

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

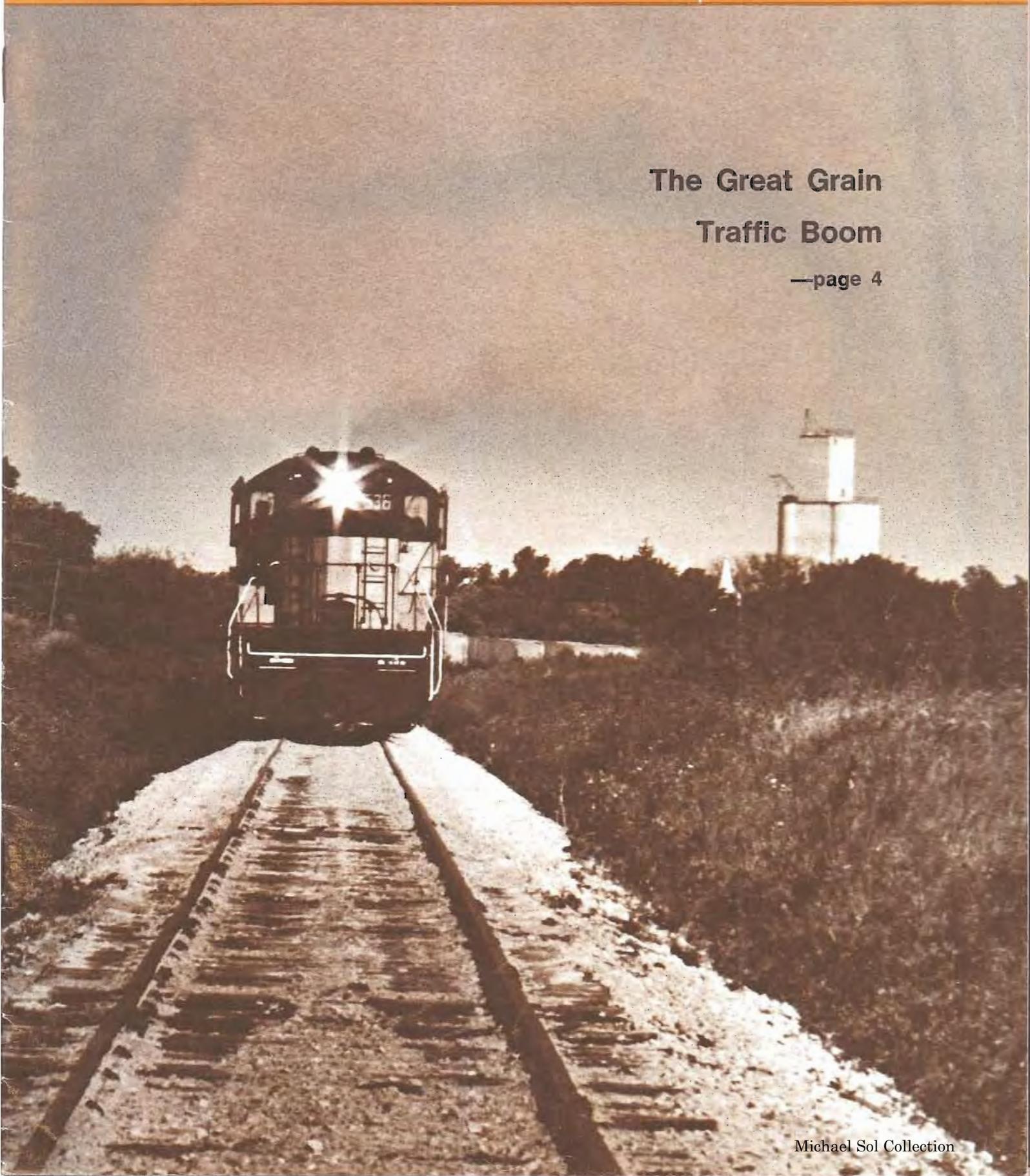
SEPTEMBER

•
OCTOBER

1973

**The Great Grain
Traffic Boom**

—page 4



The Traffic Department

George H. Kronberg
Vice President-Traffic

“ . . . it falls on this department to develop our opportunities—to coordinate the railroad effort—to produce a satisfied customer—to turn a profit.”



In the July-August issue of *The Milwaukee Road Magazine* Mr. Smith set forth the objectives of the Railroad.

Reduced to the simplest terms, the primary objective of the Traffic Department is to build our revenue base by retaining present revenues, building on them and entering new markets.

Tied in with this objective is objective Number Two—improving utilization of assets. Here again, the Traffic Department is most concerned that investment for plant and equipment is directed to the benefit of our customers and our company. Further, that it contributes to improving the profitability of our traffic.

While the marketing effort is not just an activity of the Traffic Department, it falls on this department to develop our opportunities—to coordinate the railroad effort—to produce a satisfied customer—to turn a profit.

Reorganization of the Traffic Department was completed January 16, 1973, with the establishment of the Market Development and Pricing Department based on the Profit Center concept. The Sales and Service Department at the same time was modified to a minor extent (see Jan.-Feb. issue). As in any new operation, efficiency is increasing with experience. From the very beginning, however, this new approach has increased employee interest and enthusiasm, not only by those within the Traffic Department, but also those in other areas of the railroad who furnish the all-important inputs, without which we could not function.

Establishment of units with expertise in the fields of customer relations, marketing and pricing permits us to “get it all together” quickly and efficiently.

An instance of customer relations, marketing and pricing

ing “getting it all together” in our grain and food products area involves one of our branch lines in South Dakota. A study conducted by our marketing people indicated that substituting over-the-road service for rail service would provide a better customer service and at the same time be a profitable operation for the railroad. The idea was then further explored by our customer relations people through direct contact with shippers and other departments of our railroad to develop the practicability of such a service. Their investigation found that it was practical. The pricing unit then moved into action, researching the tariffs and arranging for the necessary amendments to allow for implementation.

In another area, Metals, Fuels and Metal Products, arrangements were made with the Elgin, Joliet & Eastern Railroad to move a mini-train of steel from a Chicago industry to A. O. Smith Corporation, Milwaukee. This train amounts to 25 cars per week and operates on a seven-day turn-around schedule. This has served to improve the car utilization of the specialized gondola cars.

The Port of Butte (May-June issue) was originally designed to function as an inland distribution facility for import and export commodities in conjunction with North Pacific Ports; however, consideration was subsequently given to the potential involved with distribution of domestic commodities to markets such as Portland, Seattle and Spokane. In March of 1973 our traffic people launched a joint effort with the Port of Butte to develop a distribution concept totally unique and unlike those already in existence. Certain commodities were selected and specific rates established from Midwest origins to

(Continued on page 35)

**THE
MILWAUKEE ROAD
MAGAZINE**

VOL. 61 September • October, '73 No. 4

PUBLIC RELATIONS DEPARTMENT
Union Station / Chicago

C. C. DILLEY, Director
Public Relations and Advertising

PATRICK O. HEINAN
Magazine Editor

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

CONTENTS

- 4 The Great Grain Boom
- 6 World Grain Market
- 9 Montana's Wheat Towns
- 10 Switchman Saves Boy
- 11 Veterans Meet in Milwaukee
- 12 Railroad Retirement News
- 13 Louisville Piggyback Ramp Opens
- 32 Crusade Goals Set

THE COVER

Milwaukee Road grain train rolls through Iowa countryside after loading at elevator in background.

Photo by James W. Burcham, regional manager-public relations.



transport briefs

Rate Hike Offsets Tax Payments

The ICC has approved a 2.6% railroad freight rate increase to enable railroads to begin paying an increased amount of each employee's railroad retirement tax starting Oct. 1. The rate increase was part of a recently enacted bill that reduces the employee's share of railroad retirement tax to the same level as Social Security. The freight rate increase is in two steps—1.9% on Oct. 1 and 0.7% on Jan. 1.

Bill Provides Grade Crossing Funds

The newly-approved highway bill provides \$175 million over a three-year period for grade crossing projects on the Federal-Aid system, with the possibility of funding for certain grade crossings off the system.

ICC Orders C.O.D. Service

Shippers that want C.O.D. service will be able to get it, according to a new ICC ruling. The Commission said that railroads, truck lines, barge operators and freight forwarders will have to offer the service unless they can show that it would seriously affect their costs.

Freight Traffic Soars

Freight traffic on U.S. railroads for the first 37 weeks of 1973 was an estimated 595 billion ton-miles, 9.3% above the same period last year, the Association of American Railroads reported. The AAR also reported that piggyback revenue freight traffic for the first 36 weeks of this year totalled over 1 million cars, up 17.2% over 1972. The actual number of trailers and/or containers moved in this traffic is up over 20% over 1972.

Car Orders Double

Orders for new and rebuilt freight cars are continuing to run at twice the level of 1972, the Association of American Railroads and the American Railway Car Institute reported. Orders placed during the first 7 months of 1973 totalled 57,918 compared to 25,815 during the same period of last year.

The Great Grain Boom

BRAKEMAN John Decker and Engineer Fred Jensen put together an important train on the morning of August 3. In addition to the usual make-up of freight cars bound for Minnesota, a string of 96 new covered grain cars, their yellow paint still fresh from the Pullman factory, was added to the head-end of the train.

As this long, yellow caravan pulled out of the Bensenville Yards and

wound through the cities and countryside of Illinois, Wisconsin and Minnesota, it carried with it part of the Milwaukee's hopes to meet a soaring demand for grain transportation along its line.

The growth of this grain business has been a recent event and its effect on the Milwaukee Road and the people who work on the railroad has been far-reaching. During the first

nine months of this year, for example, the Milwaukee hauled more grain than during all of 1972—and 1972 was a very good year.

And, in spite of talk about grain car shortages in the industry, it has become apparent that the Milwaukee Road is able, within a short period of time, to expand its capacity and change quickly to meet changing traffic trends. The result is that the



America's Resourceful Railroad



Above: Brakeman John Decker (left) and Engineer Fred Jensen stand next to one of the 96 new covered hopper cars they helped move to grain elevators along the Milwaukee this summer.

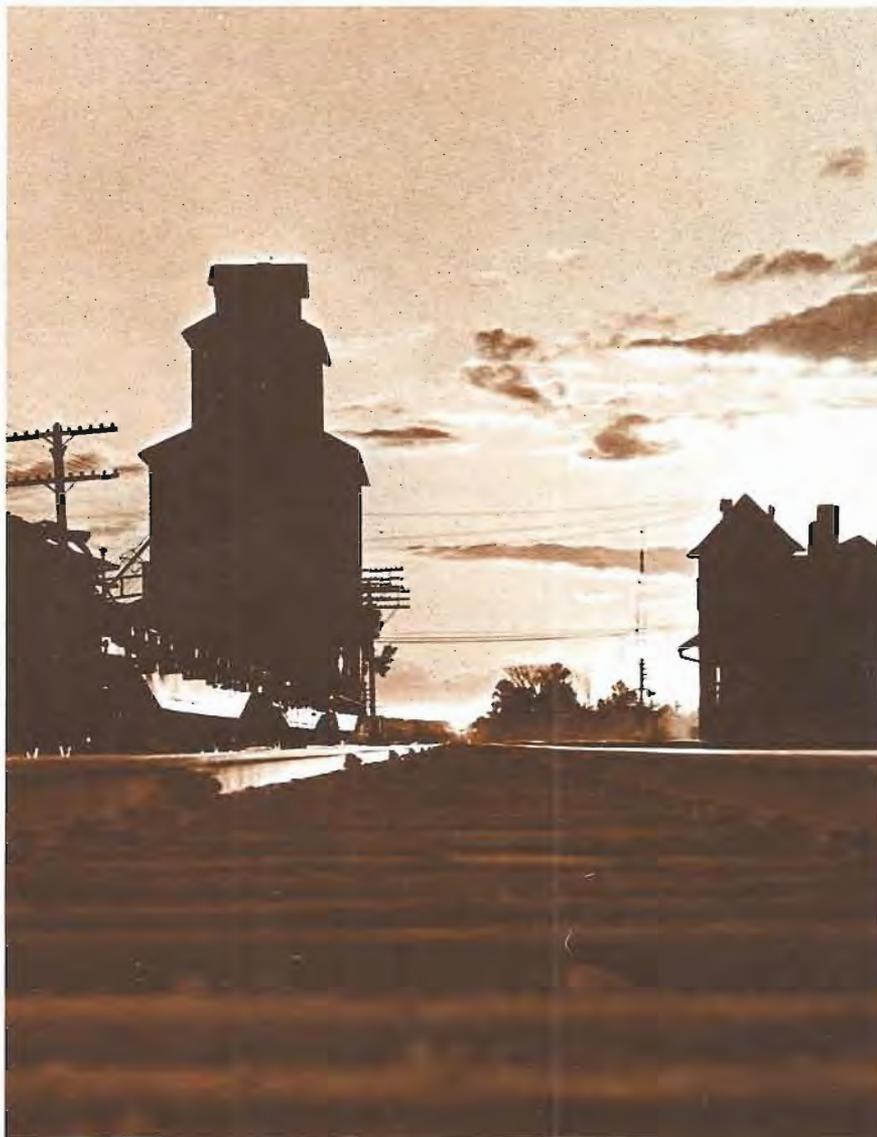
Milwaukee met a 50 per cent jump in grain volume this summer and is continuing the search for newer ways to fit into the total marketing network that will be needed to handle future demands.

Milwaukee Road President Worthington L. Smith disagreed with those who were calling the recent grain transportation experience a "car shortage." He pointed out that this would imply that simply adding more cars would solve the problem. Many of the problems encountered were actually due to delays in getting loaded grain cars unloaded at crowded port facilities and back again to receive another load.

With these problems in mind, the Milwaukee's approach has included not just the addition of more cars to grain service, but has meant a search for long-range solutions aimed at getting the best possible use from equip-

Left: A multiple-car shipment of corn is loaded into Milwaukee Road covered hoppers at an Iowa elevator. Such multiple-car shipments are seen as one way to get more efficient use from railroad equipment.

