plan to strengthen the entire industry.

Mr. Smith made his remarks at the Civic Industrial Luncheon sponsored by the Calumet District Railroad Community Committee at the Holiday Inn in Hammond.

For years, he said, railroads have endured the competition from other modes of transportation using publicly financed highways and waterways, the forced continuation of money-losing services, the high costs of maintaining unprofitable branch lines, an inability to increase rates to keep pace with costs, and the slow but steady deterioration of plant and equipment for lack of capital investment funds.

Mr. Smith pointed out that in 1972, railroads set a record for the most ton-miles hauled in one year. But despite this record traffic level, 16 of the 63 Class I railroads operated at a net loss during the year.

"With the present chaos in the Northeast," he said, "and the potential for similar occurrences elsewhere, it is time for all of us to face the cold, hard, disconcerting fact that the railroad industry can prosper only if major reforms are made."

Stating that the Surface Transportation Act now before Congress is co-sponsored by the railroad, highway and waterway interests, he characterized that cooperation as a good example of the broad perspective needed to solve the problems of the railroad industry.

He said that the Surface Transportation Act is important right now, not as a final solution to the problems of the railroad industry, but as a measure to keep the financial troubles which have beset the Northeastern railroads from occurring to other railroads in other parts of the country while a longer-range solution is developed.

Mr. Smith pointed to railroad marketing as an area offering great promise, and explained how the traffic

department of the Milwaukee Road had recently been completely reorganized to achieve the advantages of a well-rounded marketing program.

In conclusion, he said that the long range needs of the economy require that we have fewer and more soundly based rail transportation companies.

"The elimination of redundant and unnecessary rail facilities is an absolute must for the future," he said, "if railroads are going to provide the levels of service that will be needed."

Five Divisions Win Minute Man Flag Awards In 1973 Savings Bond Drive

"Take Stock in America" was the theme for this year's U. S. Savings Bond drive, launched at a meeting of company campaign managers on March 23 in Chicago. Milwaukee Road President Worthington L. Smith discussed with the group the benefits of participation in the Payroll Savings Plan and announced the appointment of C. C. Dilley, director of public relations and advertising, as company campaign chairman.

At the close of the 1972 Savings Bond campaign last June, 64 per cent of the railroad's employees were participating in the Payroll Savings Plan, which placed the Milwaukee Road first among Chicago based railroad companies and third among the nation's railroads—first and second places went to the Norfolk and Western Railway and the Missouri Pacific Railroad, both with 67 per cent employee participation.

The objective of this year's campaign, which extended thru May, was to enroll one of every two employees not presently participating in the program, to obtain increased allotments from one of every two who were participating and to personally contact each employee.

Mr. Dilley outlined the organization of the 1973 effort to the campaign managers and emphasized that every time a bond is cashed by an individual it is a demonstration of the success of savings bonds.

He pointed out that nearly 16 million American families now own Savings Bonds—that's approximately 2 million more families than those who

now own common stock in corporations. In addition, over 10 million individuals are now enrolled in the Payroll Savings Plan where they work at more than 40,000 business and industrial firms throughout the country.

Following the bond drive kick-off meeting in Chicago, similar meetings were held on each division to brief bond solicitors on the objectives and procedures of the campaign.

The IM&D Division has, to date, recorded the highest level of employee participation in this year's bond drive—91 per cent. The IM&D, Aberdeen, Iowa, La Crosse and Rocky Mountain Divisions have achieved over 50 per cent employee participation in the Payroll Savings Plan for five or more consecutive years and are entitled to display a gold star on the Minute Man Flags, which were presented to the employees of those divisions during recent staff meetings.

The Minute Man Flag is the U.S. Treasury Department's highest award for outstanding employee participation in the Industrial Payroll Savings Program.

713th Railway Bn. Plans July Reunion

The 713th Railway Operating Battalion is planning a reunion for veterans of the organization at the Washington Plaza Hotel in Seattle for July 20-21. Those persons interested in attending should contact James Arrigoni, 516 Masison, South Cle Elum, Wash. 98943.

Chicago Milwaukee Corporation

'Outlook is encouraging,' Quinn tells stockholders

Chairman William J. Quinn told the annual meeting of Chicago Milwaukee Corporation held in Chicago on May 8 that the Corporation's outlook is "encouraging" in light of several important developments, including the recent acquisition of Hi-Way Paving, Inc.

Chicago Milwaukee Corporation, a holding company, was formed as the parent of the Milwaukee Road on Jan. 14, 1972.

Mr. Quinn also cited significantly improved results of the Corporation and its railroad subsidiary during the first quarter of 1973, and the Milwaukee Road's petition for inclusion within the Burlington Northern system as favorable factors.

Hi-Way Paving, which is the Corporation's first non-rail acquisition, had revenues of \$5,090,000 during its most recent fiscal year ended March 31, 1973, and had assets at that time of \$2,213,000.

Mr. Quinn told shareholders that Hi-Way Paving was acquired by Chicago Milwaukee Corporation for cash and installment obligations payable through 1977, plus additional payments based on Hi-Way Paving's future earnings. Existing management will continue to manage the company, he said.

He also said that further diversification efforts are continuing and that other companies are being reviewed.

The Corporation's results during the first quarter of 1973 produced a consolidated net income of \$3,503,000, he said, compared to a loss of \$1,205,000 in the same period last year.

During all of 1972, the holding company's railroad subsidiary, the Milwaukee Road, had a consolidated income of approximately \$899,000, he said, but massive grain movements and a generally high level of business activity produced income of \$5,178,266 during the first quarter of 1973, a gain of almost \$8,000,000 over the same period last year.

"The Milwaukee Road development which commanded the greatest attention in the press and in traffic circles," Mr. Quinn said, "was the announcement on March 9 that the

Milwaukee was petitioning the Interstate Commerce Commission for inclusion into the Burlington Northern system."

The best interests of the railroad, its shippers, security holders and the public it serves require that it be included in a strong transcontinental system, he said. "Inclusion with the Burlington Northern will create a new system which will offer improved and more efficient service to shippers with minimal adverse impact on any other carrier."

Since the announcement was made, he said, the BN has indicated its willingness to make a joint feasibility study, and each railroad has appointed a task force to make the necessary studies.

It is hoped that hearings before the ICC can get under way in 1974, he said. To maintain flexibility, Mr. Quinn said, the Milwaukee has not withdrawn its petition in the Union Pacific-Rock Island merger proceeding pending further developments in that case.

Another important event cited by Mr. Quinn was the Milwaukee Road's extension of service into Louisville, Ky., on March 1.

"I assure you that the traffic the Milwaukee interchanges with other railroads at Louisville can be—indeed, already is—a significant new development," he said, "just as the entry into Portland was two years ago."

Re-elected to the Chicago Milwaukee Corporation Board for terms expiring May 11, 1976 were Ray Garrett, Jr., Patrick O'Malley and Worthington L. Smith.

At a meeting of the Chicago Milwaukee Corporation Board of Directors, held following the stockholders'

meeting, William J. Quinn was re-elected chairman of the board, president and chief executive officer.

All elective officers of the Company were re-elected.

Wes McKee, General Manager of Pricing, Retires in Chicago

Wesley S. McKee, general manager of pricing in Chicago, retired on April 30th after nearly 49 years of continuous service with the Milwaukee Road.

A native of Brooklyn, N. Y., Mr. McKee joined the railroad's traffic department in Chicago in 1924 and held various positions in the traffic and foreign freight departments before being named general foreign freight agent in 1960. In 1961, he became assistant to the traffic vice president and then transferred to Seattle as assistant traffic manager.

In 1963, he returned to Chicago as assistant freight traffic manager, and later that year became freight traffic manager, rates and divisions. In 1966, he advanced to general freight traffic manager, rates and divisions. From 1970 until his retirement, he served as general manager of pricing.

Mr. McKee has been a member of the Chicago Foreign Freight Agents Association, the Western Railway Club of Chicago and the Lions International Club.

Mr. McKee and his wife, Esther, were guests of honor at a reception in Union Station and at a dinner party at the Como Inn in Chicago on April 13th. They will continue to make their home at 13602 Drummond, Cedar Lake, Ind.

IM&D Division Retirement Banquet Announced

Milwaukee Road employees on the east end of the Iowa, Minnesota and Dakota Division are invited to attend the annual banquet honoring their co-workers who retired during the past year. The banquet is to be held at the Holy Family Church in Mason City, Iowa, on Saturday, Sept. 29th, from 1 p.m. to 4:30 p.m. Reservations may be made by contacting Mrs. M. Kirby in Mason City or Mr. F. F. Hornig in Austin, Minn. Additional information about the reunion may be obtained by contacting Mr. R. D. True on Ext. 34 in Austin.



James A. DiLoreto



Pamela K. Anderson



Aaron V. Picht

Nine Seniors Awarded College Scholarships

Nine graduating high school seniors from Milwaukee Road families have been awarded college scholarships granted annually to children of the railroad's employees.

The 1973 winners include six students from Wisconsin, two from Iowa and one from Minnesota.

The nine scholarships, including the three principal awards known as the J. T. Gillick Scholarships, were granted by the Milwaukee Road and the Milwaukee Road Women's Club.

Announcement of the winners was made by C. William Reiley, dean of administrative services at Northwestern University and chairman of the committee which judges the qualifications of the candidates. All of the judges are affiliated with Chicago area colleges and universities and are not associated with the railroad.

Two of the Gillick Scholarships provided full tuition or \$600, whichever is greater, and are renewable for the following three years of undergraduate study at the recipient's chosen college or university. These scholarships have been awarded this year to James A. DiLoreto of Madison, Wis., son of Daniel J. DiLoreto, chief clerk in the Madison freight

office, and to Pamela K. Anderson of Pewaukee, Wis., daughter of Ellef Anderson, a switchman for the railroad.

The third Gillick Scholarship, a grant of \$600 per year, went to Aaron V. Picht of Madison, Wis., son of Melvin R. Picht, regional data manager.

The other six awards also provide \$600 per year for four years. They were awarded to the following:

David P. Edmiston of St. Paul, Minn., son of Paul R. Edmiston, a perishable freight inspector in St. Paul.

Charles A. Grube of Milwaukee, Wis., son of Arnold R. Grube, a shop foreman in Milwaukee.

Ann E. Long of Ottumwa, Ia., daughter of Elwin G. Long, train dispatcher in Ottumwa.

Kathy Marien of Ottumwa, Ia., daughter of Duane F. Marien, signals and communications supervisor. Mr. Marien has recently been transferred to Bensenville, Ill., from Ottumwa.

Susan M. Lepinski of Schofield, Wis., daughter of Michael L. Lepinski, a telegraph operator in Wausau, Wis.

Walter D. Boeshaar of St. Francis,

Wis., son of James E. Boeshaar, chief clerk to the superintendent of the railroad's Milwaukee Division, with offices in Milwaukee.

The Gillick Scholarships have been awarded annually since 1951, and the Women's Club Scholarships since 1961. In the case of all awards, the recipient may attend the college or university of his choice and may pursue any course of study.

James A. DiLoreto graduated in June from Robert M. LaFollette High School in Madison, Wis. He was senior class president, a member of the National Honor Society and has participated extensively in vocal and instrumental music programs. His school activities included student council, the school literary magazine and newspaper, and a variety of other organizations. In addition, he has been very active in community affairs. He plans to attend the University of Chicago.

Pamela K. Anderson graduated from Pewaukee (Wis.) High School in June. She participated in numerous school activities, including student council, band, cheerleading, plays and clubs. She is also a member of the National Honor Society. She



David P. Edmiston

plans to attend Northwestern University in the fall.

Aaron V. Picht, who graduated from Madison (Wis.) East High School in June, is a member of the National Honor Society and has participated very extensively in student government. He is a member of the Wisconsin Youth Symphony Orchestra and has played with the American Youth Performs Orchestra at the John F. Kennedy Center for the Performing Arts in Washington, D. C. He will continue his musical studies at Boston University in the fall.

David P. Edmiston graduated in June from Tartan Senior High School in St. Paul, Minn. In addition to participating in debate, drama, basketball and the cross country track event, he has been active in scouting. He will attend the University of Minnesota.

Charles A. Grube graduated in June from Boys' Technical High School in Milwaukee, Wis. He is a

Charles A. Grube



member of the National Honor Society and has participated in student council, soccer and debate. He has won several awards for his forensic abilities. He plans to attend Marquette University.

Ann E. Long graduated in May from Ottumwa High School in Ottumwa, Ia. She has been active in gymnastics and served this year as



Ann E. Long

captain of the gymnastics team. She has also participated in church, YM-CA and 4-H Club programs and has worked as a camp counselor. She plans to attend Grandview College in the fall.



Kathy Marien

Kathy Marien also graduated in May from Ottumwa (Ia.) High School. She is a State of Iowa Scholar, a member of the National Honor Society and a recipient of an Elks Scholarship Award. She has been active in swimming, vocal music organizations, and the school yearbook. She plans to attend Ottumwa Heights College.

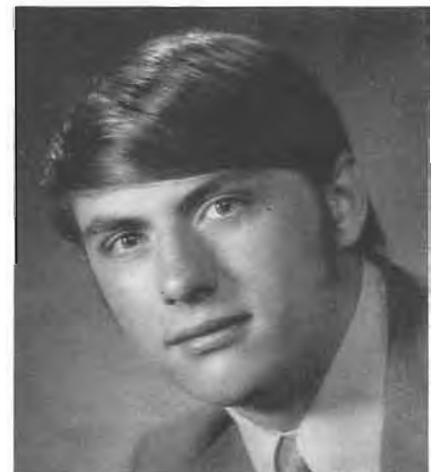


Susan M. Lepinski

Susan M. Lepinski, who graduated in May from D. C. Everest High School in Schofield, Wis., is a member of the National Honor Society. She was captain of the cheerleading squad, a member of the girls' volleyball team, a laboratory assistant and a member of Girl Scouts. She was selected to attend Badger Girls' State, the Mel Laird Youth Leadership Conference and was active in her church. She plans to attend the school of nursing at St. Joseph's Hospital in Marshfield, Wis.

Walter D. Boeshaar graduated in June from St. Francis High School in St. Francis, Wis. A member of the National Honor Society, he was a National Merit Scholarship finalist and was listed in *Who's Who in American High Schools*. He was a photographer for the school newspaper, belonged to the electronics club and was on the tennis team. He plans to attend the University of Wisconsin in Milwaukee.

Walter D. Boeshaar





Appointments



J. R. Werner



C. B. Smith



L. H. Botzon



G. W. Corbett



C. R. Raveling



G. T. O'Dore



E. P. Koudelka



M. G. Denney

Engineering Department

Effective April 1

Leon H. Shisler appointed superintendent of track welding and detector cars, Chicago.

Jay H. Ward appointed assistant superintendent of track welding, Chicago.

Finance and Accounting Dept.

Effective May 1

George W. Corbett appointed assistant comptroller, Chicago.

Clayton B. Smith appointed director of internal audit, Chicago.

Labor Relations Department

Effective May 1

Edward P. Koudelka appointed director of labor relations, Chicago.

C. Richard Raveling appointed manager, labor relations, Chicago.

Jack R. Werner appointed manager, labor relations, Chicago.

Lawrence H. Botzon appointed manager, labor relations, Chicago.

Leonard R. Kirchoff appointed labor relations officer, Chicago.

Robert L. Hicks, Jr., appointed labor relations officer, Chicago.

Walter D. Schultz appointed assistant labor relations officer, Chicago.

Lyle L. Pope appointed assistant labor relations officer, Chicago.

Personnel Department

Effective May 1

Nicholas H. Derrough appointed assistant manager of training and development, Chicago.

Purchasing and Material Dept.

Effective June 1

John H. Beton appointed purchasing agent, Chicago.

James V. Mahoney appointed assistant to the general manager of purchases and material, Chicago.

Operating Department

Effective May 1

W. D. Tyvan appointed trainmaster, Twin City Terminal Division, St. Paul, Minn.

Effective May 16

L. F. Hopkins appointed assistant agent, Seattle, Wash.

M. H. Heiser appointed agent, Miles City, Mont.

Traffic Department

Effective June 1

M. Gene Denney appointed district manager of sales, Kansas City, Mo.

George T. O'Dore appointed district manager of sales, Billings, Mont.

Mechanical Department

Effective June 1

E. A. Rogers appointed district master mechanic in Milwaukee with jurisdiction over the Milwaukee Diesel House and that part of the LaCrosse Division including Madison, Watertown and Portage; and the Milwaukee Division, excluding Beloit and Janesville.

Charles C. Clinker Retires April 30 In Deer Lodge

Charles C. Clinker, district safety engineer on the railroad's Rocky Mountain Division, retired on April 30th in Deer Lodge, Mont., after 49 years of service with the Milwaukee.

Mr. Clinker has been continuously employed by the Milwaukee since 1924. He served in various operating and engineering department positions at points on the railroad in Missouri, Iowa, Illinois and Indiana before being named district safety engineer of the railroad's Milwaukee Division in Milwaukee, Wis., in 1953.

In 1962, he was appointed district safety engineer of the Rocky Mountain Division with headquarters in Deer Lodge, the post he held until his retirement.

Since 1957, employees of the railroad divisions to which Mr. Clinker has been assigned as a district safety engineer have received the President's Safety Trophy Award six times, with casualty ratios ranging from 0.39 to 2.04 per million manhours worked.

Mr. Clinker's retirement was marked at a dinner on April 10th at the Elk's Club in Deer Lodge, and was attended by a great many of his friends and associates both in and out of the railroad industry, some of whom traveled from as far as Chicago and Seattle.

Mr. and Mrs. Clinker have five children and five grandchildren. They plan to continue making their home in Missoula, Mont.



Retirements

Applications Reported During March-April 1973

Guerdon A. Baker, telegraph operator, Fox Lake, Ill., entered service 1943, retired Feb. 28.

Frank Bonucci, track foreman, Ladd, Ill., entered service 1926, retired Nov. 5, 1972.

Lloyd F. Brogan, locomotive engineer, Miles City, Mont., entered service 1949, retired June 15, 1972.

Robert D. Cameron, switchman, Milwaukee, Wis., entered service 1947, retired March 14.

Walter G. Cashman, Jr., switchman, St. Paul, Minn., entered service 1946, retired Aug. 18, 1972.

Charles C. Clinker, safety engineer, Deer Lodge, Mont., entered service 1936, retired March 31.

Robert K. Cooper, machinist, Chicago, Ill., entered service 1952, retired Jan. 19.

Fred L. Devine, switchman, LaCrosse, Wis., entered service 1937, retired Feb. 15.

Govert A. Dyke, agriculture and industry representative, Spokane, Wash., entered service 1940, retired March 31.

John A. Gordon, equipment operator, Tacoma, Wash., entered service 1953, retired March 20.

Edward S. Hamilton, yard conductor, Bensenville, Ill., entered service 1907, retired March 30.

J. Wayne Hawkins, brakeman, Aberdeen, S. D., entered service 1945, retired March 31.

Lester W. Heineman, conductor, St. Paul, Minn., entered service 1937, retired Dec. 29, 1972.

Robert C. Hugo, foreman, Minneapolis, Minn., entered service 1937, retired Dec. 31, 1972.

Joseph J. Janik, machinist helper, Chicago, Ill., entered service 1936, retired April 16.

Charles F. Jensen, purchasing agent, Chicago, Ill., entered service 1936, retired April 16.

John H. Kreykes, track laborer, Sanborn, Iowa, entered service 1938, retired Oct. 27, 1972.

Jack Kroll, storehelper, Milwaukee, Wis., entered service 1936, retired March 12.

Paul A. Lamping, section foreman, Sturtevant, Wis., entered service 1936, retired Dec. 8, 1972.

Charles H. McCann, engineer, Janesville, Wis., entered service 1939, retired Feb. 3.

Alexander W. McDaniel, engineer, Elgin, Ill., entered service 1942, retired Dec. 16, 1972.

Lester W. Miller, carman cutter, Milwaukee, Wis.

John L. Paul, section foreman, Mason City, Iowa, entered service 1941, retired Dec. 8, 1972.

Edward A. Pfaff, engineer, LaCrosse, Wis., entered service 1936, retired April 7.

Henry Piet, freight checker, Chicago, Ill., entered service 1937, retired March 1.

Stanley L. Piszczor, machinist, Chicago, Ill., entered service 1957, retired April 6.

James T. Pretasky, switchman, LaCrosse, Wis., entered service 1940, retired Jan. 31.

Francis A. Reed, section laborer, Miles City, Mont., entered service 1949, retired June 15, 1972.

Herman M. Ronkoski, laborer, LaCrosse, Wis., retired Oct. 15, 1972.

D. H. Ross, trainman, Marion, Iowa, entered service 1942, retired March 7.

Herbert J. Schneider, switchman, Milwaukee, Wis., entered service 1948, retired Dec. 22, 1972.

Oscar G. Schoenrock, machinist helper, Milwaukee, Wis., entered serv-

ice 1947, retired April 9, 1971.

William B. Schweikert, conductor, Chicago, Ill., retired Dec. 8, 1972.

Ernest W. Siekert, machinist helper, Madison, Wis., entered service 1936, retired March 3.

Emmet P. Snee, assistant superintendent, Minneapolis, Minn., entered service 1936, retired Feb. 28.

David H. Sowers, laborer, Chicago, Ill., retired Dec. 31, 1971.

Lareta H. Thomas, teletype operator, Chicago, Ill., entered service 1944, retired March 28.

Julius Toht, section laborer, Clinton, Wis., entered service 1940, retired Feb. 7, 1972.

Frank P. Trom, assistant manager, Chicago, Ill., entered service 1936, retired March 7.

George F. Unnasch, bridge tender, LaCrosse, Wis., entered service 1958, retired Dec. 10, 1972.

Herschel Vandeventer, snow shoveler, Chicago, Ill., entered service 1967, retired Feb. 16.

Delfin Waggay, extra gang laborer, Butte, Mont., entered service 1937, retired Dec. 31, 1972.

Joseph W. Waters, laborer, Chicago, Ill., entered service 1945, retired Jan. 12.

Arthur C. Weeks, freight handler, St. Paul, Minn., entered service 1952, retired Aug. 2, 1972.

William H. Williams, clerk, St. Paul, Minn., entered service 1943, retired March 30.

John R. Wolf, lumberman, Milwaukee, Wis., entered service 1936, retired March 8.

Alvin B. Zuelke, yard clerk, Miles City, Mont., entered service 1941, retired Sept. 27, 1972.

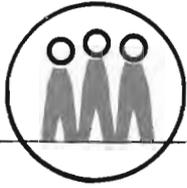
Veterans' Reunion Set For Oct. 6

The Milwaukee Road Veteran Employees' Association has announced plans to hold a reunion at the Pfister Hotel in Milwaukee, Wis., on Saturday, Oct. 6. This will be the Association's first reunion since 1969. Guest speaker for the event will be Milwaukee Road President Worthington L. Smith.

Membership in the Association is open to all active and retired Milwaukee Road employees, who have or have had at least 20 years of service with the railroad. An application for membership in the Association appears on page 30 of this issue of the Magazine. Dues are \$4.00 for new members and \$3.00 per year for membership renewal.

Members of the Association's executive committee met in Milwaukee on April 7 to establish the various committees necessary for organizing the reunion. According to executive committee members the October reunion will be a "gala affair complete with the 'Switch Shanty' session and all other activities in keeping with the old-time traditions of past Association reunions."

Further information concerning the upcoming event will be carried in the July-August issue of the Magazine.



About people on the railroad

Coast Division SPOKANE

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

After a long siege with a heart condition, Edward J. Lynam, assistant superintendent in Spokane, underwent open heart surgery the end of February. He had a remarkable recovery and returned to his Spokane office on a part-time basis on April 9. The Spokane office held a cake and coffee hour for him honoring his return.

A retirement party was held at the Spokane Club on March 1 for Govert A. Dyke, our representative for the Real Estate, Economic and Resource Development Department. Following the social and dinner hour attended by 150 of Govert's relatives and friends, Paul W. Scott, Western Director of the REERDD, called upon Don Bowsher with the Spokane Chamber of Commerce, who presented a resume of Govert's life with the help of slide pictures and cartoons.

In addition to the honored guests, Govert and his wife, Edna, the head table included their daughter and son-in-law, Sandra and Don Ellersick of Newport, Wash.; their son Grant Dyke, a brakeman for the Milwaukee; E. J. Stoll, vice president of the REERDD in Chicago; Mr. and Mrs. Scott; and Mr. and Mrs. Bowsher.

Another son, James Dyke, now living in California, was unable to attend.

Mr. Stoll commented upon Govert's railroad career and read a letter of congratulations from Mr. Quinn, chairman of the board of the Milwaukee. This letter and others received from his friends were presented to Govert in an album.

He was also given a monetary gift presented to him in a small potato sack, while Mrs. Dyke was presented with an Amarylla plant. Govert leaves us with the good wishes of his fellow workers for a long and happy retirement.

The agency in Newport, Wash., was closed on Feb. 23 and the agent, Merle Carver, has displaced Bob Newcombe in Plummer, Idaho.

Our agent and good friend, Gene Socwell of Coeur d'Alene, is presently recuperating from major surgery. His co-workers wish him a speedy recovery.