Upper right: Throughout the transportation industry, the recent increase in grain sales to foreign countries has brought a challenge to existing ways of moving grain to market. As a granger railroad that depends largely on farm products for its business, the Milwaukee Road is meeting this rapidly growing demand to move this grain—much of it loaded from elevators like this one on its line. Photo by Terry W. Phipps.



ment and storage, loading and unloading facilities.

One of the railroad's first responses to early forecasts of increased grain traffic was the acquisition of the new, large-capacity covered hopper cars. Within one year the Milwaukee Road has put 700 of these new covered hoppers into grain service. These 100-ton capacity cars, each capable of carrying about 3,400 bushels of grain, can load and unload faster than conventional cars.

Meanwhile, 300 narrow-door grain box cars have been rebuilt and an additional 2,792 upgraded. The result is that the combined capacity of hopper cars and box cars available on the system for grain service has increased from 36,222,200 to 38,696,200 cubic feet in 12 months—an impressive growth rate for any industry.

Some open-top hopper cars, generally used to handle commodities such as gravel, were also converted for grain-hauling purposes by the Milwaukee. Although these cars are not as desirable for grain movements, early this year the Interstate Commerce Commission recognized the pressing need for more equipment and issued a service order authorizing railroads to substitute these open hopper cars for shipments of grain or soybeans, regardless of existing tariffs which required the use of covered hoppers. Concurrence of the shipper was required, and the result was that more cars were made available.

The open-top cars required cleaning and upgrading before they could be placed in grain service. The bottom gates of these cars were adequate for their usual non-grain cargoes, but

THE GREAT GRAIN BOOM

a procedure of sealing the gates was necessary to make the gates "grain-tight." This operation was done at St. Paul and reached a peak in March, when open-top cars were in demand as substitutes for the covered hoppers.

For the farmer, such temporary measures were far from ideal, since a discount must be taken on the value of each bushel of grain shipped in this manner. But with soaring market prices and back-logged orders on grain and soybeans, the open-top cars provided relief.

Narrow-door box cars also require upgrading before being put into grain service. Major facilities for this operation are at Minneapolis, St. Paul, Aberdeen, Sioux City and Austin. During peak demand for these cars, locations such as Deer Lodge, Miles City, Harlowton and Council Bluffs

are also used.

Multiple-car operations, which started in July of 1972, offer reduced rates to export grain shippers who can use 25 or 50 cars in one movement. This has helped the railroad get better use from its existing car fleet. These trains operate regularly between Iowa and other grain elevator points and port facilities in Chicago, Milwaukee, Duluth-Superior and the Gulf states. Since it is intended that the entire group of cars should remain intact, these operations reduce handling time.

While multiple-car shipments are more efficient than conventional grain shipping, to benefit from these reduced tariffs a shipper must be a large exporter with the resources to organize the loading and unloading of a large number of cars, as well as obtain the necessary ships to receive

the cargo at the destination port. In early January of this year only five of these multiples were in use on the system. Eight months later there were six 50-car multiples and eleven 25-car multiples in regular operation, and by early September these "grain trains" had logged 168 round trips for a total of 5,400 carloads of grain.

Recognizing this greater utility factor, President Worthington L. Smith has described the increased use of unit trains and multiple-car shipments of covered hoppers as the best hope for the future.

Although the larger grain elevators would benefit greatly from such shipments, Mr. Smith has noted that the small elevators and domestic shippers would also gain as more cars become available for single-car shipments. "Keeping this in mind, I am certain that we can move increasingly

World Events Affect Our Lives—As Well As the

At first glance an Australian drought and a migration of Peruvian anchovies would appear to have very little in common. In turn, both seem to be far removed from the life-style of the American people.

But these two events, combined with several other occurrences around the world, have had a tremendous impact on the daily lives of Americans and on the daily business of the Milwaukee Road as well.

The drought meant that Australia, normally a large exporter of wheat, had little to sell. The migration of anchovy farther off-shore resulted in a poor catch, bringing a sharp decline in the amount of high-protein fish meal available on the world market.

With poor harvest in many other countries, this has brought a tremendous rise in worldwide demand for American-grown grains, a rise in domestic food prices for Americans, and a sharp increase in grain traffic for the Milwaukee and other grain-hauling railroads.

The resulting massive grain movements of late 1972 and 1973 have created a highly complex transportation situation, in which the railroad must play a vital role as part of the rapidly-evolving grain marketing business.

In early 1972, a sharp rise in grain traffic was already underway on the Milwaukee. Soybean exports were booming and sales of feed grains to other nations had hit a record high. When the sale of 11 million tons of wheat and other grains to Russia was announced in July, a

previously unsurpassed demand resulted.

In 1973 it became apparent that the boom of 1972 was only the beginning. Backlogs of grain still had to be moved out of storage to fill past orders. A hungry world, meanwhile, was demanding more grain foods and grain-fed meat. And, as the U. S. dollar took a dive in the world markets, other nations were in a better position than ever to bid for U. S. wheat, corn, soybeans and feed-grains.

Food problems in other countries contributed to the demand for U. S. farm exports. In addition to the Australian wheat shortage, a poor growing season in Canada combined with a rail strike to produce critically low grain supplies at many Canadian ports this past summer. Unlike the U.S., Canada places limits on the export of wheat and other agricultural commodities.

In August, the United Nations Food and Agriculture Organization warned that world wheat stocks had hit their lowest levels in 20 years, and that world production of wheat had actually dropped in 1972. Crop failures in Africa, Asia and the Soviet Union contributed to this decline. Argentina, a major exporter of wheat, placed an embargo on further exports. And the catch of Peruvian anchovy, a rich animal-feed supplement, was also down, contributing to the global shortages.

The United States, meanwhile, has just harvested a record wheat crop. Restrictive grain-growing policies

toward multiple-car shipments and unit trains to the benefit of the entire grain industry," he said.

The pace of this year's grain movement has subsided little, yet railroaders are thinking now about more record-setting grain harvests that undoubtedly will be handled in years to come. Continuing exports and the planting of more acreage by farmers seem to assure this. And the development of the future marketing system that will be needed to distribute grain and other agricultural commodities is going on today.

The present distribution of grain is still largely based on many small rural grain elevators which serve as gathering points for the crop that is delivered by the farmer. The railroads have found that the cost of serving these scattered elevators has climbed. While the volume of traffic has increased, the railroads' flexibility in moving small numbers of cars

Some grain car tie-ups have been blamed on delays in getting cars unloaded at port elevators for loading into ships for export. Here a string of covered hoppers carrying Iowa corn is unloaded at a Great Lakes elevator facility.

Railroad's Business

have been lifted, as well as restrictions on the amount of soybeans, wheat and many other agricultural commodities that may be exported. The result has been a grain market that is open to the rest of the world, and the Milwaukee Road and other railroads have been caught up in the sudden growth of this market.

Transportation snarls have developed as railroads push to expand their hauling capacity. "This country can produce more stuff than the world can carry away," commented one optimistic Chicago grain broker. Indeed, carrying away each year's grain crop may be one of the largest tasks ever faced by the nation's transportation network.

The increasing importance of this transportation network comes to light in view of these new export policies. World shortages may be temporary, but the U.S. has well established its intention to be the major provider for future world needs. Continuing growth of farm exports gives the U. S. the opportunity to shrink the national payments deficit and strengthen its buying power abroad. Also obvious is the strong bargaining power of food in a hungry world.

Consequently, as our national leaders rely more on our agricultural output as a source for world influence, they have created a new market situation that is producing changes in the way Americans live and in the transportation demands placed on the Milwaukee Road. ■



THE GREAT GRAIN BOOM

to and from many remote points has changed little.

The trucking industry has found that it has much of this needed flexibility—in addition to a free hand in setting its own price to haul agricultural commodities such as grain—and has increased its role as a mover of grain from scattered points to larger, more central terminal points. This centralized storage of grain appears to have a place in the future of grain marketing, since it will permit the multiple-car shipments that rail carriers find more efficient. Storage, therefore, is one element of grain marketing that is undergoing adaptation.

For the Milwaukee Road, meeting this big transportation demand has meant some changes, too. Recognizing the advantage of keeping the Milwaukee's cars within its own system, the Traffic Department has established lower five-car rates between certain Iowa origin points and barge landings on the Mississippi River. The grain is then moved by barge to ship-loading facilities farther south.

Grain cars avoid congestion in Gulf terminals under this system, and are returned sooner to be loaded

again by the shipper. In the area of rail-barge shipments, the Milwaukee is cutting directly into business which has formerly gone to trucks.

The Milwaukee Road is also looking to the increased use of seaports on the West Coast to load grain on ships for export to nations in the Pacific.

While wheat from Washington, Montana and the Dakotas does get unloaded in Washington and Oregon for shipment to grain-buyers such as China and Japan, most of the Midwest-produced grain crop that is exported goes to seaports on the Gulf of Mexico and shipments to Pacific destinations must travel through the Panama Canal.

For the Milwaukee, this means that grain cars must pass through terminals such as Kansas City, to be turned over to other railroads for the rest of the journey southward.

Terminals and Gulf port unloading facilities have become so overcrowded with simultaneous delivery of huge grain trains that temporary embargoes were placed on additional train movements to these locations during the past summer.

With problems involved in sending

ships via the canal and congestion of Gulf port terminals, shippers are looking to the West Coast as a place to send grain cars to for unloading into ships.

The Port of Seattle's Pier 86, a modern grain export terminal, is one example of the increasing use of westbound rail service to unload grain for shipment to the Orient. In the first eight months of this year, 82 ships were loaded with 1¼ million tons of grain, surpassing the entire volume for any past year in Seattle.

The Ports of Tacoma and Portland have undertaken ambitious plans to expand their grain elevator and ship-loading facilities in an effort to obtain more of this Pacific-bound grain traffic.

The Milwaukee is keeping an eye on future trends that may unfold as grain shippers seek new ways to meet soaring export demands. Grain traffic, as well as freight traffic in general, sets new records with each passing day.

Although the Milwaukee's efforts to adapt to these changes may not always be as readily seen as a train of 96 new grain cars, railroaders are hard at work now proving that this record volume can be moved efficiently. ■

A trainload of wheat moving in Milwaukee Road covered hopper cars crosses Red Coulee Creek trestle near Waltham, Mont.





Montana Wheat Towns Grew Up With the Railroad

For many towns in Montana's Judith Basin, the grain elevator and railroad siding have long been the heart of the economic life of the area, especially during the months that grain harvests are readied for shipment. The origins and names of many of these towns date back to the construction of the Chicago, Milwaukee and St. Paul Railway, predecessor of the Milwaukee Road.

The town of Geraldine, for example, is said to have been named for the wife of a railroad director. The townsite was originally named Winchell Springs by one of its earlier settlers, William Winchell. To complicate things, others referred to the settlement as Steele, and the post office name for the area was Lone Tree. The site changed hands several times and, in fall of 1912, part of it was purchased by the Milwaukee Land Company for use as a townsite along the Milwaukee Road's proposed rail line. The community is roughly the midpoint of the 137 miles of track between Lewistown and Great Falls and was then a stop on the stage coach line from Fort Benton.

On November 13, 1913, Milwaukee Road tracklaying crews reached the present site of Geraldine. Already nearly two-thirds of the lots laid out in the town had been sold. Heavy grain yields in 1912 and the news of the approaching railroad encouraged rapid development in the area. Making the impact of the railroad complete, the name of the town was designated as Geraldine, reportedly for Geraldine Rockefeller, wife of William Rockefeller, a director of the Chicago, Milwaukee and St. Paul Railway for forty years.

The names of other towns on the Great Falls line, such as Square Butte, Big Sag, Shonkin and Highwood, are believed to have been derived from features of the land over which the tracks were laid. Square Butte is named for a nearby

formation that can be seen for miles. Big Sag marks the location of an empty cut through the countryside which, thousands of years ago, was the channel of the Missouri River.

Shonkin is claimed by some to be an attempt to pronounce in English the town's original French name of Chantier, meaning boatyard. The town apparently was distinguished by a boatyard located on what is now the Shonkin Creek. West of Big Sag is the grain elevator station of Highwood, named for the Highwood Range, a wooded group of mountains which rise from the surrounding hills.

New England towns known to railroad builders of that era undoubtedly provided the inspiration for the names of several of the stations on this line. The farm siding of Waltham, once nick-named "Whiskey Flats" by early residents for the ex-bartenders who homesteaded the area, was known in post office records as Norbert. But when the railroad passed through it was renamed Waltham, after the town of that name in Massachusetts. Interestingly, eight railroad towns on Milwaukee's Lewistown-Great Falls line are ap-

Station names on the line between Great Falls and Lewistown, Mont., have not changed since the early 1900's when the Milwaukee Road first laid tracks into this wheat-producing area. This timetable dates from 1914, and shows the first regular service to the area.



Box cars with paper grain doors installed await loading at grain elevator near Lewistown, Mont.

parently named for Massachusetts towns. These are Montague, Salem, Waltham, Hoosac, Danvers, Ware, Amherst and Wachusett.

Many of these little rail sidings, which trace their colorful origins to the year the railroad arrived, have changed little in the past 60 years. The history surrounding these vanishing names is fading slowly into the past. Some do not appear on modern highway maps. But for most, time has not diminished their importance. As grain trade takes on a new national significance, these small but vital links in the yearly movement of grain continue to play an important role in the economic affairs of both Montana and the country.