Charlie Stites, chief clerk to the district manager of sales, and his wife joined the ranks of grandparents with

the birth of 9 pound Jennifer to their son, George, and his wife.

Harry Ehmer, sales representative in Spokane, and his wife recently drove to Seattle to attend the wedding of their son, Paul.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

LOCAL FREIGHT OFFICE: Leo J. Fettig, assistant agent, left his post in Seattle on April 12 for a new job as chief clerk in the Everett Office. Since Leo's home is in Everett, there will be much less time spent commuting every day. Good Luck, Leo!

The department welcomed two new employees this month, Doug Nishswonger and Dale Borgeson. Doug has taken several classes in tariffs and other related railroad courses since railroading has been his hobby for several years. Dale was working as an extra clerk at the yard office.

Bill Foglestedt has returned from a one-month vacation in the Phoenix area visiting his daughter and family. Bill stopped in Reno and at the Grand Canyon on his way home to Seattle.

REGIONAL SALES OFFICE: On April 4, the Regional Sales office hon-



ored Harry A. Sauter, assistant regional manager of sales in Seattle, is presented a "Silver Pass" by D. A. Keller, regional manager of sales, to commemorate his 45th anniversary with the Milwaukee Road.

ored Harry A. Sauter, assistant regional manager of sales, with a surprise cake and coffee party to commemorate his 45th anniversary with the Milwaukee Road. Harry's wife, Carmel, also stopped in to enjoy the affair. Harry was presented with a Silver Pass in honor of this memorable day in his railroad career.

At the April meeting of the Women's Traffic & Transportation Club, Lee Derr, secretary to the regional manager



Sheet Metal Worker R. D. Chamberlin (holding safety helmet) was recently presented with a membership in the "Turtle Club," an organization whose members had the foresight to wear safety helmets while on the job. Mr. Chamberlin, who was injured last year at the Kent Auto Complex when the ramp from the unloading dock struck him on top of the head, escaped a serious head injury because he was wearing a safety helmet. On hand for the membership presentation were R. L. Shanklin, chief carpenter (left); R. J. Finnegan, safety engineer; and H. E. Hurst, Coast Division engineer (right).

of sales, was elected president of the club for the coming year. Lee will be installed at the May 8th meeting.

RETIREMENT CLUB NEWS: At the Retirement Club meeting in December, outgoing President Lyle Smith presented the gavel to Leo Thiel, the new president for 1973. Lyle worked as a clerk in various departments in Tacoma, and Leo worked as an operator in Montana and Seattle-Tacoma.

Recent additions to the Retirement Club roster are Mr. and Mrs. Fred M. Coombs (former engineer in Deer Lodge), Mr. and Mrs. R. O. Hawkins (former switchman in Seattle), and Mr. and Mrs. R. L. Chapman (former switchman in Seattle).

On a recent trip to California, Mr. and Mrs. Leo Thiel visited Mr. and Mrs. Howard Boylan in Riverside. Leo learned telegraphy from Howard's father in Michigan. Howard worked for the Milwaukee in Montana from 1909 to 1922 except for a stint on the Coast Division from 1913 to 1915 as an operator and dispatcher.

David Erlich is now retired and currently in a convalescent home in Seattle. Mr. Erlich worked in various departments on the Rocky Mountain Division. He originally worked on the installation of the electrification and subsequently as a substation operator, a clerk in the superintendent's office in Butte and later in Deer Lodge, and as a ticket clerk at Butte.

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

The night of March 4 was of particular interest to the Superintendent's office when Superintendent M. T. Sevedge presented Virginia Fuller, presently working as chief clerk, with her President's pin. Virginia was installed as the 25th president of the Women's Traffic Club of Tacoma.

Virginia was in a delegation that attended the 25th Annual West Coast conference of Women's Traffic Clubs held in San Francisco in February of this year.

John Fuller, former Idaho District brakeman, was recently appointed vice president in charge of investments at Peoples Bank in Seattle.

Virginia and John are daughter and son of retired Time Revisor Harold Fuller.

Our congratulations to them both for their new achievements.

Also to be congratulated are Time Revisor and Mrs. Phil Marbut, who welcomed Eric Wayne on March 14. Their new son joins a brother, Phil, and a sister, Marcie.

John D. Twedt, who recently joined

the Engineering Department as a junior engineer, was married to Danita Trotter on May 12 in Glendive, Mont. They are making their new home in Gig Harbor.

We are happy to report that Mrs. Vern Shipley, wife of Roadmaster Shipley is recovering nicely from her recent surgery. Also on the mend is Jayne Kjellesvik, roadmasters' clerk in Tacoma, who was hospitalized recently for surgery.

A Parsons College senior in Fairfield Iowa, has been awarded the Richard J. H. Gottheil memorial Scholarship by Zeta Beta Tau Fraternity. Gene Spatafore, son of Roadmaster and Mrs. Tony Spatafore of Tacoma, received the scholarship award from Richard S. Grahm, president of NP&F Corporation.

The award was based on scholarship and service to the school, fraternity and community. A graduating senior, majoring in aviation administration, Gene will enter the Naval Aviation Officer Candidate School at Pensacola, Fla. this summer. Our heartiest congratulations to Gene and his proud parents.

Sheet Metal Worker R. D. Chamberlin recently became a member of the "Turtle Club," an organization whose members had the foresight to wear hard-hats while on the job. Mr. Chamberlin was injured on Oct. 20, 1972, at the Kent Auto Complex when the ramp from the unloading dock struck him on the top of the head. Serious injury was avoided because he was wearing a hard hat at the time of the accident.

Linda Curtis, switchboard operator in Tacoma, and her husband, Don, re-



cently returned from a fun-filled vacation to Reno and Lake Tahoe. While there they went to the Sonny and Cher show at Harrah's, which was one of the highlights of their trip.

Your correspondent and her husband, S. M. Riippi, recently returned from a trip to New York City where we visited our daughter, Kay. Kay, who worked one summer in the Superintendent's office as a relief clerk, is now employed as a stewardess with United Air Lines.

cently returned from a fun-filled vacation to Reno and Lake Tahoe. While there they went to the Sonny and Cher show at Harrah's, which was one of the highlights of their trip.



Lyle Smith (left), outgoing president of the Milwaukee Road Retirement Club in Seattle, is shown as he turned over the gavel to Leo Thiel, the club's president for 1973, at a club meeting last December. Mr. Smith was employed by the railroad as a clerk in Tacoma, and Mr. Thiel was employed as an operator in Montana and in the Seattle-Tacoma area.



LAWSON-ORCUTT. Linda Marie Lawson, daughter of Locomotive Engineer and Mrs. Gene H. Lawson of Ellensburg, Wash., was married to Randy Orcutt, son of Mr. and Mrs. Leland Orcutt of Kittitas, Wash., on April 7 at St. Andrew's Catholic Church in Ellensburg. The newlyweds honeymooned in Victoria, B. C., and are now making their home in Ellensburg.

While in New York, we also visited with Gordon Zeugner, son of Locomotive Engineer and Mrs. John Zeugner. Gordon is employed as a ceramics engineer with Bethlehem Steel in Baltimore, Md.

Ted Pope, a Milwaukee employee in Kittitas, Wash., is interested in contacting other employees who collect photos of Milwaukee motive power. He said that he is especially interested in photos of power used east of Mobridge. Mr. Pope's address is 206 East 15th Street, Ellensburg, Wash. 98926.

Rocky Mountain Division EAST END

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

The Miles City branch of the Montana Institute of the Arts sponsored a "Young Montana Artists Show" during the first week of March. Dan Haggerty, son of Engineer and Mrs. Wayne Haggerty, won first place for his painting "House on the Hill." Other artists submitting work were Gary A. Parks, son of Storekeeper and Mrs. Duane Parks and Mark Lester, son of Signal Supervisor and Mrs. M. S. Lester.

Retired Store Department employee Sam Leo took advantage of a Greyhound 60-day bus trip around the United States visiting friends and relatives along the route. He enjoyed the many changes in scenery and the interesting people he talked with.

Congratulations to the John Udens on the birth of their son on Feb. 23. Mrs. Uden is the daughter of retired Yard Foreman and Mrs. William J. North.

Sympathy is extended to the family of Lawrence A. "Dutch" Timberman. Mr. Timberman passed away quite suddenly on March 13 of an apparent heart attack while at home. He was a roadmaster for several years prior to his retirement in Marmarth, N. D. Upon retirement the Timbermans made their home in Miles City. "Dutch" was serving his second term as constable.

William Zibell, 89, passed away on March 11. Mr. Zibell was a retired crossing watchman.

Retired Engineer James F. Lewis died on March 22 at his home of an apparent heart attack. Mr. Lewis had been in ill health for several years. He retired six years ago. He is survived by his wife of Miles City and his son, James of Taiwan.

Navy Airman Loren L. Clancy, son of Carman and Mrs. Edgar L. Clancy, recently graduated from recruit training at the Naval Training Center in Orlando, Fla.

Congratulations to Mr. and Mrs. Kenneth Mayo, who were married March 19. The young couple will reside in Billings, where they are both students. Mrs. Mayo is the granddaughter of Conductor and Mrs. H. C. Sutherland.

Congratulations to Allen Slater, son of Conductor and Mrs. Kermit Slater, on his election to the post of senior class president at Custer County High School for the 1973-74 school year.

The following students from Milwaukee Road families have been selected as delegates to American Legion Montana Boys State to be held in Dillon, Mont., during June: Bill Freese, grandson of retired Conductor William H. Bartley; Allen Slater, son of Conductor and Mrs. Kermit Slater; Lee Ray Zuelke, son of Engineer and Mrs. Raymond H. Zuelke; and Doug Harbac, son of Conductor and Mrs. Edsel Harbac.

Joe Zawada, son of Engineer and Mrs. Joseph Zawada, was named to the second team of the District Basket Ball Tourney and to the second team of the Montana Coaches All Conference Team in the Class "B" Division. Joe has been a key man on the team all season.

Retired Carman Louis S. Rask passed away on March 25 following a lingering illness. Mr. Rask is survived by his wife and two sons, Virgil, a car foreman in Harlowton, and Bob of Miles City.

Sympathy is extended to the Al Waldow family. Al's brother, Herb, passed away suddenly at work on March 12. Other brothers of Herb Waldow working for the Milwaukee besides Al are Gus of Tacoma and Richard of Othello.

Mrs. Casper Virag, mother of Engineer William Virag, was honored at the Custer County Rest Home on the

occasion of her 79th birthday. Her daughter, Helen, came from Portland to help celebrate the occasion.

Mrs. June Hanson has had an article entitled "Going Solo" published in the April issue of "Ms" Magazine. The article describes her experiences during a survival training course. This is Mrs. Hanson's first published article. She is the daughter of Mrs. Gustaf E. Anderson and the late Gustaf E. Anderson, a retired agent-operator.

In the Big 32 Bowling Tournament held at the Red Rock Lanes, Agent Lee Hopkins took third place — winning \$25. He missed second place by one pin, much to his aggravation. The proceeds from this tournament are used to send bowlers to the State Tournament.

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Bold print seen in the local papers—"It's very dry — exercise all possible precautions." We are having grass fires. Section men and the county fire trucks have been out all too often. Snowfall in the mountains is much less than most years.

The big aluminum plant at Columbia Falls has laid off many men because of a shortage of electrical power from Hungry Horse Dam. In mid-April moisture was in short supply. It is needed for grass for cattle ranching and for the wheat ranchers.

Oh yes, we still have Sheriff's Posse out here. At the meeting this month, Electrician Mervin Thompson was elected president. Machinist Jack Miller is the vice president. Machinist Chuck Indreland is the new secretary-treasurer. Radioman Harry Roylance is a director. The posse will become more active with members assisting full-time personnel in patrol duties on a volunteer basis. The members assist in Forest Recreation Area patrol duties, and aiding in traffic control at the scene of accidents and other emergencies. Naturally, they don't just go around hanging people.

Mrs. Claude Brown, 75, widow of the former agent in Great Falls, passed away in Seattle.

Excitement ran high as drilling for gas on the ranch of Foreman A. C. Anderson was going on. The drilling ended up with a "dry hole" except for Andy, who benefited a large capacity waterwell.

George Pidcock, son of Chauffeur and Mrs. Paul Pidcock, was married to Katherine Maketa in the Church of St. Lawrence in Sacramento last Oct. 21. George was a machinist helper at Harlowton for a while. T/Sgt. Ray Pidcock,

stationed at Travis Air Force Base, represented the family at the wedding. The newlyweds are making their home in Sacramento.

Eva Sperry, wife of Section Foreman Ivan Sperry, passed away. Burial was in the Harlowton Cemetery with Rev. Lee Goodell of the Wesleyan Church officiating.