READ DOWN		131	117	Mls.	Table 130		132	110	READ UP 9-1-14		
		PM	AM		Mountain Time		AM	PM			
		4.05	6.30	0	Lv.	Harlowton	Ar.	10.30	5.20		
		4.25	6.47	7.9		Wright	"	10.13	5.05		
		4.50	7.03	12.7		Oka	Lv.	9.58	4.50		
		5.05	7.20	21.9		Judith Gap	"	9.42	4.25		
		5.17	7.31	26.8		Garnett	"	9.29	4.20		
		5.28	7.45	34.2		Straw	"	9.14	4.05		
		5.38	7.57	39.2		Spindle	"	8.52	3.44		
		5.50	8.10	44.2		Moore	"	8.30	3.22		
		6.12	8.30	53.9		Glengarry	"	8.00	3.00		
		6.30	9.00	62.4	Ar.	Lewistown	Lv.	7.45	2.50		
					Lv.	Wachusett	Lv.		2.35		
		9.15	68.2			Amherst	"		2.18		
		9.30	74.4			Ware	"		2.00		
		9.38	77.5			Danvers	"		1.42		
		9.48	81.1			Hoosac	"		1.25		
		10.10	89.3			Denton	"		1.05		
		10.30	95.8			Coffee Creek	"		1.00		
		10.50	102.2			Arrow Creek	"		1.00		
		11.05	106.7			Powal	"		1.00		
		11.35	117.7			Square Butte	"		12.30		
		12.05	129.9			Geraldine	"		11.45		
		12.33	136.8			Montague	"		11.13		
		12.53	148.7			Shonkin	"		10.53		
		1.11	156.6			Big Sag	"		10.33		
		1.32	164.7			Highwood	"		10.23		
		1.42	168.8			Waltham	"		10.03		
		2.00	175.8			Salem	"		9.33		
		2.27	188.2			Falls Yard	"		9.10		
		2.50	195.7			Great Falls	Lv.		9.00		
		3.00	199.3								

Nos. 131-132—Cafe car and coaches between Harlowton and Lewistown.
Nos. 117 and 116—Coach service.

Fast-moving Switchman Saves Boy

LEO TESAR, a switchman at the Milwaukee Road's Cedar Rapids yard, became a local hero recently when he

saved a small boy who had wandered into the path of an oncoming train. Leo, who has been with the rail-

road since 1942, was standing at the L street SW crossing at 10:30 a.m. on Aug. 9 waiting for a switch engine with approximately 50 cars to move through the Vera Yards passing track when the incident occurred. Leo's train was spotting cars at the Penick & Ford plant and was standing in the clear as the other train approached. Leo then noticed the boy, who appeared to be about 3 years old, run across the tracks toward him, in front of the approaching train.

"Tesar ran toward the boy, picked him up and got out of the way of the train," *The Cedar Rapids Gazette* reported. Meanwhile, Section Worker Jesse Chavez was flagging nearby. Seeing what was happening, he flagged the oncoming engine. Engineer Roy Tull applied the emergency brakes on his train, "but it was just a matter of feet before we would have hit the boy if Leo hadn't been there," said Joe McNabb, conductor on the passing freight. "Tesar's heroic action is something . . . we are very proud of," Joe McNabb said.

The boy told Leo that he lived nearby, "and I told him he'd better get home," Leo said. The boy's name was never learned.

Crewmembers on Leo's train were Engineer Gordon Brouard, Conductor Harold Kennedy and Switchman Henry Kriegermier. Marvin Klahn was the head brakeman on the passing train.



Fast action on the part of Leo Tesar was cited in the rescue of a small boy who wandered in front of an approaching train. Leo is a switchman at the Cedar Rapids yard.

Crew Removes Wire In Snoqualmie Pass

Although no specific date has been announced for the complete removal of trolley wire from electrified parts of the system, crews on the Coast Division are working to remove the wire in the Snoqualmie Pass area before winter. The intended phase out of Milwaukee Road's 57-year old electrified operations was announced early this year.

The end of September was set as the deadline for removing the trolley between Cedar Falls, Wash., and Cle Elum, Wash. This 51-mile section, with a substation midway at Hyak, spans the Cascade Mountains.

The Montana portion of the electrification will continue in operation until additional diesel locomotives are available to replace the electrics.

After removal, the scrap wire is

offered for bid in carload lots to scrap metal dealers. Poles and other structural supports, including the steel messenger wire that supports the catenary, are being left intact, because they support wires for the signal system presently in use.

A Milwaukee Road crew of 12 to 14 men using two hi-rail trucks are involved in the project.

The copper catenary and aluminum feeder wires are cut from the overhead poles and dropped to the ground by one group of men using a special hi-rail truck. Another group follows, rolling the wire onto reels. A second hi-rail truck with a boom crane loads the full reels on flat bed hi-rail trucks. Wires are kept energized until removal to prevent vandalism.



95¢
OF EVERY
CRUSADE DOLLAR
WORKS FOR
ALL OF US.

The Crusade is conducted at a cost of only 5% — one of the lowest in the country.

Crusade of Mercy





Veterans Meet In Milwaukee

Over 400 of the Milwaukee Road's veteran railroaders met at the Pfister Hotel in Milwaukee on Oct. 6 to recall old times and reflect on the future.

The group consisted of members of the Milwaukee Road Veteran Employee's Association and they came from cities throughout the United States to hold a reunion and mark the association's 60th anniversary.

Members and their families renewed old friendships and swapped railroad stories at the morning Switch Shanty session in the Pfister's Imperial Ballroom. A noon buffet luncheon was followed by the association's business meeting and a get-together in the Switch Shanty.

The 6 p.m. reunion banquet in the hotel's Grand Ballroom featured an address by Milwaukee Road President Worthington L. Smith. He commended the Veterans' Association for its important role in promoting pride and fellowship among members. He told the members that "pride in the company combined with mutual respect and understanding among employees is part of the glue which holds the Milwaukee Road together."

Mr. Smith said that he was impressed with the Milwaukee Road people he has met during his first year with the railroad. "With people like this," he said, "I know that we can accomplish whatever needs to be done in the years ahead."

He commented on recent changes and developments on the Milwaukee Road, noting that "they have all been

a part of our attempt to respond to what is going on around us." Mr. Smith also commented on the affects that future trends in the railroad industry could have on the Milwaukee Road.

Toastmaster for the banquet was Edwin O. Schiewe, retired vice president and general counsel, who has served as toastmaster at several previous reunion events.

F. G. McGinn, vice president-operation and president of the association, gave the welcoming address and presented plaques to several long-time association members in appreciation for their services.

"Ever since the Association was established in 1913," Mr. McGinn said, "it has been a focal point for Milwaukee Road morale."

The banquet ceremonies were followed by professional entertainment.

Association membership is open to all active and retired Milwaukee Road employees who have had at least 20 years of service with the railroad.

Werner C. Lummer of Milwaukee, retired district storekeeper at Milwaukee, is vice president of the Association. Ashley Wilhite of Chicago, administrative assistant to the vice president-operation, is the group's secretary-treasurer.

General Chairman for this year's reunion was Joseph W. Macht, retired office manager in the Mechanical Department in Milwaukee.

New Traffic Posts To Philip Cullen, Donald Wiseman

Donald M. Wiseman, former assistant vice president-sales, and Philip J. Cullen, former vice president-sales, have been elected to new positions within the Traffic Department.

Mr. Wiseman now holds the newly-created position of vice president-sales and service in Chicago.

He was named general manager of freight sales in Chicago in 1965 and was named general manager-field sales in 1970. Mr. Wiseman held Milwaukee Road positions in Minneapolis, Chicago and Salt Lake City prior to being appointed general agent at Philadelphia in 1960 and at New York City in 1961. He started with the Milwaukee Road in 1950.

Mr. Cullen has been elected vice president-special traffic studies and will continue to make his headquarters in Chicago. He came to his previous post in January, 1973, after serving as assistant vice president-

sales and service since 1968. In 1965 he was appointed general freight traffic manager-special studies in Chicago.

Prior to that he was general traffic

manager in Seattle and assistant general freight traffic manager-sales and service in both Chicago and Seattle. Mr. Cullen became western traffic manager in Seattle in 1955.



This anniversary medal commemorates 125 years of railroading in Chicago. Struck in silver and bronze by the Lincoln Mint, the medal is available from the Pioneer Anniversary Commission of the Midwest Railway Historical Society, 2214 North Monticello St., Chicago, Ill. 60647. Pictured on the medal is Chicago's first locomotive, the Pioneer, which was first operated on the Galena and Chicago Union Railroad on Oct. 25, 1848. It was later leased to the Chicago, Burlington and Quincy Railroad and retired from service in 1874. The ten ton locomotive has been displayed throughout the country and rests today in the Chicago Historical Society museum, the only known original of the Baldwin 4-2-0 engines to have survived. The Pioneer, the first locomotive of Chicago's first railways, is a symbol of Chicago's emergence as the transportation center of the nation, according to the commission.

Supplemental Annuity Program Explained

Supplemental annuities have been paid under the Railroad Retirement Act since 1966. Originally, the law provided supplemental annuities on a temporary basis for a five-year period. In 1970, this benefit program was put on a permanent basis, but with new provisions restricting eligibility to employees or retirees who permanently discontinue their railroad service by certain dates called "closing dates."

The following questions and answers illustrate the more important features of the supplemental annuity program.

How large can a supplemental annuity be?

It can range from \$45 for employees with 25 years of service to \$70 for those with 30 or more years. However, these amounts are subject to reduction if the employee is also receiving a private railroad pension financed wholly or partly by his employer.

Does receipt of a supplemental annuity affect the amount of a regular annuity?

Yes. Your regular annuity is normally somewhat lower when you also receive a supplemental annuity. However, in virtually all cases, the sum of these annuities is much greater than the amount of the regular annuity alone.

Do employees pay a railroad retirement tax to support the supplemental annuity program?

No. This benefit, like railroad unemployment and sickness benefits, is financed by taxes on employers only.

What are the eligibility requirements for a supplemental annuity?

You must have a minimum of 25 years (294 months) of service, be at least 65 years old and have a current connection with the railroad industry on your regular annuity beginning date. Also, your regular annuity must have been awarded after June 30, 1966, and you must permanently discontinue all railroad work by your closing date. Closing dates to remember are:

For employees attaining age 66 in 1973: the last day of the month following the month in which they attain

age 66.

For employees attaining age 65 in 1973: January 31, 1974.

For employees attaining age 65 after 1973: the last day of the month following the month in which they attain age 65.

The closing dates for employees over age 66 have already passed.

Are there any exceptions to the closing date schedule? I will not be able to complete the 25 years of service required for a supplemental annuity unless I work for a few months after the regular closing date for men my age, but I will meet all the other requirements.

Yes, in cases like yours. Employees who have at least 23 years (270 months) but less than 25 years (294 months) of railroad service can continue working beyond their closing date up to, but no later than, the end of the month in which they attain the necessary minimum service (294 months). However, this exception does not apply if they are eligible, or become eligible in the meantime for social security benefits.

Employees for whom this exception is made must stop railroad work by the end of the month in which they attain the necessary minimum service (294 months) to receive their supplemental annuities.

I have already retired and am receiving a supplemental annuity in addition to my regular railroad retirement annuity. How does the schedule of closing dates apply in my case?

In the same way it applies to a nonretired employee. If you return to railroad service or perform compensated service for an employee union (which would include attending a convention if reimbursement exceeded expenses) after your closing date, you will permanently lose your entitlement to a supplemental annuity. However, you would only lose your regular annuity for the months in which you performed railroad work, as has always been the rule. The schedule of closing dates does not apply to regular annuities.

I am approaching retirement age and the closing date for men my age but I only have 15 years of service

and will not qualify for a supplemental annuity. Do I have to retire or stop railroad work by my closing date?

No. The closing date schedule is not compulsory and applies only to those otherwise eligible for or receiving supplemental annuities.

Can the receipt of vacation pay after a closing date affect a retiring employee's eligibility for a supplemental annuity?

No. While railroad vacation pay can generally be used as a credit for a month or months of service when it is to the employee's advantage, it would be credited to the last day he actually works when a closing date is involved.

I now have 25 years of service. I want to retire and start receiving my regular annuity at age 62 next year instead of waiting until age 65 even though this means my annuity will be for a lesser amount. Will this affect my eligibility for a supplemental annuity?

No. But of course your supplemental annuity will not be payable until you attain age 65.

I will be eligible for a supplemental annuity up to my closing date this year. To get the supplemental annuity, must I actually retire by my closing date?

No. You must only be sure not to work for a railroad or railroad union after your closing date. But, you could lose your current connection, which is a requirement for a supplemental annuity, if you work for a company other than a railroad after you leave the railroad industry, depending on how long you work in such employment. If you are planning other employment, it is suggested that you visit the nearest Board office for information in regard to its possible effects on your current connection.

Is it true that you attain your age for purposes of railroad retirement and certain other legal matters on the day before your birthday?

Yes, for example, if your 65th birthday is on January 1, 1974, you actually attain age 65 on December 31, 1973, and your closing date would be January 31, 1974, for those attaining age 65 in 1973.

Louisville Piggyback Ramp Opens

The Milwaukee Road's recent entry into Louisville, Ky., was followed-up on Oct. 1 with the operation of its new piggyback/container handling facility there.

The new facility occupies 5¼ acres near the Ohio River and is operated by the Milwaukee Motor Transportation Company (MMTC). P. Laurin Cowling, MMTC president, and Douglas A. Keller, Milwaukee Road assistant vice president, sales, led railroad officials at a luncheon held in Louisville on Sept. 25 in introducing approximately 75 shippers to the new facility.

An open house was also held and MMTC's new equipment was shown in use to the public. Among the container and trailer-loading machinery on display were MMTC's 1974 International Harvester tractor and new Ford "Louisville Cab" tractor.

The new piggyback area is located at 2915 North Western Parkway, two blocks north of Portland Ave., between 29th and 31st Streets. It adjoins trackage of the Kentucky and Indiana Terminal Railroad and provides easy access to highways I-64, I-264, I-65 and I-71.

The Milwaukee Road first extended its rail service into Louisville from Bedford, Ind., on March 1 of this year. Traffic volume to and from Louisville has expanded rapidly on the Milwaukee since the entry. Eyeing future needs, the Milwaukee Land Company purchased the large, strategically-located parcel of land and construction was underway on the new handling facility by early summer.