Arla Anderson, daughter of Foreman and Mrs. A. C. Anderson, was chosen as a delegate to Girls' State.

Richard Knudson, son of roundhouse laborer and hostler helper Kenneth and Mrs. Knudson, was chosen as a Boys' State delegate.

Our people, both employees and townspeople, are much concerned as to what the results will be from the decision to phase out electrification from Harlowton west. The fate of the old GE's and the "Little Joes" seems to be retirement. With the problems of pollution and the shortage of fuels and oils, Congressman Shoup is heading a committee to investigate the matter.

Navy Seaman Raymond D. Stewart, son of Agent and Mrs. E. W. Stewart of Two Dot, Mont., graduated from recruit training at the Naval Training Center in San Diego and was assigned to Basic Electronics and Electricity School there.

Mrs. George Rhone, widow of retired Section Foreman George Rhone, passed away at her home in Iowa. She is survived by two sons.

Sympathy is extended to Car Foreman Virgil Rask of Harlowton on the



Lloyd H. Peel (right), who retired as a conductor on the Iowa Division last Dec. 27, is shown as he was presented a "Certificate of Recognition" by Trainmaster-Traveling Engineer J. Wrecza in appreciation of his 46 years of service to the Milwaukee Road.

MAY • JUNE, 1973

Kim Slater, 13, daughter of Engineer and Mrs. Paul Slater of Marion, Iowa, and her horse, Cloud 9, are shown as they competed in a recent horse show sponsored by the Iowa-Nebraska Hunter-Jumper Association. A feature story about Kim was recently carried in the March 22 issue of "The Chronicle of the Horse," a national circulation magazine.



recent death of his father, Louis Rask. See the Miles City section for more on this.

C. E. Rozelle, retired section and extra gang foreman on this division and who now lives in Ohio, recently visited with his two conductor sons, Harold and Leon, and their families in Lewistown.

Machinist Jack Pederson and his wife are building a new home in Harlowton. The Pedersons came to the Milwaukee from the Burlington Northern at Laurel.

Ernest Meier, 89, retired section laborer, passed away on March 25 in Lewistown. He was born in Switzerland and was a baker by trade in the old country. He was also a long distance bicycle racer and wrestler before coming to the United States in 1906. He was better known by his nickname "Prairie Dog."

Our great west country is known for its hunting, especially big game. But hunting is taken seriously so far as safety is concerned. To get ready for the next season and the potential new hunters, annual Hunter Safety Classes are held for girls and boys between the ages of 12 and 16.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Congratulations to two recent retirees on the Iowa Division.

Conductor Lloyd H. Peel of Perry retired on Dec. 27, with 46 years of service. He hired out as a brakeman July 4, 1927, and was promoted to conductor in 1942. Mr. Peel worked for many years on the Iowa Division and held seniority on the middle subdivision. Mr. Peel says that he plans to spend as much of his retirement as possible doing the things he didn't have time to do before.

Baggageman Earl D. Bills retired on

Oct. 13. He started his railroad career in the Maintenance of Way Department in 1931. During World War II, Mr. Bills worked in an ordnance plant in Ankeny, Iowa, and returned to the railroad in 1945 on the Perry Freight Platform as a truck checker. He worked as warehouse foreman until 1965, and later as a baggageman until his retirement. He plans to make his home in Perry and hopes to enjoy some fishing, camping and traveling.

Dick Kyras, son of Sonarail Operator and Mrs. Dick Kyras; and Bob Peterson, grandson of Conductor Robert Peterson; both of Perry, received third place awards in the state competition at Vocational Industrial Club of America in Des Moines recently. Dick's award was in architectural drafting, and Bob's was in offset printing. Both boys are juniors.

Thomas R. Schirman, son of Mr. and Mrs. Thomas Schirman of Perry, was recently promoted to the rank of captain in the United States Air Force. Mrs. Schirman is employed in the Division Engineer's Office in Perry.

Mrs. Gladys Wignall of Perry, wife of retired Trainman Jason Wignall, passed away on March 28. She is survived by her husband, a brother and two sisters.

Ronald E. Janovick was graduated with a degree in physical education for men at commencement exercises at Iowa State University in Ames recently. Ronald was employed by the Maintenance of Way Department during summers.

Edward Failor, son of retired Chief Clerk and Mrs. W. E. Failor of Perry, will head the Social and Economic Statistics Administration (SESA) in the Commerce Department. Under his jurisdiction will be the U. S. Census Bureau, as well as other agencies that determine the Gross National Product, the U.S.



BOSS OF THE YEAR. Paul Techel, agent in Ottumwa, Iowa, was named "Boss of the Year" by the Ottumwa Jaycees for his outstanding contributions to the community. Mr. Techel is active in the United Cerebral Palsy fund raising campaign, and has served as president of the local chapter of the organization. He was appointed Milwaukee Road agent in Ottumwa in 1966.

balance of payments and the survey of current business.

Retired Conductor O. R. Ness of Marion is home after a stay in the hospital during March.

We extend congratulations to Engineer and Mrs. C. R. Borst of Marion on the birth of their first grandson, Brian Mathew, born on March 16 to Mr. and Mrs. Dan Borst of Auburn, Ala.

Jim Baker, son of Conductor Verne Baker of Marion, was a member of the winning Coe College Wrestling Team in the Midwest Conference meet.

Congratulations to Cedar Rapids Switchman and Mrs. Dale Boddicker on the birth of a daughter, Carrie Lynn, on Feb. 26.

Augustana's seven-foot-tall John Laing made two free throws with 17 seconds left on the clock, to give the Vikings a victory in the opening round of the National Association of Intercollegiate Athletics Basketball Tournament. He is the son of B&B employee John Laing of Delmar.

Friends were saddened by the untimely death of Engineer Harold D. Frentress of Marion recently. He is survived by his wife; a son, T/Sgt. Merrill Frentress of Minot, N. D.; a daughter, Mrs. David Grant of Cedar Rapids; and his parents, Mr. and Mrs. A. B. Frentress of Marion.

Iowa Division Engineer Al Mangler of Savanna retired on March 31 after 29 years in engine service. He started with the Milwaukee on Feb. 13, 1944, and made his last run on No. 64 from

Perry to Savanna on March 30. Al's plans for retirement call for remaining in the Savanna area and doing a lot of hunting and fishing.

Kim Slater, daughter of Engineer and Mrs. Paul Slater, has just won the "Horse of the Year" award in Second Year Green Working Hunter, from the Iowa-Nebraska Hunter-Jumper Association. Kim also placed third in equitation over fences and fifth in equitation on the flat from the Association. These awards are given for total points accumulated over one year by a rider at Iowa-Nebraska accredited shows.

Her winnings include such shows as Champion at Des Moines, Iowa; Charity, Mossland Acres, Des Moines; Reserve Champion, Sugar Bottom, Solon, Iowa; and Reserve Champion, Ponca Hills, Equestrian Center, Omaha, Neb. She has won many first through fifth place ribbons and several stake classes. Along with these ribbons, she has won fourteen pieces of silver.

Kim rides in the 13 years and under classes, and also in open classes. She has been riding for the past four years, but started showing this year in accredited shows. She has two registered Appaloosa horses, Dash of Pepper and Cloud 9. She rides Cloud 9 also in open classes. The March 22 issue of "Chronicle of the Horse," the national horse magazine, carries an article on Kim.

It was a pleasant surprise when retired Conductor Frank H. McDonald and Conductor Bob Marsh, both of Savanna, visited at Marion Depot. They were also guests in the home of retired Conductor and Mrs. O. R. Ness at Marion.

We will miss Operator and Mrs. Gary D. Galiher. They recently left Marion to make their home in Montana.

We welcome Switchman William R. Casey, who has recently started work in Cedar Rapids.



Engineer Lloyd F. Brogan (center) ended a 45-year railroad career on March 30 when he brought Train No. 8 into Sioux City, Iowa, from Mitchell, S. D. Congratulating Mr. Brogan on his retirement are Roundhouse Foreman K. S. Casey (left) and Trainmaster-Traveling Engineer Bob Guse. Mr. and Mrs. Brogan plan to continue making their home in Sioux City.

I M & D Division

R. D. True, Correspondent
Office of Superintendent

"The Rails" bowling team of Austin won first place in their league this year. The team consists of Howard Rafferty, PFI; Don Peck, dispatcher; Art Kalland, assistant to superintendent; Gene Kelly, yardmaster; and Frank Bradash, dispatcher. Even though "The Rails" won their league championship, they were defeated by the narrow margin of 7 pins in a grudge match with another Milwaukee Road team consisting of Bill Bannon, superintendent; Rod Schmit, roadmaster; Dale Dillinger, roadmaster, Bob Rigdon, chief clerk; and Fred Hornig, retired division engineer. Both teams now plan on attending the upcoming Milwaukee Road Tournament in St. Paul the end of April.

Jess Mathewman passed away in a Mason City nursing home on March 24. He began his career with the Milwaukee Road as a machinist in Mason City in 1917, served with the Navy during World War I, and returned to the railroad, where he worked until his

Iowa Division Engineer Al Mangler (second from left) is shown with Brakeman Ray Drake, Conductor Spinner Starks and Brakeman Neil Sheedy as he prepared to leave on his last run before retirement at the throttle of train No. 64 from Perry to Savanna on March 30. Mr. Mangler, who retired with more than 29 years of railroad service, plans to continue making his home in Savanna.

retirement in 1956. He was born in 1891 in Frankfort, Ind. He was preceded in death by his wife, who died in 1962, and by two sisters. He is survived by a brother, Earl, from Anderson, Ind.; and four nieces and nephews. He was a member of the First Congregational Church; the American Legion, Post 101; and the Rod and Gun Club. He was also a past master of Benevolence Lodge 145, and held the offices of High Priest, Master of the Council and Command of Knights Templar in the Shriners.

Sympathy is extended to Agent Don Malek and family of Northfield, upon the passing of his wife April 14. Sympathy is also extended to Time Revisor John Newlin of Austin and his family, upon the passing of his mother-in-law.

Jim Newman, who hails from Wisconsin, recently joined the Engineering Department in Austin. Jim was also recently married.

Buzz Smith, yard clerk in Austin, was recovering from an operation on his hand during late April. We wish him a speedy recovery.

SIoux CITY AREA

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

Engineer Lloyd F. Brogan ended a 45-year railroad career on March 30 when he brought Train No. 8 into Sioux City from Mitchell, S. D. Mr. Brogan was an engineer on the Arrow passenger train for three years until passenger train service into Sioux City was terminated in 1965. He is also the last employee in engine service on the old SC&D Division to have "hired out" be-



Earl D. Bills (right), who retired as baggageman in Perry, Iowa, last Oct. 13, is shown as he was presented a "Certificate of Recognition" in appreciation of his more than 41 years of service to the Milwaukee Road. Presenting the certificate on behalf of the railroad is Trainmaster-Traveling Engineer J. Wrecza.

fore the depression. He was also local chairman of the BLF&E in Sioux City for two terms from 1950 to 1955, and during that time was instrumental in training young enginemen for promotion.

Mr. Brogan has never had a personal injury or mark against his record. He also taught school in Crawford County, Iowa for two years before he started railroading.

Mr. and Mrs. Brogan have three daughters, one of whom is a nun in Dubuque; and two sons. During their retirement they plan to divide their time between Sioux City and visits to the West Coast and Mexico.

Retired Roundhouse Foreman and Mrs. Irving L. Hasler of Sioux City celebrated their 50th wedding anniversary on April 8 at a get-together with friends at their daughter's home at McCook Lake in Jefferson, S. D. Congratulations.

Retired Brakeman and Mrs. J. L. Bohan of Sanborn, Iowa vacationed for 10 days in Israel during March. They visited many of the sacred shrines from Jerusalem to the Sea of Galilee. The highlight of their trip was the three days they spent in Rome, where they were fortunate to be able to grasp the hand of the Pope at his Wednesday audience.

Hilda Salviola, wife of Engineer Dominic Salviola, passed away suddenly at their home in Sioux Falls, S. D., on March 27.

Frank L. Woestman died of an apparent heart attack at his home in Sioux City on March 20. Mr. Woestman was a clerk in the Freight Agent's office in Sioux City for more than 25 years before his retirement in 1969. He is survived by three daughters, one brother, two sisters and 10 grandchildren.

Tariff Clerk Ron Clarstrom of the Freight Office in Sioux City was appointed assistant regional data manager in Milwaukee, Wis., effective March 1. Yard Clerk Gene Flair has stepped in to fill Ron's position as tariff clerk in Sioux City.

Richard Witt, son of Assistant Superintendent and Mrs. T. E. Witt of Sioux City, was initiated into Beta Gamma Sigma, a national scholastic honor society for students of business, at Creighton University in Omaha, Neb., where he is majoring in finance. He was also elected president of the senior class of the School of Business Administration.