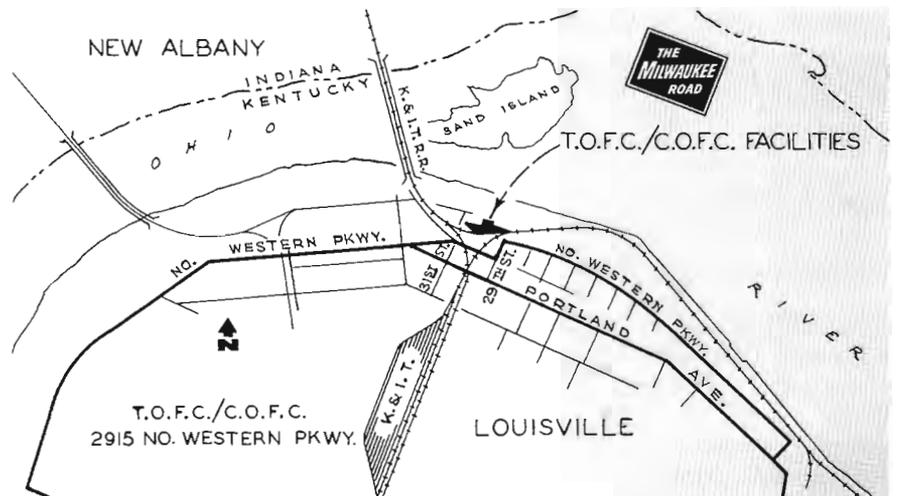
Seattle Lawyer Gets Attorney Post

Dennis G. Opacki has been appointed general attorney for the Milwaukee Road in Seattle, Wash. Prior to joining the railroad he was associated with a Seattle law firm for four years.

Mr. Opacki, a native of Detroit, Mich., received a bachelor of arts degree in economics from the University of Michigan in 1966 and a law degree from the University of Illinois in 1969.



Discussing plans for the newly-opened Louisville TOFC/COFC facility are (left to right) Laurin Cowling, MMTC president, Douglas A. Keller, Milwaukee Road assistant vice president-sales, C. E. Goldsmith, assistant vice president-operations of MMTC, and Gene Solvie, assistant vice president-marketing of MMTC. In the background is one of the Commando yard hostlers in use at the facility.



The Milwaukee Road's newly-opened TOFC/COFC facility in Louisville, Ky., occupies over five acres of land near the Ohio River. The facility will be served by the Milwaukee Motor Transportation Company.



Appointments



P. J. Cullen



L. E. Fancher



K. D. French



L. W. Harrington



D. A. Keller



K. W. Miller



D. G. Opacki



R. W. Poor

Systems and Procedures Dept.

Effective August 1

Harry E. Bilger appointed project manager, Chicago, Ill.

Steven A. Moll, Sr., appointed senior systems analyst, Chicago, Ill.

Labor Relations and Personnel Dept.

Effective June 1

Lawrence W. Harrington elected vice president-labor relations and personnel, Chicago, Ill.

Engineering Dept.

Effective August 1

Robert J. Brueske appointed division engineer of new Milwaukee Division, Milwaukee, Wis.

Effective August 16

Everett C. Jordan appointed division engineer of IM&D Division and Twin City Terminal Division, Minneapolis, Minn.

Operating Dept.

Effective July 1

Frank A. Upton appointed assistant vice president-mechanical, Milwaukee, Wis.

Effective August 1

Frank J. Bushey appointed captain of police, Milwaukee, Wis.

Wilbur J. Bear appointed captain of police, Tacoma, Wash.

Sondoe E. Walker appointed captain of police, Minneapolis, Minn.

Kermit M. Domier appointed assistant captain of police, Minneapolis, Minn.

Richard A. Mishefske appointed lieutenant of police, LaCrosse, Wis.

Public Relations and Advertising Dept.

Effective September 1

Patrick O. Heinan appointed editor, *The Milwaukee Road Magazine*, Chicago, Ill.

Traffic Dept.

Effective August 1

Donald M. Wiseman elected vice president-sales and service, Chicago, Ill.

Philip J. Cullen elected vice president-special traffic studies, Chicago, Ill.

Douglas A. Keller appointed assistant vice president-sales, Chicago, Ill.

Lawrence E. Fancher appointed regional manager-sales, Seattle, Wash.

Larry L. Herndon appointed general manager-customer services, Chicago, Ill.

Transportation Dept.

Effective June 1

Charles R. Shinn appointed assistant superintendent of transportation, Tacoma, Wash.

Richard L. Saeugling appointed assistant superintendent of transportation, Chicago, Ill.

Ralph W. Poor appointed assistant superintendent transportation accounts, Chicago, Ill.

Law Dept.

Effective July 23

Dennis G. Opacki appointed general attorney, Seattle, Wash.

Effective September 1

Max L. Boydston title changed to director property taxes, Chicago, Ill.

Leonard R. Norberg title changed to regional director property taxes, Chicago, Ill.

Edward J. Notske title changed to regional director property taxes, Seattle, Wash.

Kenneth W. Miller title changed to property tax representative, Chicago, Ill.

Ted E. French title changed to property tax representative, Seattle, Wash.

Dennis Morrissey title changed to assistant property tax representative, Chicago, Ill.

Bob H. Norman title changed to assistant property tax representative, Seattle, Wash.

Eugene E. Knaga title changed to assistant property tax representative, Chicago, Ill.

Kenneth D. French title changed to general manager freight adjustment, Chicago, Ill.

William A. Stewart title changed to assistant general manager freight adjustment, Chicago, Ill.

Rudolph M. Levey title changed to manager freight adjustment, Chicago, Ill.



R. L. Saeugling



C. R. Shinn



W. A. Stewart



D. M. Wiseman

Harold R. Whatmore title changed to manager freight adjustment, Seattle, Wash.

Donald R. Devitt title changed to assistant manager freight adjustment, Chicago, Ill.

Lloyd E. Rugen appointed director freight field service, Chicago, Ill.

Jake A. Mathieson title changed to district manager freight adjustment, Minneapolis, Minn.

Edwin R. Knapp title changed to district manager freight adjustment, Milwaukee, Wis.

Chares E. LaRue appointed district manager freight adjustment, Chicago, Ill.

Edward Deutschlander title changed to traveling freight adjuster, Chicago, Ill.

Reggie E. Morris title changed to traveling freight adjuster, Seattle, Wash.

Robert W. Centen title changed to general manager adjustment services, Chicago, Ill.

Jerome F. Johnson title changed to regional manager adjustment services, Chicago, Ill.

Henry A. Budnick appointed regional manager adjustment services, Minneapolis, Minn.

Roy P. Jorgensen title changed to regional manager adjustment services, Seattle, Wash.

George R. Lawrenz title changed to district manager adjustment services, Chicago, Ill.

Walter H. Maass title changed to district manager adjustment services, Chicago, Ill.

Joseph A. Piesche title changed to district manager adjustment services, Chicago, Ill.

James D. Lemont title changed to district manager adjustment services, Milwaukee, Wis.

John Martin title changed to district manager adjustment services, Milwaukee, Wis.

Eugene F. Knol title changed to district manager adjustment services, Marion, Iowa.

George F. Keenan title changed to district manager adjustment services, Perry, Iowa.

Virgil B. Dvorak title changed to district manager adjustment services, Council Bluffs, Iowa.

Raymond F. Ellsworth title changed to district manager adjustment services, Aberdeen, S. D.

Hugh J. McCann title changed to district manager adjustment services, Seattle, Wash.

Kenneth H. Freeman title changed to district manager adjustment services, Spokane, Wash.

William C. Klar title changed to district manager adjustment services, Missoula, Mont.

Joseph E. Byrnes appointed assistant district manager adjustment services, Chicago, Ill.

Kenneth L. Laborde appointed assistant district manager adjustment services, Minneapolis, Minn.

Amtrak Sets Pass Restrictions

The National Railroad Passenger Corporation (Amtrak) has announced restrictions on the use of free and reduced-rate passes during winter and spring travel seasons. These restrictions apply to all railroad and Amtrak passholders except for employees who have rail travel privilege cards or business travel cards carrying the endorsement "Good for Positive Space."

Free and reduced-rate passes will not be honored on the following trains for any accommodations other than unreserved coach from Dec. 15, 1973, through Jan. 9, 1974, and from April 4, 1974, through April 22, 1974:

Train Nos.

- 1- 2 Sunset Limited
- 5- 6 San Francisco Zephyr
- 7- 8 Empire Builder
- 9-10 North Coast Hiawatha
- 15-16 Texas Chief
- 30-31 National Limited
- 50-51 George Washington/James Whitcomb Riley
- 55-56 Denver Zephyr
- 60-61 Montrealer/Washington
- 81-82 Silver Star
- 85-86 Champion
- 95-96 Vacationer

Free and reduced-rate passes will not be honored for any class of service from September 10, 1973, through

April 30, 1974, on the following trains originating on the days shown:

Train Nos.

- 3- 4 originating in Chicago and Los Angeles on Fridays, Saturdays and Sundays.
- 11-12 originating in Los Angeles or Seattle on Fridays, Saturdays and Sundays.
- 40-41 originating in New York or Chicago on Fridays, Saturdays and Sundays.
- 83-84 originating in New York or Miami on all dates.

All Metroliner service.

All Turbo train service identified in public timetables as Turbo service.

In addition to the weekend restrictions imposed above, the following trains, which have reserved accommodations only, will not take free and reduced-rate travelers from Dec. 15, 1973, through Jan. 9, 1974, and from April 4, 1974, through April 22, 1974, in any class of service except reserved coach:

Trains 3-4, 11-12, 13-14 and 40-41.

Reserved coach reservations may be made on these trains by free or reduced-rate travelers on a space-available basis four hours prior to train boarding time only, except on trains subject to the weekend restriction.



Retirements

Applications Reported During July-August 1973

Paul E. Anderson, switchman, Chicago, Ill., entered service 1948, retired July 2.

Wilfred M. Anfang, carman, St. Paul, Minn., entered service 1927, retired June 29.

Archie R. Bailey, section foreman, Bellingham, Wash., entered service 1942, retired July 31.

Johann Bauer, carman, Milwaukee, Wis., entered service 1951, retired July 13.

R. E. Belter, electrician, Chicago, Ill., entered service 1939, retired April 27.

Stella M. Bialas, clerk, Chicago, Ill., entered service 1955, retired July 6.

William H. Brown, carpenter, Chicago, Ill., entered service 1926, retired Oct. 11.

Harry L. Buescher, track laborer, Elgin, Ill., retired June 11.

Jose Casteneda, machinist helper, Bensenville, Ill., entered service 1939, retired July 29.

John Cerri, perishable freight agent, Chicago, Ill., entered service 1928, retired June 30.

Anton A. Chlebowski, carman, Milwaukee, Wis., entered service 1963, retired July 13.

Margaret M. Crocker, clerk, Aberdeen, S. D., entered service 1949, retired Aug. 3.

Marvin V. Cunningham, captain of police, Milwaukee, Wis., entered service 1935, retired July 31.

Arch G. Dillow, train clerk, Chicago, Ill., entered service 1941, retired Aug. 4.

Evelyn B. Dillow, steno-clerk, Chicago, Ill., entered service 1952, retired July 31.

John J. Dunne, chief rate clerk, Chicago, Ill., entered service 1924, retired June 29.

S. M. DuPuy, Sr., auto messenger, Milwaukee, Wis., retired July 31.

Iver Eckerberg, division lineman, Lewistown, Mont., entered service 1926, retired July 14.

John Ernst, machinist, Milwaukee, Wis., entered service 1930, retired June 29.

Harold Fligge, car checker, Milwaukee, Wis., entered service 1928, retired July 13.

J. H. Gibson, conductor, Ottumwa, Ia., entered service 1925, retired June 3.

Francis W. Gorman, electrician, Milwaukee, Wis., entered service 1964, retired June 29.

Cornelia A. Green, car cleaner, Chicago, Ill., entered service 1942, retired July 27.

Henry J. Greenwald, bridge and building foreman, Milwaukee, Wis., entered service 1937, retired July 20.

Roman J. Grewatch, car cleaner, Milwaukee, Wis., entered service 1957, retired June 28.

Francis N. Groeschner, carman, LaCrosse, Wis., entered service 1938, retired January.

Leo H. Gruen, section laborer, Tomah, Wis., entered service 1939, retired Oct. 8, 1971.

Emil C. Gursky, carman, Milwaukee, Wis., entered service 1941, retired June 29.

Albert A. Haas, conductor, Minneapolis, Minn., entered service 1938, retired July 20.

Ned Hamilton, waiter, Chicago, Ill., entered service 1964, retired July 20.

Thaddeus Harenda, chauffeur, Milwaukee, Wis., entered service 1928, retired June 29.

Howard R. Heberlein, conductor, Portage, Wis., entered service 1937, retired June 8.

Francis F. Hense, assistant foreman, Milwaukee, Wis., entered service 1926, retired June 30.

R. Henson, track laborer, North English, Ia., entered service 1937, retired July 9.

Frederick R. Hickstein, engineer, Milwaukee, Wis., entered service 1943, retired July 31.

Max Horowitz, locomotive engineer, Savanna, Ill., retired July 29.

Jaco Jacobson, special representative, Chicago, Ill., entered service 1924, retired June 30.

Leroy A. Johnson, welder, Milwaukee, Wis., entered service 1945, retired June 29.

Edward C. Jung, switchman, Chicago, Ill., entered service 1938, retired July 28.

George F. Kading, chief revisor clerk, Madison, Wis., entered service 1937, retired July 31.

John W. Kane, machinist, Harlowton, Mont., entered service 1938, retired June 28.

Carl L. Koch, yard foreman, Janesville, Wis., entered service 1948, retired July 31.

Alfred A. Koester, assistant manager materials, Milwaukee, Wis., entered service 1929, retired July 27.