Clyde J. "Bob" Robertson, 69, retired boilermaker, died unexpectedly at his home in Sioux City on May 7. Mr. Robertson was employed by the Milwaukee Road for 47 years, most of which were spent in Sioux City with the exception of the years 1955 through 1968 when he worked at Milwaukee Shops,



Lawrence Fish (left), janitor in the Savanna Yard, is shown as he was congratulated by Savanna Agent Paul Springer on Feb. 16, his last day of work before retirement. Mr. Fish was guest of honor at a cake and coffee reception, and was presented with a retirement gift by the clerks in the superintendent's office. Mr. Fish and his wife, Esther, who also baked the cake for the retirement reception, are making their home on their farm on Ridge Road in Savanna.

Wis. He retired in 1968. He is survived by his wife; two sons, Ted of Sioux City and Jim, who is employed as a roundhouse foreman in Milwaukee; one brother; two sisters; and seven grandchildren. Funeral services and burial were in Sioux City.

PLAN NOW TO ATTEND. Milwaukee Road employes in the Sioux City-Dakota area of the Iowa, Minnesota and Dakota Division are invited to attend the annual banquet honoring their co-workers who retired during the past year. The banquet will be held at the Eagles Lodge in Sioux City on Oct. 7.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna

Retired D&I First District Conductor and Mrs. Howard M. Benham have returned home after spending over two months in California with their son, George, and his family. While there, they celebrated their 50th wedding anniversary. Upon their return home, they were again feted in honor of their anniversary at the White Pines Country Club in Bensenville. The Benhams were married in Chicago on Feb. 24, 1923. They have two sons, George and Roy, 11 grandchildren and two great-grandchildren. Howard retired in 1970 after 33 years of service with the Milwaukee. Mr. and Mrs. Benham are now residing

in Mt. Carroll, Ill.

Master Sgt. and Mrs. Robert A. Cush recently visited with his parents, retired Savanna Yardmaster and Mrs. Art Cush. Robert recently returned from Eastern Asia. Sgt. Cush's new assignment is at Lackland Air Base, San Antonio, Texas. Robert is also the nephew of Miss Clara Cush of Savanna, who is retired from the Milwaukee Road's accounting department in Chicago.

Bill Engaldo, of the Savanna store department, and his wife, Betty, were honored at an open house reception in April in honor of their 25th wedding anniversary. The Engaldos were married on April 3, 1948 in Savanna and have two daughters, Joan and Carol; and three sons, Gary (who is in the Navy), Paul and Pat. The affair was a double celebration which also honored Mr. and Mrs. William Dayton on their 25th anniversary. It was held in Moose Hall in Savanna.

Iowa Division Engineer Lumir Vacek and his wife, Thelma, observed their 40th wedding anniversary on May 5 with an informal reception and dance at the Black Angus Supper Club in Savanna. The Vaceks were married on May 3, 1933 in Davenport, Iowa and are the parents of three daughters; Mrs. Allen (Sharon) Beyer of Savanna, Mrs. Robert (Kathleen) Cramer of California, and Mrs. Clifton (Brenda) James of Clinton, Iowa. They also have nine grandchildren.

Superintendent Stanley Jones and wife, Margaret, were bade farewell when a group of 30 of their Savanna friends gathered at the home of Leo and Esther Nast for a potluck supper. We wish them well in their new home in Deer Lodge, Mont., where Mr. Jones is now superintendent.

Savanna Chief Dispatcher Larry Nigus, his wife, Shirley, and their children, Tom and Sheri, were honored at a farewell dinner at Meekers Seafood Inn at the end of February. Larry had been employed at Savanna for some 20 years, first as a dispatcher and then as chief dispatcher. He has accepted a position on the Power Desk in Chicago. The Nigus' are now making their home in Elgin, Ill.

When 13 Savanna High School students were inducted into the National Honor Society on the evening of May 3rd, five of them were from Milwaukee Road families. They are Pamela and Patricia Cottral, twin daughters of Savanna Yard Switchman Jack Cottral and his wife, Barbara; Steve Dunk, son of June Dunk, secretary to the assistant superintendent, and her husband, Richard; Barbara Muntz, daughter of D&I First District Conductor Robert (Bud) Muntz and his wife, Clemmie; and Debbie Powers, daughter of Electronics

Supervisor Ben Powers and his wife, Pat.

Vickie Ann Brown and Robert Lee Jones were married on April 28 at The Church of God in Mt. Carroll, Ill. Parents of the couple are Mr. and Mrs. Oscar Brown of Mt. Carroll and Savanna Yard Engineer and Mrs. Lyle Jones. The newlyweds will reside in Lanark, Ill.

All Savanna is proud of the High School's Indians Wrestling Team, whose "Magnificent Seven" took the District Wrestling Title. Among the champions were 105-pound Paul Engaldo, son of Savanna Store Department employee and Mrs. Bill Engaldo; 126-pound Steve Klein, son of Signal and Communications Clerk and Mrs. Al Klein; and heavyweight Don Hughes, son of Iowa Division Conductor and Mrs. Don Hughes. The team advanced to the sectional at Belvidere, Ill., where they also made an excellent showing and advanced one man, Ron Shafer, to the State finals in Champaign. Savanna has made a fine showing every year through the efforts of Coach Charles Anderson, whose satisfaction must have reached its peak this year when one of his former Savanna boys, Mark Massery now of Northwestern University, won a National Championship in Seattle, Wash.

It is with deep regret that we report the passing of the following members of our Milwaukee family:

Retired Conductor A. H. Cox of the Kansas City Division died in January at his home. Funeral services and burial were in Buffalo, Mo.

Retired D&I Second District Engineer Harold (Buck) Strader passed away on Feb. 17 in Dubuque. Buck retired in 1968 after 52 years of service. He is survived by his wife, three daughters and two sons.

Robert Jenkins, a retired Iowa Division employee, passed away in Davenport, Iowa in January. Burial was in Boscobel, Wis. He had no immediate survivors.

Mrs. Jacqueline Mitchell, 26, of Savanna, daughter of Savanna Yardmaster William Evans, passed away in January of leukemia. Burial was in Lanark, Ill. She is survived by her parents, three sons, and three brothers.

Mrs. William Clute died on Jan. 15 at a nursing home in Elizabeth, Ill. Services and burial were in Savanna. She is survived by her husband, Bill, a retired Savanna Yard switchman, two brothers and six sisters.

Mr. Vernon D. Everhart, 92, a retired brickmason, died on Feb. 13 in his home in Poplar Bluff, Mo. He is survived by three daughters and one son, Jack F. Everhart, a Savanna yard clerk.

Retired Savanna Machinist John

Kreuder, 77, died on Feb. 18 in Savanna Hospital. He had worked on the Milwaukee 45 years prior to his retirement and was a veteran of World War I. He is survived by a son, Max of Savanna; a daughter, Lucille Kojima in Germany; two grandchildren; and a brother, Charles of Libertyville, Ill.

Oliver Hanson, Sr., well known to the Milwaukee Road employees as operator of the Midway Cafe prior to his retirement, passed away on Feb. 12 in Savanna. Funeral services and burial were in Savanna. He is survived by his wife, Hazel; two sons, Robert and Oliver, Jr., a caller at Savanna Roundhouse; and one daughter.

Mr. Rudy Brock, a retired rail mill employee, died on March 25 at his home in Savanna. Funeral and burial were in Savanna. He is survived by his wife, Florence; one daughter, Mrs. Robert (Paula) Nehrkorn; three sons, Charles, Carl and James; three sisters; and a brother.

Mrs. Ray (Bertha) Fields, 82, wife of retired D&I First District Agent Ray Fields, died on March 15 in Savanna Hospital. Funeral services and burial were in Savanna. She is survived by her husband; a daughter, Nelda; a son, Russell; one grandchild and two great-grandchildren.

Mr. Anthony Zunni, 90, passed away on March 6. He was a retired Savanna Roundhouse employee. He was born in 1882 in Fonnì, Italy. He is survived by one daughter, Mrs. John (Lena) Morgano of Savanna; three grandsons, including Charles and John Morgano of the Mechanical Department in Milwaukee; and 11 great-grandchildren.

Mrs. Chris Montag, wife of Dubuque Yard Switchman Chris Montag, passed away on March 7 at Mercy Medical Center in Dubuque. Funeral services and burial were in East Dubuque, Ill. She is survived by her husband, three daughters, three sons, two sisters and a brother.



Ann C. Thomas, assistant bureau head in Joint Facility Accounting Office in Chicago, became the bride of Edward Kudsk on Feb. 10 in Edgewater, Md. A belated bridal shower was held in the Joint Facility Office on March 1, where the couple received many appliances for their new apartment in Des Plaines, Ill.

Retired D&I Second District Conductor George "Doc" Tanner died on March 13 in Mercy Medical Center in Dubuque. He had worked 52 years on the Milwaukee prior to his retirement and often contributed news items for the Magazine. He is survived by a son, Merlin; a daughter, Mrs. Eldon (Irene) Glab of Dubuque; two step-daughters; seven grandchildren; and 17 great-grandchildren.

C. Earl Peck, retired ticket clerk in Dubuque, passed away on April 7 in his home. He was born in Waukon, Iowa and was employed by the Milwaukee Road for 50 years before his retirement in 1969. He is survived by his wife; a daughter, Mrs. Harry (Elaine) Hanley of Springfield, Ill.; two grandsons; and his mother.

Savanna Yard Switchman Herbert "Mick" Holcomb died suddenly of a heart attack on March 29. He was a veteran of World War II. He is survived by his wife, Geraldine; one daughter, Roxanne; two sons, Jeffrey and Daniel, all at home; two sisters; and five brothers. Funeral services and burial were in Savanna.

Mathew "Mattie" Pollock, retired D&I First District Passenger conductor, passed away on April 8 in Savanna Hospital after suffering a heart attack. He was in train service for 50 years prior to his retirement. He is survived by his wife, Mary, and two daughters, Mrs. Jack (Mary Ann) Rielly of Savanna, and Mrs. James (Dorothy) Rabun of Medford Lakes, N. J.

Mr. John H. Logan, a former Savanna resident and husband of Davenport Freight Clerk Mildred Logan, passed away suddenly in Davenport. Burial was held on April 10 in Davenport. In addition to his wife, he is survived by a son, James of Iowa City, and a sister, Mrs. Kathleen Sievert of Cedarsburg, Wis.

Mrs. Amy Watson, 88, widow of retired Iowa Division Engineer Garfield Watson, died on April 26 in Sterling, Ill. Funeral services and burial were in Savanna. There are no immediate survivors.

Mr. Harold "Jocko" Briggs, retired First District fireman, passed away suddenly in his home in Savanna. Funeral services and burial were in Savanna.

Mr. Ronald A. Mangler, 34, son of retired Iowa Division Engineer and Mrs. Alvin Mangler of Savanna, was fatally injured on April 28 in a truck accident near Galena, Ill., while returning home from work in Dubuque, Iowa. Services and burial were held in Savanna. In addition to his parents, he is survived by his wife, the former June Helle of Savanna, two daughters, Donna and Sheryl; one son, Michael; two brothers; and three sisters.

Mrs. Gustav Kroll, wife of retired Iowa Division Engineer, died in Savanna Hospital on May 5. Funeral services and burial were in Savanna. She is survived by her husband; a son, Harold; four grandchildren and five great-grandchildren.

Twin City Terminals

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

St. Paul Carman Bill Wheeler comes from a family of railroad people. He and his sister are presently in the process of tracing their family tree. In seeking information, Bill's sister has traveled to Ireland to check on the history of their ancestors. There are some gaps in the lives of several relatives on which they would like help. They would like to contact anyone who has recollections or knowledge of Thomas Wheeler, who was an engineer on the Milwaukee Road's Chippewa Valley Division around the year 1878 and

after. Also information on James Wheeler, who was a conductor on the Milwaukee Road's LaCrosse Division from 1905-1948. Bill's home address is 1290 Folsom St., St. Paul, Minn., 55117. Any bit of information will be most helpful.

Max Knospe, St. Paul car foreman, was off sick during April and his condition was reported to be steadily improving. One of these days he will be back on the job again.

Some of our retired people stop in occasionally to visit. One retiree, former Roundhouse Foreman Frank Chrz, said that he was enjoying his retirement, and he really looks great.