Joseph A. Kosey, boiler maker welder, Milwaukee, Wis., entered service 1936, retired July 13.

Stephen Koval, baggage and mail sorter, Minneapolis, Minn., entered service 1937, retired Sept. 30, 1970.

Leonard N. Lamberty, section foreman, Middleton, Wis., entered service 1931, retired July 31.

Sylvan W. Lang, car inspector, Spokane, Wash., entered service 1928, retired Aug. 3.

Fred E. Larue, accounts clerk, Chicago, Ill., entered service 1926, retired June 18.

P. A. Maher, switchman, Davenport, Iowa, entered service 1937, retired July 27.



Cle Elum Section Foreman Theodore Suko (center) retired May 31 after 34 years of service with the Milwaukee Road. He had an excellent safety record during his employment, with no time lost due to injuries. Congratulating him are Safety Engineer R. J. Finnegan (left) and Roadmaster C. W. Geelhart.

Robert C. McCutchen, lift truck driver, Chicago, Ill., entered service 1950, retired June 30.

G. R. McLellan, conductor, Perry, Iowa, entered service 1936, retired July 23.

M. L. Miller, assistant cashier, Sioux City, Iowa, entered service 1942, retired Aug. 10.

Russell F. Miller, carman, Tacoma, Wash., entered service 1945, retired June 15.

Raymond B. Molling, carman, Milwaukee, Wis., entered service 1936, retired July 13.

Lyle E. Moore, yard conductor, Lewistown, Mont., entered service 1943, retired Aug. 10.

Frank Mosser, passenger carman, Milwaukee, Wis., entered service 1936, retired April 29.

Ernest B. Nance, waiter, Chicago, Ill., entered service 1943, retired June 13.

John W. Neuman, special agent, Milwaukee, Wis., entered service 1938, retired June 30.

Edward Oberlander, brakeman, Aberdeen, S. D., entered service 1942, retired July 31.

Andrew Olson, packer, Deer Lodge, Mont., entered service 1929, retired June 20.

Blanchard O. Olson, machinist helper, Channing, Mich., entered service 1949, retired June 29.

W. R. Oppliger, freight inspector, Othello, Wash., entered service 1953, retired July 6.

Earl C. Orphal, locomotive engineer, Milwaukee, Wis., entered service 1947, retired July 14.

Harry M. Randol, chief rate clerk, Chicago, Ill., entered service 1965, retired July 20.

C. Rocha, janitor, Chicago, Ill., entered service 1947, retired Aug. 4.

Helen A. Roche, engineer accounting, Chicago, Ill., retired June 29.

Harold T. Salava, brakeman, Milwaukee, Wis., retired July 6.

Andy J. Sallander, welder, Dubuque, Iowa, entered service 1945, retired Aug. 6.

Lawrence Sauerhammer, machine operator, Green Bay, Wis., entered service 1927, retired July 27.

Louis A. Scheuchl, switchman, Minneapolis, Minn., entered service 1945, retired Feb. 20.

L. A. Schroeder, section foreman, Monona, Iowa, entered service 1937, retired May 11.

Charles W. Shafer, roundhouse foreman, St. Paul, Minn., entered service 1936, retired July 31.

Ernest J. Shafer, machinist, Tacoma, Wash., entered service 1947, retired Aug. 8.

Delford M. Shea, machinist, Milwaukee, Wis., entered service 1926, retired Aug. 15.

Lonzo Smith, laborer, Chicago, Ill., entered service 1949, retired May 31.

Albert B. Stidman, laborer, Tacoma, Wash., entered service 1952, retired June 29.

Theodore Suko, section foreman, Cle Elum, Wash., entered service 1929, retired May 31.

August Taparo, blacksmith, Terre Haute, Ind., entered service 1936, retired Sept. 5, 1960.

Allen M. Tovey, electrician, Harlowton, Mont., entered service 1956, retired June 11.

Joseph J. Votapek, electrician, Milwaukee, Wis., entered service 1934, retired June 12.

Ida C. Wagner, lead machine operator, Madison, Wis., entered service 1960, retired June 21.

Lewis H. Walter, engineer, Milwaukee, Wis., entered service 1929, retired June 29.

Roy D. Weddel, switchman, Crete, Ill., entered service 1937, retired July 8.

Clarence E. Wellnitz, assistant general foreman, Milwaukee, Wis., entered service 1930, retired June 30.

D. L. Whelchel, brakeman, Marion, Iowa, entered service 1951, retired May 31.

Fred H. Windau, electrician, Milwaukee, Wis., entered service 1927, retired June 29.

Herbert E. Wisch, engineer, Milwaukee, Wis., entered service 1929, retired July 2.

Ida M. Zehnder, key punch operator, Seattle, Wash., entered service 1948, retired July 12.

Retirees Can Continue To Receive Magazine

Upon retirement or separation from the company, an employee's name is automatically removed from the magazine's mailing list, unless the employee remains on payroll records while receiving a company pension (not the same as Railroad Retirement).

To continue to receive the magazine, a retiree who is not receiving a company pension must send a written request or the change of address form below to:

Circulation Department
The Milwaukee Road Magazine
824 Union Station Building
Chicago, IL 60606

MOVING?  Clip out and mail TO CHANGE YOUR ADDRESS When you move, please notify CIRCULATION DEPARTMENT THE MILWAUKEE ROAD MAGAZINE 824 UNION STATION BUILDING CHICAGO, ILLINOIS 60606	PLEASE PRINT OR TYPEWRITE	MILWAUKEE ROAD MAGAZINE: Please change the address to which The Milwaukee Road Magazine is sent to me as follows:			
		SIGNATURE _____	DATE _____		
		SOCIAL SECURITY ACCOUNT NUMBER	INITIALS 1 2	LAST NAME	
		STREET ADDRESS			
		CITY		STATE	ZIP CODE
		<input type="checkbox"/> ACTIVE EMPLOYEE		<input type="checkbox"/> RETIRED EMPLOYEE	

Scholarship Winner Pursues Medical Degree

Prentiss B. Taylor, Jr., winner of a J. T. Gillick Scholarship in 1969, graduated from Harvard University this spring and has returned to Harvard to work towards a medical degree.

Prentiss, who enjoys scientific writing, received a Bachelor of Arts de-



GRADUATION DAY. Prentiss B. Taylor, Jr., (foreground) and his father, Prentiss, Sr., admire diploma at Harvard University commencement. Prentiss, Sr., is a retired parlor car porter who started with the railroad in 1934.

gree in Biochemical Sciences from Harvard on June 14, after four years at the school. The Gillick Scholarship he had won provided him with full tuition at the school of his choice during his undergraduate years.

Prentiss is the son of Mr. and Mrs. Prentiss B. Taylor, Sr., of South Prairie Ave., Chicago. Prentiss, Sr., began his service with the Milwaukee Road in 1934 and worked as a parlor car porter for the superintendent of sleeping and dining cars in Chicago. He worked on Amtrak trains 31 and 32 between Chicago and Seattle just prior to his retirement in 1971.

Mr. and Mrs. Taylor attended the commencement ceremonies at Cam-

bridge, Mass., where their son graduated cum laude. The Taylors have another son, Peter, who is 14 years old. Mrs. Taylor teaches third grade for the Chicago Public Schools.

Prentiss, Jr., worked during the past summer on the editorial staff of Newsweek Magazine in New York. His writing includes several published articles, and he worked during other summers as a laboratory assistant in hospitals in Illinois and Massachusetts.

Prentiss graduated in 1969 from the University of Chicago High School, where he was the first black student to be president of the senior class. During his high school years he was active as a volunteer worker on several inner-city projects and performed volunteer hospital service. He held jobs as an usher and as a grocery store service clerk.

The Gillick Scholarships have been awarded annually to sons and daughters of Milwaukee Road employees since 1951 and the Women's Club Scholarships have been awarded since 1961. In each case, the winning student may attend the college or university of his or her choice and pursue any course of study. Scholarships vary from \$600 per year to full payment of tuition during undergraduate work.



COUNSELING TEAM. Jack W. Mulhollon, newly-appointed assistant director of social counseling, chats with Director of Social Counseling Bob Hickle in his West Allis, Wis., office. Through their efforts, a professional counseling service is now available to Milwaukee Road employees in the Milwaukee area. The service is free and confidential. In addition, resource people in the Milwaukee area shops and offices are available to handle requests for assistance. Plans call for the possible expansion of the service to employees throughout the railroad system. The counseling office can be contacted by dialing 414-475-6757 or company extension 227 in Milwaukee.

Railfans Seek New Members

Rail buffs who have a particular fondness for Milwaukee Road operations are invited to apply for membership in the Milwaukee Road Railfans Association, according to John Cline, the group's secretary. The association is not directly affiliated with the Milwaukee Road.

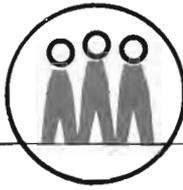
Adult membership in the association is four dollars yearly and includes a subscription to the club's eight-page newsletter, which is issued ten times each year.

"Many of us are past or present employees who have a soft spot in our hearts for the Milwaukee Road," explains John Cline. Also included among the association's approximately 350 members are many non-employees, he adds. Membership in the organization, which is just over two years old, is system-wide.

Annual meetings of the association were held in Milwaukee, Wis., last year and the Twin City area this year. Plans are underway for next year's meeting to take place in Savannah, Ill.

John Cline, retired Wausau roundhouse foreman, can be contacted regarding membership application at his home address: 1217 Stark St., Wausau, Wis., 54401.

**PEOPLE HELPING
PEOPLE** 
CRUSADE OF MERCY



About people on the railroad

Coast Division

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

Tacoma Bible Presbyterian Church was the setting of the wedding of Catherine Lee Hegge and Kenton Eugene Neufeld on June 2. The new Mrs. Neufeld is the daughter of Assistant Superintendent and Mr. R. B. Hegge of Tacoma, and the niece of both Mr. Leland Hegge, Milwaukee Road switchman in Chicago and Mrs. Donna J. Mazar, secretary to the General Attorney in Chicago. Kenton is the son of the R. Neufelds of Alberta, Canada. After honeymooning enroute to their new home, the couple are now living on their ranch at Seven Persons, Alberta, Canada.

Celebrating 61 years of marriage on July 15 were Mr. and Mrs. Herbert C. Davis. Herbert worked in the Engineering Department for many years prior to his retirement. Sharing the occasion were the Davis' two children, Jack H. Davis of Denver and Mrs. Jack Spreng-

JAMES ELLINGTON

James C. Ellington, 85, retired Milwaukee Road real estate and industrial commissioner, died in Galveston, Texas, on September 15.

He was in service of other railroads for several years prior to joining the Milwaukee Road as chief land appraiser in 1920, and was head of the Milwaukee Road's real estate operations from 1923 until the time of his retirement in 1952.

Upon the creation of the railroad's industrial development department in 1945, he became real estate and industrial commissioner.

Although Mr. Ellington returned to his native Texas and lived in Galveston following his retirement, he and Mrs. Ellington are remembered by a large number of friends in the Chicago area, especially in Evanston, where they formerly lived.

He is survived by his widow, Dorothy, of Galveston. A memorial service was held in that city on September 16.

er of Auburn and their families. The Davis' have six grandchildren and four great-grandchildren.

Tacoma welcomes the arrival of Mr. and Mrs. Frank Pawlak and their family from Austin, Minn. Frank, former division engineer at Austin, now fills that position on the Coast Division. His predecessor, H. E. Hurst, has been appointed to the position of engineering assistant to the general manager at Seattle. Michael Pawlak, their eldest son, worked in the division engineer's office as a summer aide before his departure for the North Dakota School of Mines and Technology in Rapid City, where he will complete his final year in civil engineering.

Theodore Suko, section foreman at Cle Elum, retired on May 31 after 34 years of service with the Milwaukee. A. R. Bailey was section foreman at Bellingham until his retirement on July 31, after approximately 30 years of service. We wish them both many years of health and happiness in their retirement.

Welder Foreman Curt Denmark and his wife recently enjoyed a fishing trip to Ilwaco. Curt enthusiastically reported a catch of five King Salmon, one weighing over forty pounds and the others around thirty pounds each. How's that for a fish story?

Congratulations are in order for Robert K. Butler of the division engineer's office, who recently was promoted to assistant engineer.

S. Lee Moniz has joined the Engineering Department as a junior engineer, coming to Tacoma from Kalamazoo, Mich. He is a 1973 graduate of the University of Michigan.

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER - SALES: Congratulations were extended to Mr. and Mrs. Michael D. Werner, Sr., on the birth of their son, Michael Jr., Aug. 2. Mike Sr. is the son of Jack L. Werner, District Manager of Sales.

FREIGHT CLAIM DEPARTMENT: Astri Dominick, wife of Freight Service Inspector John Dominick, Seattle, gave birth to a baby girl, Lynn Michelle, on July 31. Astri formerly worked at both Seattle and Galewood Regional Data Offices. Little Lynn joins a sister Lisa, age 3½.



HEGGE-NEUFELD. Catherine Lee Hegge, daughter of Assistant Superintendent and Mrs. R. B. Hegge, Tacoma, was married on June 2 to Kenton Eugene Neufeld. Kenton is the son of Mr. and Mrs. R. Neufeld, Alberta, Canada.

INTERNATIONAL SALES OFFICE: S. R. Graf, Manager-International Sales, and Mrs. Graf, vacationed in Wisconsin the latter part of July. Steven A. Hicks, Sr., took a week's vacation in his home state of Montana. The pictures he showed of his trip were evidence of some of the beautiful spots he camped at during his stay.

Mike Nicol, Sr., and his wife, Marcie, are the proud parents of a daughter, Mary Frances, who was born on Aug. 10.

LOCAL FREIGHT OFFICE: Don Olson, clerk on the car desk, and his wife Diane, a clerk in the Regional Data Office, welcomed their fourth baby boy, Stanley Paul, on July 20.

Stony Hermann, OS&D clerk, took his family on a four-week vacation to Reno and Lake Tahoe and Southern California. Al Swanson, agent at Seattle, spent two weeks' vacation at home while his son and family visited from Wisconsin.

MARKETING and PRICING DEPARTMENT: The department welcomed Sue Montgomery as the new tariff distribution clerk. Nella Spiegelberg, stenographer, spent her vacation at Ocean Shores this year where she met and spoke with movie star John Wayne. The Pricing Department held its annual picnic again this year at Hi-Dive and it was, as usual, a big success.

Sympathy of friends and co-workers was extended to Audrey Hotten upon the recent death of her husband Wil-



Henry J. Millard (left), assistant to the regional sales-manager, and Lee Derr, secretary to the regional manager-sales, display a farewell cake at an office party held in Seattle to honor Douglas A. Keller (right), former Seattle regional manager-sales, who was recently appointed assistant vice president-sales at Chicago. Employees also welcomed Lawrence E. Fancher, the new regional manager, at the Aug. 3rd party.

fred. "Whip" passed away Aug. 22 after an illness of many months. A Christian wake service was held Friday evening, Aug. 21, at Green's Chapel of Flowers with Requiem Mass at Sacred Heart Catholic Church in Bellevue, Wash., on Saturday morning. Burial was at Sunset Hills Memorial Park, Bellevue.

Agnes Horak, retired, recently returned in mid-August from her European Cruise. Highlights of her trip include seeing the Midnight Sun from North Cape, Norway, and watching the Laplanders tending their reindeer herds there. She attended an organ concert in a Polish Cathedral. The organ was built in 1774 with 7000 pipes and 103 keys and mechanized angels on either side that move when the organ is played. Agnes also reported enjoying the Amtrak ride both ways—the train was on time and the food was good too, and the big plus was that they got to enjoy varied scenery all the way.

REGIONAL DATA OFFICE: Joyce Ask's husband and son Eric were in Norway visiting Kjartan's father who was seriously ill. Bill and Betty Whalen vacationed in Oregon, Idaho and Canada. Ida Zehnder retired July 12 and was honored with a lovely luncheon

at a local restaurant by forty of her friends. At the luncheon, Ida was presented with a pearl necklace and a monetary gift.

J. J. Komurka's daughter, Lynn, and family from Minneapolis recently paid the Komurkas a visit. R. J. Symicek and family vacationed in California, visiting Disneyland and other points of interest. Mr. Symicek also went east for the funeral of his father who died recently in Independence, Wis.

The daughters of Doug Martin, Milwaukee Road sales representative in Decatur, Ga., discovered this little Milwaukee unit far from home tracks at the Treasure Island amusement section in Decatur. Aboard the coin-operated Northrup Corporation amusement ride are Angela, 5, and Stephanie, 8.



Mancy McIntyre, Ronald Wingfield and Tery Winters were among those who took summer vacations. Daniel Davis was welcomed into the department recently. Lee Tillman was in the hospital recently with a leg injury.

REGIONAL SALES OFFICE: Many members of the Milwaukee Road family gathered in the Regional Sales Office the afternoon of Aug. 3 to offer best wishes to Mr. D. A. Keller upon his recent appointment as assistant vice president-sales at Chicago. At the same time, employees welcomed Mr. L. E. Fancher as the new regional manager-sales at Seattle.

MILWAUKEE ROAD RETIRED EMPLOYEES Leo Thiel, president, reports that the Milwaukee Road Retired Employees Club held their bi-monthly Seattle meeting at the Royal Fork, 105th and Aurora, on Sept. 13 with 39 present including Mr. and Mrs. H. H. Hawkins of South St. Paul. Mr. Hawkins was formerly yardmaster at South St. Paul. They are house guests of a brother, R. O. Hawkins, and his wife. "R.O." also worked in yard service at Seattle before retiring recently. Also attending were guests Mr. and Mrs. J. P. Knuehman of Seattle. Joe was formerly with the communications department and retired in 1959.

The program included a slide show by Joe with scenes from Montana, Wyoming, Utah, Arizona and Oregon plus some contest slides. The next meetings are scheduled for Tacoma on Oct. 12 and for Seattle on Nov. 8.

Sincere sympathy has been extended to Leo Thiel, President of the Milwaukee Road Retired Employees Club upon the death of his wife, Elizabeth. Mrs. Thiel, 80, died July 16 after a sudden illness. In addition to her husband, she is survived by four daughters, Helen Strickland and Shirley Lange, Seattle, Phyllis Sole, Mt. Vernon, Wash., and Barbara Taylor, Chatsworth, Cal.; seven grandchildren



Linda Shields, daughter of Roundhouse Foreman and Mrs. K. E. Shields of Othello, Wash., was graduated from Pacific Lutheran University at Tacoma on May 27. Linda received a Bachelor of Science degree in Nursing. After graduation she was commissioned a 1st Lt. in the U.S. Army Nurse Corps and has reported to the Army Academy of Health Sciences, Fort Sam Houston, Tex.

and one great grandchild. Services were held July 21 at the University United Methodist Church with private entombment at Evergreen Masonic Garden Mausoleum.

SPOKANE

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

We are sorry to report the passing of our former lieutenant of police, James Hough, on Aug. 11. Jim started with the Milwaukee Road police department in 1939 in Chicago. Following that he was transferred to LaCrosse,



Welder R. J. Murtha, Deer Lodge, Mont., receives the Wise Owl Certificate for his safety-conscious efforts. District Safety Engineer H. B. Johnson (left) presents the award to Mr. Murtha and Welder Foreman Galen Johnson.

SEPTEMBER • OCTOBER, 1973



BERG-MYSSE. Myrna Berg and Apprentice Machinist John Mysse were married in a double ring ceremony in American Lutheran Church in Harlowtown June 30. John is the son of Machinist and Mrs. Robert Mysse. Myrna is the daughter of Mr. and Mrs. Marvin Berg, who own a ranch west of Harlowtown. She is the granddaughter of retired Machinist George Hanson, now of Spokane.

Wis.; Seattle, Wash.; and then to Spokane in 1963. Jim retired from service in 1969. His son, Pat, worked as a brakeman with the Milwaukee several summers. Our sympathies are extended to his wife, Carol, and family.

With the summer months about gone, many employees have taken their vacations. Gordon Davis, chief clerk in the Spokane office, and his wife, Evelyn, celebrated their 25th wedding anniversary July 18, and Gordon is taking Evelyn to Europe in fall in honor of the occasion. Paul Tift, wire chief at Plummer enjoyed a recent vacation to Southern California with his wife and daughter, visiting various tourist attractions.

Howard Kipp, Spokane yard clerk, vacationed in Salt Lake City, where he and Mrs. Kipp visited their son and family. On their return trip home they visited Yellowstone Park. Jim Tingley, Spokane cashier, has returned from an extended fishing trip, but reports that while the sun was hot, the fishing was not.

Bud Bell, Spokane yardmaster-agent, and his wife relaxed at the lake and traveled into Canada over the new scenic highway. Ethelyn Calavan, secretary to the assistant superintendent, and her husband Van, will fly to Las Vegas in October.

Assistant Superintendent Ed Lynam and his family spent one week's vacation at Priest Lake. The following week they drove to Canada to visit Vancouver and Victoria.

The 1974 World's Fair in Spokane is certainly shaping up. Expo '74 will

start May 4 and run through October. Russia, Japan, the Republic of China and other foreign countries will have big exhibits. Ford, General Motors, G.E. and Kodak head the long list of domestic exhibitors. Construction is underway on the United States Pavilion, and the Washington State Pavilion and Center for the Performing Arts are well on their way toward completion. Victor Borge, Liberace, Van Cliburn, Isaac Stern and Jack Benny are just a few of the celebrities that will be here.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Machinist John Kane retired July 1 at Harlowton. John started with the Milwaukee in 1926 as an apprentice at Savanna, Ill. He has worked as a machinist in Chicago and Milwaukee, and in 1940 he worked at the Rock Island Arsenal. After WWII he returned to the Milwaukee at Savanna. In 1949 John transferred to Harlowton where he worked until retirement. His sister, Eileen, former clerk for the master mechanic at Savanna, came to Harlowton to live with him after her retirement. She died only recently.

Trolley Lineman R. T. Lane has transferred to train service and moved his family to Three Forks, Mont.

Machinist Robert Nish has completed his Commercial and Flight Instructor course. This is the first time in about 15 years that Harlowton has had a qualified flight instructor.



Conductor Lyle Moore plans to spend his retirement fishing, camping and relaxing at home. Lyle put in his last shift on the Lewistown switch Aug. 10 after 31 years with the Milwaukee Road. He and his wife will continue to make their home in Lewistown. They have one son, who teaches school, and two grandchildren.

Harlowton finished another successful rodeo July 4th and 5th followed by an entourage of 83 Airstream trailers. The trailer owners are rock-hounds who are touring through Montana. Retired Clerk Harlan Lucas, also a rock-collector, entertained the group and led them to some of his old haunts.

Retired Shopman Barney Grinnvoll is off on another of his trips to the old country of Norway. He first went to Seattle, then on a transpolar flight to Finland, southern Sweden, Norway, and Denmark.

Richard Fulton, son of Machinist Robert Fulton, married Darlene Lasar of Richland, Montana in a ceremony in the Lutheran Church in Richland. A wedding reception followed in Community Hall. Both are attending Montana State University in Bozeman. A wedding trip to Glacier Park and the Kalispell area followed the ceremony.

Sons and daughters of Milwaukee Road families who have made the news in sports this summer include Julie Massing, Patty Nissen and Marty Nish in swim meets; and Randy South and Rod Flemming in All-Star Baseball. Others who did very well include Dave Mahoney, Dean Dunlap, Marilyn Nish, Michelle Minkoff, Doug Dunlap, Debbie Mahana, LaVonne Nish, Lori Mahana, and Patty Massing.

Blage (Bob) Eloff, retired section foreman, died recently in Butte. He spent most of his Milwaukee years at Great Falls Yard, Cobden, and Butte Yard. He is survived by his widow and two daughters.

This is dry country in the summer, but this summer has been dryer than most. A rash of fires on rangeland and in forests has started. If rain doesn't come soon, there could be many more, bringing greater loss to grass and tim-

ber lands and railroad property. Retired Carman and Mrs. Elwyn Dole celebrated their 50th wedding anniversary Aug. 14. They moved from Harlowton to Great Falls a couple years ago. Before joining the Milwaukee Road, Mr. Dole was a manager of Winnecook Ranch just east of Harlowton. We join many others in wishing them many years of health and happiness.

Retired Clerk Dana and Mrs. Matthews celebrated their 50th Wedding Anniversary June 17 in Lewiston. Dana was one of the clerical specialists who was sent to the Hanford area on the Milwaukee during WWII just prior to the perfection of the atomic bomb. Our good wishes are added to the many they received at their celebration.

Retired Clerk Dana and Mrs. Matthews celebrated their 50th Wedding Anniversary June 17 in Lewiston. Dana was one of the clerical specialists who was sent to the Hanford area on the Milwaukee during WWII just prior to the perfection of the atomic bomb. Our good wishes are added to the many they received at their celebration.

Retired Clerk Dana and Mrs. Matthews celebrated their 50th Wedding Anniversary June 17 in Lewiston. Dana was one of the clerical specialists who was sent to the Hanford area on the Milwaukee during WWII just prior to the perfection of the atomic bomb. Our good wishes are added to the many they received at their celebration.

EAST END

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

Brakeman R. M. Welbes had the dubious honor of winning the Hard Luck Trophy at the demolition derby July 3. The gas line of his car broke, putting him out of the competition in short order.

Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, has been selected as a member of the Carroll College Freshmen Advisors team. As an advisor he will be responsible for orienting new students to life at the college.

Retired Pipefitter and Mrs. A. S. Anderson observed their 60th wedding anniversary with a reception Aug. 5 at the First Lutheran Church. Host and hostess for the occasion were the couple's children. Mr. and Mrs. Anderson were married August 16, 1913, at Fargo, N.D. Mr. Anderson began work for the Milwaukee in 1919 and retired in 1956. They will continue to make their home in Miles City. They have



one daughter and four sons. One son, Carmen, is a roundhouse foreman at Harlowton.

The West has a wide reputation for its hospitality, which was proven once again when Montana residents helped a troop of Boy Scouts. A scoutmaster from Greensboro, N. C., sustained injuries in the Ryegate area on his way with members of this troop enroute to the National Jamboree in Idaho. A rancher in the area kept the Scouts over night, giving them a sample of cattle ranch living. The next day Scouter Bob Burrows, a machinist at Harlowton, and his wife, Priscilla, took the boys swimming in Deadman's Basin and made arrangements to get them to the Jamboree. Mrs. Burrows is the daughter of Engineer and Mrs. R. L. Pemberton of Harlowton.

Mrs. Herman Smith, wife of retired Section Foreman Herman Smith, died at her home on July 31. Sympathy was



Engine Watchman Sid Grinde of Mitchell, S.D., is presented a ruby safety award for over 30 years of service without an injury. The pin and decal are presented to Sid by Assistant Master Mechanic L. K. Drew at a safety meeting at Mitchell on July 27.



Retiring Engineer Walter E. Siewert (left) accepts a gift from Traveling Engineer-Trainmaster P. M. McLean, who made the presentation on behalf of Walter's friends at a coffee hour held July 24 in Miles City. Walter started with the Milwaukee Road in 1936 and retired on May 29, 1973.



Ed Oberlander (second from right) chats with Trainmaster John Connelly after completing his last run as brakeman and conductor between Moberg and Marmarth. Ed retired Aug. 1 after 31 years of service with the Milwaukee. Also greeting him are (left to right) Jerry Ekholm, Joe Helm, and Mrs. Oberlander.

extended to her family. She is survived by her husband, a son, three sisters and two brothers.

Engineer Aaron Gray died on Aug. 19 following several months of failing health. Mr. Gray started work with the Milwaukee as a fireman in 1942 and was later promoted to engineer. He is survived by his widow, Gen, and three children. Burial was in the Calvary Cemetery.