Aberdeen Division

EAST END

Mavis Wallien, Correspondent

Trainmaster's Office, Montevideo

On March 31st, a retirement party was held at the Hotel Hunt. The UTU

Safety Standings of Divisions and Departments

APRIL — 1973

Rank	Division	Killed	Injured	Casualty Rate
1	Iowa, Minnesota & Dakota		1	2.33
2	Dubuque & Illinois		3	4.26
3	Coast Division		6	7.14
4	Aberdeen		4	8.16
5	Milwaukee Terminal		10	8.66
6	La Crosse		8	10.49
7	Twin City Terminal		6	11.79
8	Milwaukee		9	14.05
9	Rocky Mountain		9	14.56
10	Iowa Division		7	16.42
11	Chicago Term-Terre Haute		23	21.99
	Others		10	6.00
	SYSTEM		96	10.34

Rank	Department	Killed	Injured	Casualty Rate
1	Material Division			
2	Miscellaneous		3	1.73
3	Stations & Freight Houses		2	1.89
4	Locomotive		3	3.42
5	Car Department		5	5.79
6	Enginemen		7	6.56
7	Track		9	9.73
8	Sleeping & Dining Car		1	10.90
9	Signals & Communications		3	11.82
10	Road Trainmen		18	13.95
11	Electrification		1	20.04
12	Bridge & Building		4	33.42
13	Yard Trainmen		40	48.08
	TOTALS		96	10.34

boys rounded up five trainmen who have been retired for some time, but hadn't been properly feted. They were Howard Sheimo, George Solberg, Ron Anderson, Bill Hodge and Al Kurtzbein. It was also a farewell for Howard and Daisy Sheimo, who left on April 2 for southern climes. They are not quite sure where they'll take root. They had an auction last week and will start a "pad" somewhere in the sun.

Dick Stolen has bid in the Appleton agency, and Bill Unker is now at Ortonville. T. L. Grimes is the new third trick operator at Montevideo. Montevideo now has operators around the clock.

Maurice Himley, father of Engineer Jim Himley, passed away March 30th at the age of 75.

Mrs. August (Sophie) Ganske, mother of Conductor Gordon Ganske and grandmother of Brakeman Douglas Ganske, passed away on April 14th at the age of 80.

G. J. Jonasson is the new trainmaster in Minneapolis, replacing Emmet Snee. The new Superintendent of the Twin City Terminals is B. J. McCanna, who replaces William F. Plattenberger.

Engineer and Mrs. Phil Towner report the arrival of a baby girl at their house on the first day of Spring—March 20. They have named her Tracy Lee.

LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

Retired Engineer Charles H. Lattimer, 88, passed away April 1. Mr. Lattimer started with the Milwaukee Road on Feb. 11, 1905, and retired on Jan. 23, 1951, with 46 years of service. At one time he traveled the entire system as an organizer for the Brotherhood of Locomotive Engineers.

Sympathy is extended to the family of Yard Clerk William Voeltzke on the death of his mother.

Conductor Douglas L. Luther of Merrill, Wis. died recently. He was with the railroad for 22 years. Burial was in Greenwood, Wis.

Retired Conductor Henry Schaupt passed away during January. Mr. Schaupt started with the railroad in August 1907 and retired in January 1956 with 49 years of service. Burial was in Wausau.

A portion of the Milwaukee Road depot in Tomahawk, Wis., was leased and is now being remodeled into an antique shop. It is nice to see the fine old building being put to such good use. The depot's office will still be used by the agent.

Congratulations to Carrie Lee Rasmus-

sen, daughter of Carman and Mrs. Clarence Rasmussen, on her recent marriage to Rodney Newman. Vows were exchanged on March 3 in the Zion Lutheran Church of Wausau. A reception followed the ceremony at the Sportsman Club. The young couple plan to live in Wausau.

Sue Lepinski, daughter of Telegrapher and Mrs. Michael Lepinski, was selected for the D.A.R. Good Citizen's Award at D. C. Everest High School in Schofield, Wis. Sue, who is very active in many extracurricular school activities is presently captain of the school's cheerleaders. She has attended Badger Girls State, and is planning a career in nursing.

Cheryl Lonsdorf, daughter of Engineer and Mrs. William Lonsdorf, was initiated into Beta Beta Beta, national honorary biological fraternity, at Wartburg College in Waverly, Iowa. She is studying to be a physical therapist. Bill's youngest daughter, Sally, received a "Class A" Student Art Award, and qualified for the district contest in the Wisconsin Women's Club art competition. She attends John Muir Middle School.

Retired Engineer Ralph Hintze, Sr. will be leaving soon for a visit with his son, Francis, and daughter-in-law in California. Ralph, 88, retired in 1956 with 54 years of service and will be taking the trip alone.

Congratulations are extended to Conductor and Mrs. Donald Streeter on acquiring another granddaughter. She is the daughter of Gerald Streeter, a former trainman who is now with the Sheriff's department.



BIEDRZYCKI-REINKE. Kay Biedrzycki, daughter of Locomotive Department Chief Clerk and Mrs. Paul Biedrzycki of St. Paul, was married to Ray Reinke on Feb. 3 in St. Thomas Catholic Church in St. Paul. They are presently making their home in West Germany, where Ray is stationed with the U. S. Army.

Charles E. Conklin, assistant roundhouse foreman in Wausau, suffered a fatal heart attack on April 26. Mr. Conklin came from a third generation Milwaukee Road family. His son, Jim, is presently employed in the roundhouse. His aunt, Mildred, and uncle, Ken, retired and his brother is a carman. He started his railroad career in Milwaukee on Dec. 1, 1936, as a machinist apprentice.

Milwaukee Shops CAR DEPARTMENT

Pat Hoye, Correspondent

Another two-generation railroad family has been established with the employment of Bill Cruickshank as a carman apprentice in the Freight Shop during April. Bill's father, William Cruickshank, has been with the Milwaukee for quite some time and presently holds the position of General Road Foreman of Engines in the Locomotive Department.

A son was born to Mr. and Mrs. Gary Reed on March 5 in St. Mary's Hospital. David Patrick weighed in at 7 lbs. 3 oz. The proud papa is a carman welder in the Freight Shop.

A blessed event occurred in the James M. Smith family on March 20. Daughter Heidi Lynn entered the world at about 8:15 p.m., in St. Luke's Hospital in Racine. She weighed 7 lbs. and was 23 inches long. Her daddy, Jim, is a carman cutter in the Freight Shop.

Leo Laszkiewicz, father of Freight Shop Foreman Ray Laszkiewicz, died



Bill Williams (center), chief clerk in the St. Paul Material Department, is congratulated on his retirement after 29 years with the railroad by Kenneth J. Kulk (left), district material manager, and Norris Groth, assistant district material manager. An open house attended by over 100 friends and co-workers was held to honor Mr. Williams on March 30. Mr. and Mrs. Williams plan to continue making their home in Minneapolis.



CELEBRATE 50TH WEDDING ANNIVERSARY. Mr. and Mrs. Reuben Sack of 725 Bent Street in Elgin, Ill., celebrated their 50th wedding anniversary on April 28th. Mr. Sack, who retired from the Milwaukee in 1965 after 47 years of service, worked as a section foreman and extra gang foreman on the D&I Division.

on March 11.

Charles R. Leib, retired blacksmith helper, died on March 30. Mr. Leib ended his service to the railroad in 1965. He is survived by his wife and two daughters. Services were held in Milwaukee.

Edwin M. Splittgerber, who retired in 1969 as a blacksmith helper, died on April 3. He is survived by his wife, Leona, of Milwaukee.

Lyman Bremer, blacksmith helper, died April 26. Funeral services were held in Milwaukee. Mr. Bremer worked in the Forge Shop for the past eight years. He is survived by his wife and five children, to whom we extend our deepest sympathy.

Mrs. Diane Pera, daughter of Pat Hoye, stenographer to the Shop Superintendent, was graduated with a degree



RETIREES AFTER 30 YEARS WITH THE MILWAUKEE ROAD. Mrs. Blanche Davely (center), who handled budget and operating expense statistical work for the Mechanical Department in the Milwaukee Shops, is shown with Assistant Chief Mechanical Officer and Mrs. J. J. Drinka at a retirement party in her honor at Nino's in Milwaukee last Dec. 1.

MAY • JUNE, 1973



Here's how we're doing...

First Quarter
Ending March 31,
1973 1972

RECEIVED FROM CUSTOMERS

for hauling freight, passengers, mail, etc.	\$87,430,167	\$72,520,575
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PAID OUT IN WAGES

(Labor in operating expenses)	38,742,227	35,105,355
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Per dollar received (cents)	44.3	48.4
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Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	4,598,454	3,881,384
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Per dollar received (cents)	5.3	5.4
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ALL OTHER PAYMENTS

for operating expenses, taxes, rents and interest	41,841,181	36,803,482
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Per dollar received (cents)	47.9	50.7
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<i>Ordinary Income (Loss)</i>	2,248,305	(3,269,646)
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REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:

Number of cars	248,581	220,752
1973 over 1972	27,829	

in Nursing from the University of Wisconsin-Milwaukee during commencement exercises held on May 27. Her mother would like to publicly congratulate her and express her pride in her daughter's accomplishment!

Bruce Baum, son of Ray Baum, general foreman in the Forge Shop, will graduate from Wartburg Seminary as a Lutheran Minister. He will be ordained in July at Galilee Lutheran Church in Pewaukee, Wis. He has accepted a call for his own church in Burr, Neb., where he will assume his duties on Aug. 1, 1973.

Bruce and Pamela Young of Spearfish, S.D., plan to be married on June 30, Pam is a music teacher in Milbank, S.D., where Bruce interned for a year. The wedding will take place in Milbank.

Bruce is well acquainted in the Forge Shop—he worked there several summers as a welder. All his friends wish to congratulate him and wish him luck and happiness.

Milwaukee Terminals REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Mrs. Ruth Kerr, bill and expense clerk, recently announced the marriage of her daughter, Judith Ann, to Manuel

J. Miramontes on May 19. Judy was formerly a secretary in this office. A reception in honor of the newlyweds was held in Eastbrook. Mr. Miramontes is the manager of a Kohl's Food Store.



Clarence Zuege (center), B&B Department employee in Milwaukee, is congratulated on his retirement after more than 17 years of railroad service by Chief Foreman Jim Keene (left) and B&B Foreman Allen Schulz at a cake and coffee reception in the B&B Shop on Jan. 5. Mr. Zuege, known as an all-around fix-it man in the B&B Shop, has worked as a concrete man, a mason, a glazer, a plumber, a carpenter and, prior to his retirement, as a truck driver. He will continue to make his home at 3163 South Clement Ave. in Milwaukee.

Welcome to our new assistant manager, Ron C. Clarstrom, who was transferred here from Sioux City. He is now settled in Milwaukee with his wife and two children—one child is four-years-old and the baby is six months.

Alice Sobczak, assistant cashier, spent a leisurely vacation in California with friends. Your correspondent attended the annual convention of the National Association of Railway Business Women in Spokane on May 21-25, and followed it up with a visit to Santa Barbara, Calif., with her son's family.

Jolene McPhee, daughter of Revising Clerk Barbara McPhee and her husband, James, was married to Kenneth Thompson in St. Sebastian's Church on June 2. Jolene's married sister, Myra Finnegan, was maid of honor, and Charles Schlendwein, a college friend of Kenneth's, was the best man. A wedding reception for them was held at The Colony on Beloit Road. Jolene is employed by the Northwestern Mutual Insurance Co. in Milwaukee, and Kenneth is a coach and English teacher at Fredonia High School. The young couple will make their home in West Allis.

AGENCY

Frank Koglemann, Humboldt District, announced the birth of a grandson, Joseph James, at St. Luke's Hospital March 24. The proud parents are Mr. and Mrs. J. Roberts of Muskego, Wis. Three other grandchildren are Sandra 11, Kristine 7 and Scott 4.



RETIREES AFTER 42 YEARS WITH THE MILWAUKEE. Paul A. Lamping, section foreman in Sturtevant, Wis., received a rousing send-off on his retirement, April 16, from more than 60 of his friends and co-workers who gathered at the local village hall to wish him well. Milwaukee Division Signal Supervisor Tom Hanlon, who acted as toastmaster for the occasion, presented Mr. Lamping with a gift on behalf of his many friends. Mr. Lamping and his wife, Millie, plan to continue making their home at 9710 Corliss Ave. in Sturtevant.

Retired Clerk Barney Nowicki, who now makes his home in California, was present at the unveiling of his portrait of the late Francis X. Bushman, at the seventh memorial luncheon held honoring the actor. Barney is noted for his fine portraits of such notables as Gene Autry, Patricia Nixon, Clark Gable and Mayor Sam Yorty. The Francis X. Bushman Club was founded by Mayor Yorty, and the luncheon was emceed by TV personality Robert Sicca. Many well-known personalities also attended.

Harvey W. Corbett, chief clerk to the agent, retired after 49 years and 9 months of service. He began as a messenger under Agent C. R. Dummler on Sept. 8, 1923, at the old Fowler Street freight office. At that time there were 18 or 20 walking messengers and it was up to them to cover the Milwaukee area on foot and by street car. Today, two to three cover the same territory by car.

Harvey was then promoted to rates, tracing, over and short, and various other clerical positions until 1929.

With the advent of the depression he became a yard clerk, working in all of the yards until 1936. From there he went to the North Milwaukee station as cashier, remaining until 1945. Then he transferred to the Chestnut Street station as supervisor of the demurrage department, a newly created position, and stayed until 1950.

In 1950, the Chestnut Street station was absorbed into the Milwaukee Terminal and he came back to Fowler Street with other employees, again handling demurrage which had been consolidated into one department. On April 1, 1966, he was appointed chief clerk, the position he held until his retirement.



Lawrence Jensen (right) recently completed his apprenticeship as a steamfitter in the Milwaukee Shops and was awarded a "Certificate of Apprenticeship" by General Foreman Nels Nielsen on Feb. 22nd. Mr. Jensen began his apprenticeship in the Car Department in 1968, and is currently working in the maintenance department.



CELEBRATE 60th WEDDING ANNIVERSARY. Mr. and Mrs. Joel V. Bogert celebrated their 60th wedding anniversary on May 6th with an open house at the American Legion Hall in New Lisbon, Wis. Mr. Bogert retired from the railroad in New Lisbon as a carman on Dec. 1, 1955. The Bogerts have three sons, Dale, Roland and William. Both Dale and Roland are engineers on the La-Crosse Division. William is a switchman in the Milwaukee Terminals.

He states he has worked under 14 agents and as many chief clerks. Harvey reserved great praise for the present agent, R. E. Chalifoux, with whom he maintained a good rapport. During his leisure time he hopes to travel a bit with his wife and just enjoy life in general.

A buffet luncheon was held in Harvey's honor on May 30 in the agent's office.

Maureen Lopez and Jeri Norberg have transferred from Muskego Yard to the Agency in the C&O Clerk position and TOFC Control position respectively.

Mrs. Sylvester Krolikowski, a victim of the recent accident wherein her husband and daughter were killed, is now reported out of intensive care at Milwaukee County Hospital after being



Francis X. (Frank) Anzia, AAR lead clerk in the Milwaukee Shops, is shown as he opened presents at a retirement reception in his honor last Oct. 31 while four of his co-workers look on. Mr. Anzia was also honored at a retirement party at Alito's in Milwaukee on Oct. 27.

in a coma for about two months. She is still hospitalized and is now receiving therapy.

Demurrage Clerk Les Carlson was hospitalized during May at St. Joseph Hospital for abdominal surgery.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent

Office of Superintendent of Operating Rules

Gladwyn G. "Stoney" Jones, 52, sergeant of police in the Milwaukee Road Police Department, passed away very suddenly on March 7 due to an apparent heart attack. His home was Route 2, Plymouth, Wis. He is survived by his wife, Vera E.; a son, Gary A. Jones, a patrolman with the Milwaukee Road Police Department; and a daughter, Vicki Lee, a nurse in Denver, Colo.

Stoney was born in Ontario, Wis. and started with the Milwaukee Road on March 27, 1945. He spent his entire railroad career in the Police Department. Burial was in Eugene, Ore.

Former General Superintendent Russell R. Brown and his wife, Harriet, recently returned to Cudahy, Wis., after a three-month vacation in warmer climates. They traveled around Texas, Mexico, Arizona and Arkansas in their Winnebago Camper, and enjoyed good food, lots of golf and sightseeing. A wonderful way to spend your retirement. As Mr. Brown said, "This is the Life."

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

Brakeman Howard Odinius passed away recently after suffering a heart attack at Walworth. Howard was one of the founders of the Illinois Railway Museum in Union, Ill., and was an avid traction fan and railroad model builder.

Recently promoted to engineer were First District men F. P. Fredrickson and P. T. Rowland; and R.&S.W. men J. K. Polzin and T. L. Stokes.

Otto Gieske, 79, who was engine watchman at Deerfield, Ill., for over 30 years, died March 1 in Holiday, Fla., a suburb of Clearwater. He is survived by his son, John, an assistant traveling engineer on the Milwaukee Division.

SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

Get well wishes are extended to Bob McCormick of Traffic, who suffered a

heart attack on March 6. Bob stopped in for a short visit during the first part of April. Although he is recuperating nicely, it will be a while before he returns to work.

Otto H. Johnson, 61, of Chilton, died March 8 after a lingering illness. Otto was a section laborer and foreman for 48 years until his retirement in July 1970 because of illness. He is survived by a daughter, Janice; a son, Terry; and two grandchildren.

Gilbert Johnson, brother of Crane Operator Oliver Johnson, passed away March 9 in Aberdeen, S. D. Gilbert worked for the Milwaukee Road for a short time in 1936 as a laborer.

Congratulations to Brakeman Richard Parduhn and his wife, Bonnie, on the birth of a baby girl, Holly Sue, on Feb. 28.

Chicago Terminals BENSENVILLE

Delores Barton, Correspondent

Tony Galizia, stockman in the Materials Department at Western Avenue, retired on March 30. Mr. Galizia started with the Milwaukee Road in October 1943 as an electrician helper in the Car Department and transferred to the Materials Division on April 5, 1965. Mr. and Mrs. Galizia make their home in Chicago.

Chicago Terminal Engineer and Mrs. Sam Herman are the proud grandparents of Stacey, who was born March 10 and weighed 8 lbs. 14 oz. This is the Hermans' first grandchild.

Leonard Duffey, 63, passed away March 18 in Phoenix, Ariz. Mr. Duffey was employed by the Milwaukee Road from 1926 to 1955. He was a boiler-maker foreman at the Bensenville Roundhouse until his retirement because of ill health. Mr. Duffey was the brother of retired Engineer Cleo Duffey and Chicago Terminal Engineer Tom Duffey.

Kathy Trinklin is back on duty in the IBM Room after a long illness. Switchman William H. Nevell, Sr., and Hugh Gallagher are also back at work after long illnesses.

RETIRES AFTER 49 YEARS OF SERVICE.

Joe Kowal (center), chief car distributor in the Transportation Department in Chicago, receives best wishes for a long and happy retirement from Robert E. Beck (right), general superintendent of transportation, and Bruce Cederholm, assistant superintendent of transportation, at a reception on May 11 in Union Station.



Chicago Terminal Switchman Howard Hamilton retired on March 30 after 22 years of service with the Milwaukee Road and prior service on the Norfolk and Western. The yardmen honored Mr. Hamilton with cake and coffee in the caller's office on his last day of work. Mr. Hamilton, for many years, has worked the hump assignment at the west end of Bensenville Yard. Mr. and Mrs. Hamilton plan on continuing to make their home in Bensenville.

Coach Yard Switchman James T. Carlson retired on March 31 after working more than 49 years on the Milwaukee Road. Mr. Carlson started with the railroad on Feb. 21, 1924, as a messenger. From September 1924 to May 30, 1937, he worked as a yard clerk and later transferred to the Operating Department in the Coach Yard. A party was held at Stella's on March 23. In addition, the Coach Yard men held a little party for Jim on March 31. However, the guest of honor and the cake disappeared! Mr. and Mrs. Carlson will make their home in California.

Gerald Stanton, Jr., son of Assistant Engineer Jerry Stanton, will receive his M.D. after four years of medical training at the University of Illinois. Gerald is also a graduate of Notre Dame University. He will serve his one-year internship at St. Francis Hospital in Peoria, Ill.

Welcome to Bill Berry, assistant engineer, who has joined the railroad's engineering department in Bensenville.

Congratulations are in order to Kathy Marien, daughter of Signal Supervisor Dwayne Marien. Kathy was recently awarded a Milwaukee Railroad Women's Club Scholarship. She plans to attend Ottumwa Heights College to become an orthodontist.

Sympathy was extended to the family and friends of Walter J. Witek, assistant chief carpenter, who died last Dec. 13.

GALEWOOD

Eleanor P. Mahoney, Correspondent

Irene Dumanowski, per diem clerk, was quite excited when she learned that her only grandchild, Rosanne Marie



Since last December, seven 17-year-old E9 passenger locomotives, part of Amtrak's 262-unit fleet, have been completely rebuilt by the railroad's Milwaukee Shops, and are now in regular service on Amtrak's Milwaukee-Chicago-St. Louis runs. A total of 13 Amtrak units are presently scheduled to be rebuilt during the current program at the rate of one a month. The rebuilt units are rated at 2,400 hp., and have an expected service-life of at least 15 years. Performance of the units thus far has been rated superior. And, according to David C. Goehring, Amtrak's general superintendent-locomotives, "They're proving themselves to be Class One passenger train haulers." Erv Rogowski (top photo), assistant foreman in the locomotive shop, is shown as he prepares to give Amtrak unit 408 a final inspection prior to releasing it from the shop. Welder John McGraw (bottom photo) is shown as he puts the finishing touches on a 600 gallon boiler-water tank for use on one of the rebuilt locomotives. The Milwaukee Road is one of three railroads currently engaged in rebuilding locomotives for Amtrak.



(7 mos.), whom she will see for the first time, is returning to the U. S. from the Philippines with her parents, Doctors David and Elaine Gnarra, who are presently stationed at the U. S. Military Medical Facility there.

Chief Clerk Ray Bishop and his wife, Etta, recently returned from a vacation trip to Clearwater, Fla.

Retired Freight Handler John Castiglia passed away March 10.

Ed Glowczewski, Jr., swg. rate clerk, is chief fire marshal of the Round Lake (Ill.) Fire Department. Their fire department is one of the first in the area to have an underwater recovery team, which now consists of 12 divers including Ed. The surrounding Lake County fire departments now have about 100 divers.

Per Diem Clerk Clarence Henderson is recuperating after he broke his wrist in an accident. He should be back with us soon.

Sympathy is extended to Ted Zielen, rate clerk in the Regional Data Office, whose father passed away during the Easter Holidays.

Per Diem Clerk Jeff Smith recently returned from the military with a Good Conduct Medal awarded him. He is happy to be back and is resuming his hobby of building model airplanes.

Check Clerk Leonard Wozniak died suddenly on his way home from work on April 23. Our sympathy is extended to his family.

Demurrage Clerk Glenn Stark is a member of the Cas Floral Bowling Team of the Weber High School Father's Club League. The team was hold-



Charles F. Jensen (left), purchasing agent in the purchasing and material department in Chicago, is shown as he was presented with a retirement gift by H. H. Melzer, general manager of purchases and material, at a reception in Chicago on April 16 in honor of his retirement. Mr. Jensen, who retired after more than 36 years of railroad service, started with the Milwaukee Road in Chicago in 1936, and has worked in the purchasing department since 1939. Mr. and Mrs. Jensen are making their home at 15 Sunset Drive in Nowata, Okla.

ing first place in the league during late April.

Walter Gruenholz, supervisor at the freight house, is on sick leave, recuperating after a heart attack.

Freight Checker Henry Piet retired on March 2 after 37 years of loyal service to the Milwaukee Road.

On April 22 (Easter Sunday), Ileene Abrams, wife of Cashier Nate Abrams of the Regional Data Office, performed her fashion show while Nate, with the assistance of actor and comedian Marty Allen and Ben Bentley, Chicago Bulls publicity agent, judged the show and awarded prizes to the winners at the Easter Sunday Brunch. Ileene has since been appointed fashion coordinator of the Arlington Towers Hotel and Race Track, in Arlington Park, Ill. She is also the author of "Ileene's Hints and Tips on Cleaning, Beauty, Sewing."

A wedding shower was given in honor of Karen Ostien, revisor clerk in the Regional Data Office. The shower was held at the Diplomat, where a dinner was served and her co-workers presented her with many lovely gifts.

Henry Piet retired on March 2, after 37 years of loyal service to the Milwaukee Road. He was a freight checker at the time of his retirement. In 1965, while foreman at the Galewood Freight House, Henry received a "One Year Superior Service Award" signed by General Superintendent R. R. Brown and Superintendent of Safety A. W. Shea in recognition of his accomplishments as a supervisor in connection with the Galewood Operation. Henry resides at 918 W. 35th Street, Chicago.

Glenn Stark, demurrage clerk, was on the winning team when the Cas Floral Bowling Team of the Weber High School Father's Club League won first place.

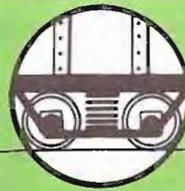
Chicago General Offices

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

Ann C. Thomas, assistant bureau head, surprised our office by announcing that she had recently become the bride of Edward Kudsk. A belated bridal shower was held for her on March 1, where she received many appliances for their new apartment in Des Plaines, Ill.