Sympathy was extended to the Keith Johnson family on the news that Mrs. Johnson's mother, Mrs. Alma Johnson, died Aug. 18. Keith works in the Car Department in Miles City.

Retired Electrician W. E. Striker died Aug. 15 at the age of 85. Mr. Striker started work with the Milwaukee Road in 1919 and retired in the late 1950's. Sympathy was extended to his wife and daughter. Burial was in the Custer County Cemetery.

Sympathy was extended to the family of Charles E. Hawkins, retired steamfitter, who died Aug. 10 in Wisconsin at the age of 81. Mr. Hawkins had worked for the railroad for 46 years prior to his retirement. He is survived by three sons, two of whom are work-

ing for the railroad in Milwaukee. Burial was in the Custer County Cemetery.

John Latch, retired roundhouse laborer, died recently following a short illness. He worked for the railroad from 1935 to 1957 before his retirement. Sympathy was extended to his wife and daughters. Burial was in the Calvary Cemetery.

Beverly Bement, wife of Carman Fred Bement, died recently at the completion of her shift as nurses aid at the hospital. She is survived by her husband and one son, Steve, now in the U. S. Navy.



A. A. Koester, assistant manager of materials (left) receives a gift from Manager of Materials E. F. Volkman. Mr. Koester's retirement "get-together" was held July 27 in the Manager of Materials' office in Milwaukee.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Congratulations to retired Conductor and Mrs. Walter L. Stobaugh of Marion on their 50th wedding anniversary. They were married on May 5, 1923, and celebrated this May 5 with a family dinner at Decorah.

Sympathy was extended to Roundhouse Foreman Duane E. Fatka of Cedar Rapids, on the death of his

brother, Loren Fatka, 29, of Peoria, Ill.

Services were held on May 27 for Merle (Curley) Campbell, retired Section Foreman at Wyoming and Monticello, who died May 23 while visiting in California. Mr. Campbell retired in 1968. Sympathy was extended to his family.

June 3 was a lucky day for Barby Myers, 8 year-old daughter of Cedar Rapids Switchman Jerry L. Myers. While she and her father were fishing off the dam in Cedar Rapids, they caught a pair of ten-pound catfish.

Sympathy was extended to Conductor H. E. "Jack" Pyle of Cedar Rapids, on the death of his brother, Arnold Pyle, in an automobile accident June 9. Arnold Pyle, an artist who worked with Grant Wood in the late 1920's and later changed to abstract work, had an exhibit on display at the Cedar Rapids Art Center in January. Mr. Pyle was currently working on an article on Grant Wood and, at the time of the accident, was returning home from the Grant Wood Festival at Anamosa.

The Marion Chapter of the Milwaukee Road Women's Club met at the Suburban Restaurant for their annual May luncheon. Thirty-five members attended the luncheon at tables decorated with spring garden plants, which were later awarded to those holding lucky numbers. Games were played following the luncheon.

Retired General Agent Frank W. Houston, 86, died on June 16 at Muscatine, Iowa. He is survived by his widow and two sons, one of whom is District Freight Inspector E. H. Hous-



Conductor George R. McClellan (left), of Perry, Iowa, is congratulated on his retirement by Trainmaster H. C. Neff upon arrival at the Perry Yard. On July 23 George made his last trip from Perry to Council Bluffs on No. 61 and returned the following day.



Roundhouse Foreman Charlie Schaffer (center) receives best wishes for a long and happy retirement from Master Mechanic Dick Hargis (left) and Superintendent B. J. McCanna. Charlie started in 1936 as a firebuilder in the St. Paul Roundhouse.



Michael T. Coleman, son of Agent and Mrs. R. J. Coleman, Davenport, graduated May 20 from St. Ambrose College with a Bachelor of Arts degree in accounting. He is employed as an accountant with Arthur Andersen & Co. in Chicago. While a senior at St. Ambrose, he was elected vice-president of his class and president of the Delta Sigma Pi Fraternity. He was named to the Dean's List, was listed in Who's Who Among Students in American Universities and Colleges, and was named winner of the Wall Street Journal Award as the 1973 outstanding student in accounting at the college. Michael worked at Davenport Nahant Yard the past six summers as relief yard clerk.

ton of Cedar Rapids. Sympathy was extended to his family.

Marriage vows were exchanged June 23 at All Saints Catholic Church in Cedar Rapids by Linda Nedrow, daughter of Cedar Rapids Yardmaster and Mrs. R. L. Nedrow, and Gary D. Lankton. A reception was given at the Roosevelt Hotel following the ceremony. The newlyweds will reside in California where both are serving with the Air Force at Hamilton Air Force Base.

Services were held at Springville for Melvin R. "Jake" Campbell, a lifelong resident of that community, who passed away on June 27. Mr. Campbell retired in 1956. He had worked for the Milwaukee Road for 33 years as section laborer and section foreman. Survivors include his widow, four daughters and three sons, one of whom is Conductor Vernon Baker of Mt. Vernon. Sympathy was extended to the family.

Mr. and Mrs. Kevin Kiley of Cedar Rapids are the parents of a son, Jeffrey Clayton, born July 7. Kevin is a switchman at Cedar Rapids Yard this summer. Grandparents are Trainmaster-Traveling Engineer and Mrs. J. F. Kiley, who are moving to St. Paul,

Minn. We will miss them on the Iowa Division.

Conductor D. H. Ross of Marion is a patient at St. Lukes Hospital in Cedar Rapids, where he is recuperating after surgery.

Services were held at Marion for Bernard K. Price who died on May 8. Survivors include his mother, widow of Conductor George W. Price, and two brothers, Donovan of Marion, and Conductor Jack Price of Savanna, Ill. Sympathy was extended to his family.

Congratulations to Cedar Rapids Switchman James A. Porter and Diane Susan Daves, who were married on May 26 at St. Jude's Catholic Church in Cedar Rapids.

Linda K. Olson and Yard Clerk Roger Hotz exchanged wedding vows June 9 at the First Congregational Church at Marshalltown, Iowa. Roger has worked for the Milwaukee Road several summers as yard clerk and trainman. His parents are Agent and Mrs. R. L. Hotz of Springville. The newlyweds will live in Ames this fall where Roger will be a senior at Iowa State University.

Engineer and Mrs. Bob Harrison, secretary to superintendent at Perry, travelled to Zaire, Africa, this spring to visit their daughter, Keesia, a Peace Corps volunteer teaching English at a Catholic Girls' School in the city of Mbuji-Mayi.

While in Africa they travelled with Keesia through Zaire. One of the highlights of the trip was an African Safari at Virunga National Park near Goma where they saw many animals that are native to the area. Keesia has since written to her parents to tell them that she has just climbed Mt. Kilimanjaro, the tallest peak in Africa. Keesia has another school year in Mbuji-Mayi before she returns to the United States.

Services were held June 15 for Peter Schroeder, 74, who died June 12 at Clinton, Iowa. Mr. Schroeder worked for the Milwaukee Road until his retirement in 1963. Survivors include his widow, Alice, two daughters and six grandchildren.

Art Sorenson (center), secretary to the Master Mechanic at St. Paul, is congratulated by Master Mechanic Dick Hargis (right) and Safety Engineer Bill Grandstaff. Art completed 47 years of work without an accident upon his retirement.



Mr. and Mrs. Merwin Fowler enjoy party in West Milwaukee marking Merwin's retirement as signalman on June 15 after 33 years with the Signal Department.

We extend a welcome to the newcomers to the Iowa Division. Trainmaster-Traveling Engineer and Mrs. A. E. Smith are moving here from Iron Mountain, Mich. Switchmen R. W. Bond, J. R. Cameron, H. J. Gorman, J. M. Zalesky, D. G. Taken, K. C. Kiley, and J. M. Moor have recently started work in Cedar Rapids Yard. Iowa Division Trainmen J. A. Mangler, Gary Marburger and Steve Petersen started work this summer at Savanna, Ill.

Retired Baggage man and Mrs. Earl Bills of Perry are devoting two days a week out of their retirement to driving the United Methodist Church bus and accompanying elderly citizens of the Perry area on outings. Some of the trips they make cover 50 to 60 miles and take in many points of interest. Mr. and Mrs. Bills report that the older citizens seem to enjoy every minute of it and that they, too, are getting enjoyment from the experience.

Services were held in Perry for retired Conductor Samuel E. Buckley who died June 13. Mr. Buckley had 50 years of service with the Milwaukee Road. Sympathy was extended to his widow, Ruth.

Conductor George R. McLellan of Perry retired on July 26. George

started as brakeman on the Iowa Division in 1928 and was promoted to conductor in 1941. He was employed as yardmaster at Perry for several years, and was train director at Manilla. Most of his service was as brakeman and conductor on the Iowa Division, West End. George made his final trip from Perry to Council Bluffs on No. 61 on July 23, returning on Train No. 62 on July 24. Mr. and Mrs. McLellan live at 1701 West 2nd St., Perry, Iowa 50220.

SIoux CITY AREA

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

Retired Roundhouse Laborer John L. Carlson died July 29 after being stricken suddenly at his home. He worked for the Milwaukee Road for 43 years and retired in 1967. Sympathy was extended to the survivors who include his widow, one son, one daughter, a stepdaughter, three sisters, a half-brother, seven grandchildren and 3 great-grandchildren. Burial was in Sioux City.

Margaret Miller, assistant cashier in the Regional Data Office, Sioux City, retired on Aug. 10 after 31 years of service. Margaret began her railroad career on April 18, 1942, as clerk in the Trainmaster's office at Mason City, Iowa, and worked in that capacity until



Margaret Miller puts in her final day of work as assistant cashier in the Regional Data Office, Sioux City. Margaret retired Aug. 10 after 31 years of service with the railroad. A party was held in her honor at the office on her last day and fellow workers extended to her their congratulations.

1952 when the office was moved to Sioux City. In 1953 she came to Sioux City as clerk for the Division Engineer and Roadmaster and when those offices were transferred to Austin, Minn., she worked in the Freight Agent's office at Sioux City.

When the Regional Data Office opened in 1960, Margaret transferred to that office where she has worked since. A coffee party for employees

was held at the office in honor of Margaret on her last day and she was presented with a monetary gift. Margaret and her husband, Morrie, will maintain their home in Sioux City but plan to do some traveling in the future.

Betty Kemp, daughter of Conductor and Mrs. R. N. Kemp, became the bride of Paul Fucher in an evening ceremony at the Morningside Presbyterian Church, Sioux City, on July 20. Betty works at the Sooland Mental Health Clinic and her husband works for the City of South Sioux City. After a wedding trip to Omaha the newlyweds will make their home in South Sioux City, Neb.

Vernon A. Garlock, retired Lake Preston agent, died there Aug. 17 at the age of 88. Vernon's career of 55 years with the Milwaukee Road began with a course in telegraphy at Janesville, Wis., in 1904. He served as relief agent and agent in Iowa, North Dakota and South Dakota. He came to Lake Preston in 1918, where he served as operator and station agent until his retirement in 1960. Burial was at the Lake Preston Cemetery. Vernon is survived by his widow, June, one son, three daughters, eight grandchildren and six great-grandchildren.

Congratulations to Dennis and Betty Pratt on the birth of their first baby, Chad Allan, on Aug. 29. Betty is employed as key punch operator in the Regional Data Office at Sioux City.



Sue Page is a car retarder operator at the railroad's Bensenville, Ill. yards and fills in sometimes as a switchman. She has worked for the Milwaukee Road since 1971 but was a clerk in the Bensenville Yard office until May of this year. She transferred to the retarder operator job "because the job pays better and because the work seemed more interesting," she said. Now that she has made the adjustment to working out in the yard and likes it better than clerical work, what is her next goal? "I want to be a yardmaster," she says with a grin.



The St. Paul Roundhouse group gets together for a coffee and doughnut party to commemorate their perfect safety record. Safety Award decals showing the number of accident-free years for each employee were presented to the men by Foreman Charlie Shaffer.

Cashier Kenny Nordyke of the Regional Data Office has been on the sick list for a month. He is expected to be released from the hospital soon and we all wish him a speedy recovery.

We recently welcomed Floyd Holland who assumed the duties of terminal manager of MMTTC at Sioux City on Sept. 1. Floyd is from Des Moines, Iowa. He replaced Jim Nasby who was transferred to Billings, Mont., which is "back home" to Jim.

Mrs. Carl F. Becker, wife of retired Engineer, died Sept. 1 at a Mitchell, S. D., hospital. Sympathy was extended to the survivors who include Carl, two daughters, a sister, five grandchildren and 16 great-grandchildren. Funeral services and burial were at Mitchell.

Twin City Terminals

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

Congratulations were recently extended to Helge Larson, Minneapolis Car Inspector, on his recent marriage.

Carman William Carsik was honored on his retirement at a cake and coffee party. He started as an oiler in the Car Department in 1947 in St. Paul. He plans to continue living in St. Paul.

Retired Storehelper Carl Matson stopped in recently just to keep in touch, and to proudly show a picture of his great-grandson.

The St. Paul Roundhouse group was treated to coffee and doughnuts as a reward for their safety record. They

LaCrosse Division

VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

The family of Mrs. William Adamsheck enjoyed a reunion at her cottage on Lake Tomahawk, Wis., the week of July 4. Mr. Adamsheck was a retired telegraph operator.

Those attending were the Robert Adamsheck family, Mr. and Mrs. Ed Hohnstein of Lincoln, Neb., the Rev. and Mrs. Norman Adamsheck and



John P. McGinn (center) made his last run as conductor on the "Little I&M Patrol" on May 31, after more than 37 years of service with the Milwaukee Road. Shown here with his brother, F. G. McGinn, vice president-operation (left), and friend Robert E. Morgan, retired conductor, the careers of the three represent 106 years of continuous service with the railroad. John started his career as brakeman in 1936, was promoted to conductor in 1941, and has worked principally between St. Paul and Austin, and in the St. Paul area most of those years. John and his wife will continue to live in the St. Paul area.