Another bridal shower was held on April 18 for Patricia Tonyan of the Paymaster's Office. Patti and Glen Knack were married on April 21 at St. Bede's Church in Ingleside, Ill. They spent their honeymoon in Daytona Beach, Fla., and enjoyed the many tourist attractions including Walt Disney World. They are now living in their



Carloadings

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1973 over 1972	FIVE MONTHS		INCREASE	
		1973	1972	1973 over 1972	% of increase
10.2%	Lumber	24,719	23,499	+1,220	+ 5.2%
9.7	Grain	36,127	26,389	+9,738	+ 36.9
7.8	Motor vehicles	13,578	12,784	+ 794	+ 6.2
3.7	All other wood products (incl. plywood)	13,184	11,284	+1,900	+ 16.8
3.4	All other food products (incl. sugar)	11,030	10,915	+ 115	+ 1.1
3.1	Coal	30,094	29,624	+ 470	+ 1.6
3.0	All other transportation equipment	15,632	12,892	+2,740	+ 21.3
2.9	Industrial chemicals	9,878	8,131	+1,747	+ 21.5
2.8	Grain mill products	23,351	20,857	+2,494	+ 12.0
2.7	All other primary metal products	6,896	6,322	+ 574	+ 9.1
2.6	Stone, clay or glass products	11,677	11,263	+ 414	+ 3.7
2.3	Non-metallic minerals; except fuels	15,660	15,270	+ 390	+ 2.6
2.3	Primary iron or steel products	11,988	9,064	+2,924	+ 32.3
2.3	Pulp or pulp mill products	6,146	6,145	+ 1	+ 0
2.0	Waste or scrap material	13,896	11,502	+2,394	+ 20.8
2.0	Freight Forwarder and Shipper Assn. traffic	10,240	9,235	+1,005	+ 10.9
1.6	Petroleum, natural gas or gasoline	7,694	5,879	+1,815	+ 30.9
1.5	Electrical machinery or equipment	5,667	5,014	+ 653	+ 13.0
1.3	Primary forest products	22,307	14,062	+8,245	+ 58.6
1.3	Fabricated metal products	5,478	5,136	+ 342	+ 6.7
1.2	Malt liquors	7,672	6,191	+1,481	+ 23.9
.8	Soybeans	4,330	3,551	+ 779	+ 21.9
.7	Beverages; except malt liquors	4,110	4,048	+ 62	+ 1.5
.3	Potatoes, other than sweet	1,846	1,806	+ 40	+ 2.2
.1	Small packaged freight shipments (LCL mdse.)	183	105	+ 78	+ 74.3
7.6	All other carload traffic	30,336	27,389	+2,947	+ 10.8
79.2	Total Increases	343,719	298,357	+45,362	+15.2%

loading of these commodities DECREASED in 1973 over 1972	FIVE MONTHS		DECREASE		
	1973	1972	1973 over 1972	% of decrease	
7.7	All other paper or allied products	31,956	32,369	- 413	- 1.3
3.4	All other chemicals or allied products	12,122	13,457	-1,335	- 9.9
3.3	Canned fruits, vegetables and seafoods	7,566	8,516	- 950	- 11.2
2.0	Meat, fresh, chilled or frozen	5,827	6,501	- 674	- 10.4
1.3	All other machinery; except electrical	3,679	3,784	- 105	- 2.8
1.0	Farm machinery or equipment	4,373	4,599	- 226	- 4.9
.9	Dairy products	2,862	3,376	- 514	- 15.2
.4	Fresh fruits and vegetables	1,437	2,059	- 622	- 30.2
.3	All other farm products	2,437	2,898	- 461	- 15.9
.2	Coke oven or blast furnace products	1,816	2,813	- 997	- 35.4
.2	Metallic ores	617	1,348	- 731	- 54.2
.1	Livestock	230	298	- 68	- 22.8
20.8	Total Decreases	74,922	82,018	-7,096	-8.7%
100.0	Total	418,641	380,375	+38,266	+10.1%

new trailer in Round Lake, Ill.

During April, our "see the world" tourist group was off and running again. Mary Mitchell and her family took an enjoyable motor trip to the East Coast.

Bureau Head Ron Koss enjoyed the unspoiled beauty of the Bahama out islands of Eleuthera and Exuma. And Rose Nunchuck took a two-week Caribbean cruise.

Elsie Payne, wife of Charles "Cap" Payne, retired assistant bureau head, died on March 10.

**OFFICE OF MANAGER—
EQUIPMENT ACCOUNTING**

Karen Konczyk, Correspondent

Sherri Byrnes, daughter of Joseph E. Byrnes, assistant district adjuster for personal injury claims, was married to Richard L. Gussman at St. Thomas Moore Church in Elgin on May 19. A reception was held at the Elks Lodge in Elgin. The couple honeymooned in the Pocono Mountains of Pennsylvania.

Janice MacKenzie of the T.O.F.C. Bureau left during May to await the arrival of her second baby.

Congratulations to Patti Lindemann of the T. C. R. Bureau, who gave birth to a son, Scott Richard, on April 12. He weighed in at 6 lbs. 5 oz.

Flo Seif, also of T. C. R., has decided she is going to take on the full-time job as mother of two.

Audrey Borrelli is now back at her job after being hospitalized recently.

Irene Goelz celebrated her 73rd

Chicago Terminal Switchman Howard Hamilton (right) is congratulated by R. L. Tewell, division superintendent, on his retirement March 30 after 22 years with the Milwaukee Road. Mr. and Mrs. Hamilton plan to continue making their home at 222 South Grace in Bensenville.



birthday on April 15. Many more are wished for her.

A welcome is extended to the four newcomers in our department: JoAnn Gibblen, Rosemarie Zelms, Michael Klaczynski, and Jim Bourne.

Congratulations to Norbert Bondi, who was recently promoted to assistant manager of equipment accounting; Patrick Feeney, who took the position of bureau head of the Reclaim Bureau; and Ken Pelka, who was made Pat's assistant.

Joe A. Byrnes of reclaims has announced his wife will be giving birth in September.

**OFFICE OF MANAGER-CAPITAL
EXPENDITURE ACCOUNTING**

Marion J. Kuniej, Correspondent

Mrs. Nan Krause, formerly of A.F.E.

Accounts Bureau and who now lives in Massachusetts, paid us a visit with her six-month-old daughter, Rebecca Lynn.

Larry Hogan, who retired in 1966 as an assistant engineer, came to pay us a visit. Even though Larry had been sick for a spell, he now looks as healthy and happy as ever. He lives in Schenectady, N. Y.

Sympathy was extended to the family of Joseph Shemroske, who retired in August 1970 as an assistant engineer, upon the death of his wife, Emily, during March. Burial was in Florida.

Miss Julia Lucas, who retired in October 1966 as an engineer accountant, died on April 6. Burial was in Kansas City.

Welcome to Rose Mary Oelerich, Joe Rodriguez and Al O'Malley, all clerks in the A.F.E. Accounts Bureau. Glad to have you all with us.

**Application for Membership in the
VETERAN EMPLOYEES' ASSOCIATION
OF THE MILWAUKEE ROAD**

**A. WILHITE, Secretary and Treasurer
Veteran Employees' Association
The Milwaukee Road
848 Union Station
Chicago, Illinois 60606**

I hereby apply for membership in the above Association. I have been in the service of The Milwaukee Road for 20 years in the aggregate.

NAME _____

HOME ADDRESS _____

OCCUPATION _____ **DEPT.** _____

ENTERED SERVICE _____

RECOMMENDED BY VETERAN _____

SSA No. _____

I enclose (please do not send currency)

CHECK

MONEY ORDER

payable to The Veteran Employees' Association of The Milwaukee Road

AMOUNT (check one)

New Member **\$4.00**

Renewal or Reinstatement **\$3.00**

Date signed _____



RETIREES AFTER 32 YEARS WITH THE MILWAUKEE. Lieutenant of Police Charles I. Valentine (right) is congratulated on his recent retirement by A. W. Hass, superintendent of police and fire prevention, at a retirement party held in his honor on March 30th in Chicago.

Dorene Stasiak, daughter of Bill and Analysis Clerk Irene Stasiak, is presently doing graduate work in biological anthropology at the University of Georgia. Dorene appeared as a soloist with the Athens (Georgia) Ballet Camp in their performance of "Coppelia" on April 5.

W. J. (Bill) Cusack, former auditor of capital expenditures, is reported to be recuperating at home after an extended period of hospitalization due to a heart condition. Other retirees on the recovery list are Guy Macina, former auditor-joint facility accounts; and E. H. Nank, former auditor of capital expenditures.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

Mrs. Doody, wife of the late Grover

Doody who was employed in the Purchasing Department, recently informed me that Miss Gussie Weinrich, 87, passed away Feb. 28 in the Monticello Nursing Home in Hinsdale, Ill. Miss Weinrich was a former employee of this department.

Charles Jensen, purchasing agent for the Milwaukee Railroad, retired on April 16. Charlie worked for the Milwaukee since June 19, 1939. An open house was held for him, and coffee and cake was served. Charlie and his wife will make their home in Oklahoma. We all hope that he enjoys his retirement by doing the things he enjoys—like fishing and playing golf. Good luck Charlie!

The Material Division in Milwaukee extends best wishes for a happy retirement to Storehelper Jack Kroll, who retired on March 12, after more than 7½ years of service.

Wishes for a speedy recovery to Storehelper Ray Matuszak, who underwent emergency surgery on March 6 and is now recuperating at home.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

June Mathisen, Correspondent

June is the month of brides. Cindy Ryzner and Guy Johnson were married at Our Lady of Good Counsel Church. Our secretary, Judith Ochsenhofer, and Dennis Kirscher, who recently completed board tests in Optometry, became Mr. & Mrs. at Peace Memorial Church. They honeymooned in the Smokies.

Debra Peyton and Bruno Comperesa also tied the knot. The bride graduated from Circle Campus as a German teacher. They honeymooned in Europe. Stephanie Hargus is the mother of the bride.

We are happy Jean Gallagher is now all patched up after falling and breaking

a finger and nursing a bruised knee. Viola Christensen was injured when a bus driver closed the door on her. Laura Kristensen is home and doing well with a brand new knee joint. Sharon Slapinski had a tonsilectomy. Janis Lupi is recovering. Raymond Wagonknecht of reproduction is again slated for heart surgery. Read your bulletin boards. The sick welcome your cards.

Baby Jennifer is the good news of Jolaine Hood. She got her wish—she now has a boy and a girl.

Welcome to Francis Curtin as our B.R.A.C. protective chairman.

Both Lino Carli and June Mathisen did their civic duty as jurors.

Donna Anzalone vacationed in Florida and Pauline Siebel in Hawaii. Also vacationing was William Kures.

The recent floods, which were a concern to everyone, really caused some apprehension for Madeline and Wally Urbanski. Their new property at Silver Lake, Wis. was being lapped by the Fox River. Luckily, the house is on high ground.

Welcome to newcomers Chuck Adams, James Kurte, Rudy Knapp, Carol Kimbrough, Janet Johnson, James McCauley, and T. Starzec. Have a good summer, everyone.

The "RAIL TIES" had their 14th annual reunion at Villa Sweden on May 8. This group of women were formerly comptometer operators at the former Fullerton Ave. facility under Julia Newcomb Magdefrau's supervision.

About 30 per cent of the women live outside of Chicago, some as far as Lemont and Palatine, Ill. Approximately 55 per cent of them are retired, 25 per cent are housewives who have quit their jobs, and 20 per cent are still active employees. It was nice to renew old acquaintances and to catch up on the news. We all are looking forward to our 15th reunion next May.

Railroads and the environment

(continued from page 2)

twice as safe as air travel and bus travel and 23 times as safe as traveling by private automobile.

Nobody's Perfect

With all the environmental advantages railroads possess, they are not unaware that criticism has come their way—about things that are obviously minor in the larger environmental picture.

But railroaders take them seriously. They continually work on solutions.

In 1972, railroad spending on environmental programs totalled over \$100 million.

Ways are being sought to abate noise from railroad operations—in the relatively few areas where this is a problem for the public at large. Changes have been made in the ways in which railroads dispose of old freight cars

and worn-out crossties. Steps have been taken to eliminate the polluting effects of fuel spills and radiator discharges. Railroads are even spending their own money—as indeed they always have—to clean up litter dumped on rights-of-way by the public.

Looking Ahead

America needs all its modes of transportation.

With the new focus on the environmental problems some modes create, it can be safely predicted all will make progress in solving them.

Railroads—which began with a head start, because of their very nature—intend to remain in the lead.

For the mode that makes the most progress, the reward will be a greater opportunity to share in America's growth.

And for future generations of Americans, the reward will be a better life.



MAGAZINE

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