Engineer B. J. Brass (left) of Minneapolis is congratulated on his retirement by Traveling Engineer C. Y. Dempsey in front of the Amtrak train in LaCrosse in which he made his final run. Mr. Brass retired April 29 after 44 years of service.



Engineer Edward A. Pfaff (right) of Portage, Wis., sets out on his last trip before retiring April 7, after 44 years of service. With him is Fireman Harris Norcross of LaCrosse.



Shop Superintendent Vern Waterworth (right) bids farewell to Carman Johann Bauer as John retires July 13 at the Milwaukee Car Shops. Johann has been with the Milwaukee Road since 1951 and he and his wife will continue to make Milwaukee their home.

family, Mr. and Mrs. Steve Adamsheck of Palos Hills, Ill., the James Adamsheck family of Bloomington, Minn., Dr. Beverley Adamsheck of Chicago, the William Adamsheck family of Dancy, Wis., the Myron Ryner family of Wausau, Wis., Mr. and Mrs. Tom Wilde of Wausau, and Mr. and Mrs. James Adamsheck of Wausau.

It's a grandson for Conductor and Mrs. James Hack. Brent Richard was born July 24 to Dick and Jackie Brown of St. Claire Shores, Mich.

Susan Lepinski, a 1973 graduate of D. C. Everest High School, will be featured in the current edition of *Who's Who Among American High School Students*. Susan, the daughter of Operator and Mrs. Michael Lepinski, was active in varsity cheerleading, intramu-

vals, volleyball and Spanish Club. She was a representative to Badger Girls State, a Kiwanis Girl of the Month, DAR award recipient and received Wisconsin Honor, Drott Manufacturing Co. and the J. T. Gillick Scholarship. She plans to attend St. Joseph's School of Nursing in Marshfield, Wis.

Our sympathy is extended to the family of Conductor and Mrs. Clifford Dolloff on the death of his brother. Burial was in San Bernadino, Cal.

Congratulations to Carman and Mrs. Thomas Callahan on the birth of their son, Bradley Thomas.

There are three very proud new grandparents in the Valley District. Engineer and Mrs. Ray Skibba, Wausau, have a granddaughter and Carman and Mrs. Clarence Rassmussen, Wausau, welcomed a grandson. In

Merrill, Depot Clerk and Mrs. Ralph Nelles also have a new grandson.

Roundhouse Clerk and Caller Naomi Cline and her husband, John, left for their vacation Aug. 31 on a tour of the western states and Canada. They expected to spend some time in Montana to observe the electrified operations.

MILWAUKEE REGIONAL DATA OFFICE

Pearl Freund, Correspondent

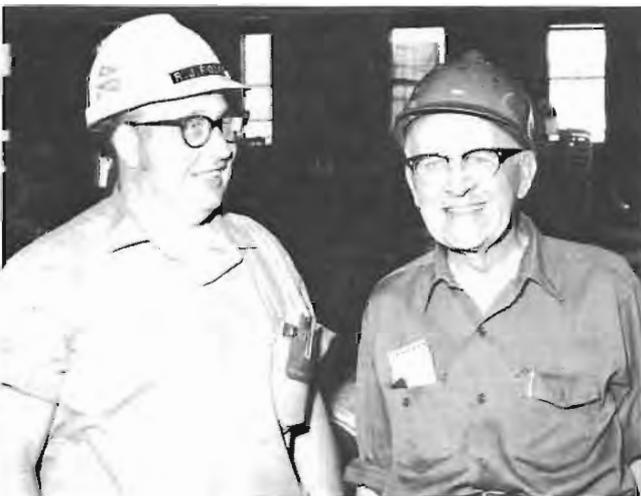
Weddings still seem to capture the spotlight in the Regional Office. In a beautiful summer wedding, Evelyn Gatzke, daughter of Rate Clerk Raymond Gatzke, was married to Larry Lutness at St. Joseph's Catholic



Harvey Corbett, chief clerk to the agent at Milwaukee, receives best wishes from Agent R. E. Chalifoux. Harvey retired recently after over 49 years with the railroad.

Church, Wauwatosa. A reception was held at the Gatzke home in a very pretty lawn setting. An accomplished seamstress, Evelyn made her own wedding gown and it was exceptionally beautiful. She is a recent graduate of the University of Wisconsin-Milwaukee. The young couple will make their home in Miami, Fla., where both will teach. Evelyn specializes in the teaching of the blind.

On Aug. 25 Rate Clerk Lois V. Scott and Assistant District Manager-Sales Don L. Crittenden were married at Emanuel Lutheran Church, Adell, Wis. An out-of-doors reception was held at the new farm home of the Crittendens. A host of friends and relatives were present to wish the newlyweds the best of luck in their new farming venture. Attendants at the ceremony were Lois' daughter, Mrs. Thomas Kubenik, and niece, Mrs. Kathy Hill. Granddaughter Jamie was



Electrician Arthur Tianen (right) is congratulated on his retirement on Aug. 31 by Assistant Department Foreman R. J. Foley. Art had a total of 18 years service with the company, working in the Car Department and Locomotive Department at Milwaukee.



Assistant Passenger Foreman Arnold Grube (right) extends best wishes to Freight Carman Anton Chlebowski. Anton retired July 16 at the Milwaukee Shops and he will spend his retirement years at his home in Ramsey, Mich.

flower girl. Harvey McElhany, a former employee of the Traffic Department, was best man, and Lois' son Jay escorted her down the aisle. The new farm is located in the vicinity of Random Lake, Wis.

Linda Lee, daughter of Rate Clerk Howard and Mrs. Andersen, was married Sept. 15 to James J. Dardis at Sherman Park Evangelical Lutheran Church. The wedding reception was held at the Bavarian Inn. The couple will reside in Milwaukee. Both are alumni of the University of Wisconsin.

Jerome Hofkes spent part of his vacation visiting an old friend at West Liberty College, Wheeling, W. Va. He attended classes taught by his friend, a professor, who instructed educators on how to teach music. Judging from the tan he acquired, a good deal of the vacation was spent at his back yard pool.

Revising Clerk Barbara McPhee and husband James expect to travel Amtrak to Portland with her sister and brother-in-law, and will visit her brother there. They expect to fly back to Milwaukee.

Sept. 3 was the date chosen for the wedding of Rick Przybyla and Mary Alioto. Rick has been handling the duties on the mail desk while studying to become a real estate broker. Mary is a graduate of Milwaukee Area Technical College and now works at the Briggs and Stratton Co. A wedding reception was planned at Alioto's on

Mayfair Road, a restaurant and cocktail lounge owned by the bride's parents. The wedding was at old St. Mary's Catholic church.

New man on the roster is Jim Erickson, handling duties of clerk-messenger. Jim is attending Milwaukee Area Technical College, majoring in accounting. He expects to graduate in December. Jim is married and has a two-year old daughter named Tricia Lynn. Willard Kinast enjoyed his five weeks in one stretch, traveling through Michigan and Wisconsin.

Correspondent Pearl Freund was hospitalized and away from work for one month but hopes to make amends, though some items may be a little tardy.

MILWAUKEE AGENCY

Sympathy is extended to Bernie Farrell, outbound train clerk, Muskego Yard on the death of his father, Tom Farrell, yardmaster at West End airline. Mr. Farrell is survived by his widow, Jeanette, six sons: Thomas, William, Lawrence, Bernard, Owen and Jeffrey, and three daughters: Mrs. Mary Ann Buss, Theresa and Bernadette. Surviving also are two brothers, Edward and Daniel Farrell. Services were held at Sacred Heart Church, St. Martins.

Jan Draeger has been on leave of absence, undergoing tests at the Mayo Clinic in Rochester, Minn.

After 31 years of service Steve DuPuy, checker, freight handler, yard clerk, messenger and local chairman of B.R.A.C., took his pension on Aug. 1. Steve (Red) DuPuy started in the local Freight House on Fowler Street and transferred to the Menominee Belt district as yard clerk at the close of the LCL freight business. He spent the past three years on the auto messenger run. As local chairman of B.R.A.C., he was well-known and executed his duties faithfully. A large attendance at Kalt's restaurant testified to his congeniality and provided him with a send-off he will remember. Assistant Superintendent Frank Deutsch presented him with a monetary gift from the employes. Paul Kinter, train clerk,



SCOTT-CRITTENDEN. Lois V. Scott, rate clerk in the Milwaukee Regional Data Office, was married to Assistant District Manager-Sales Don L. Crittenden on Aug. 25 at Emanuel Lutheran Church, Adell, Wis. The reception was held out doors at the new farm home of the Crittendens near Random Lake, Wis.

Muskego Yard, was chairman of the event. Steve and Mrs. DuPuy lost no time in leaving on a retirement trip through Ontario, Canada. Steve's hobby is collecting different kinds of empty beer cans. No doubt some more Canadian types will be added to his collection, believed at last count to have reached 600.

Milwaukee Shops CAR DEPARTMENT

Pat Hoye, Correspondent

July 16 marked the retirement of Harold Fligge, carman welder in the Freight Shop, terminating 45 years of service with our railroad. Harold spent all of his railroad career at the Freight Shop where he established one of the best safety records there — 44 years without an injury. He and his wife have been settled at Potter's Lake, Wis., for over a year and will spend their retirement there. Their mailing address



Matteo Cefalu (center) is congratulated on his retirement by Alex Crivello, foreman (left), and Bob Gendron, roadmaster's clerk. Matteo Cefalu, a laborer with the Track Department in Milwaukee, started his railroad career in 1959 and retired on September 14.

is Route 1, Box 213, East Troy, Wis. 53120. Friends wishing to stop in can find their home at 1334 Shorewood Drive.

Johann Bauer retired at the Milwaukee Car Shops on July 13. Johann was a carman in the Freight Shop for almost 21 years. He joined the Milwaukee Road in 1951, starting his career at Davies Yard and later transferring to the Freight Shop. Johann and his wife will remain at 4565 North 73 St., Milwaukee, during their retirement. Their plans are to take things easier now.

Anton Chlebowski, Freight Carman, retired July 16. Anton has a service record of 10 years with the Milwaukee, working first in the Coach Shop and finally in the Caboose Shop. Anton plans to return to Ramsey, Mich., where he was born and raised. He will live at a lake near friends and relatives, and plans to fish and work on his living quarters there. Friends wishing to get in touch with Anton can do so by writing in care of General Delivery, Ramsey, Michigan, 49959.

LOCOMOTIVE DEPARTMENT

Nancy Stark, Correspondent

Congratulations went to Michael and Ellen Dretzka when Ellen presented Michael, a chauffeur in the Wheel Shop, with a son on July 11. All three are reported doing well.

Linda Maas, daughter of Assistant Mechanical Engineer-Locomotive and Mrs. Robert H. Maas, was married on Sept. 8 to Thomas Lemmer at Our Lady of Lourdes Catholic Church in Milwaukee. The young couple will make their home in Milwaukee.

DIESELHOUSE

With the promotion of James Robertson to assistant general foreman, second shift back shop, the Dieselhouse has had the addition of Paul Langenfeld as foreman. Paul transferred from Green Bay to Milwaukee with his wife and children.

Del Shea, maintainer on the second shift, retired on Aug 15. Del and his wife will spend their retirement in the North Woods.

News of the death of Machinist Hilary Jones saddened the Dieselhouse and Milwaukee Shops area. He died on July 21. Most sincere sympathies were extended to Larry's family. As reported in the last issue, Larry had received a Safety Award pin for 47 years with the company without a personal injury.

For the month of August, the first and third shifts in the Dieselhouse com-



The IM&D Division recorded the highest level of employee participation in the 1972 U.S. Savings Bond drive—91 per cent. The division has also achieved over 50 per cent employee participation in the bond drive for six consecutive years, entitling it to win the Minute Man Flag award. Presenting the award to the division's employees recently in Austin are (left to right) James W. Burcham, regional manager-public relations, Chicago; William F. Bannon, superintendent, IM&D Division; Al Haakenson, Mower County (S.D.) savings bond chairman; and General Manager Delbert O. Burke.

Milwaukee Leads Bond Drive

MILWAUKEE ROAD EMPLOYEE participation in the U.S. Savings Bond Program was the highest in the railroad industry for 1973, the U. S. Treasury Department announced.

This is the first time since the founding of the Savings Bond effort that Milwaukee Road employees have led those on all other railroads. In 1972 the Milwaukee took third place with 64 per cent participation. Employee participation this year was 68 per cent.

Five of the railroad's divisions—the Aberdeen, IM&D, Iowa, La-Crosse and Rocky Mountain—received the Minute Man Flag award for achieving over 50 per cent participation for at least five consecutive years through 1972. Topping all divisions was the IM&D, with 91 per cent of its employees participating in 1972. In letters congratulating the superintendents and employees of these five divisions, President Worthington L. Smith termed their 1972 achievements "outstanding."



Richard L. Martin (left), Aberdeen Division superintendent, and Park Burns, chief clerk to the superintendent, display the Minute Man Flag award presented to employees of the Aberdeen Division for their accomplishments in the 1972 Savings Bond campaign.



Police Captain M. V. Cunningham (right) presents Patrolman John W. Neuman with a miniature gold police badge and cash gifts on behalf of John's fellow workers in the Milwaukee Shops area. John retired June 30 after 36 years with the railroad. He started with the Milwaukee Road as a crossing man in the Milwaukee Terminal and became a patrolman in the Police and Fire Department in 1938. The retirement party for him was held on June 25.

pleted the month without an injury and they will share the Safety Award for this period. Congratulations and keep up the good work.

Also as reported in the last issue, the new addition to the Dieselhouse, tracks 5 and 6, are now in full use. A program has been started whereby three switch engines a day for a five-day period are brought through this area and given a complete and thorough inspection and maintenance. Tracks and switches for run-arounds and moves in the Lapham Yard area are now being laid but are not completed.

Roundhouse Foreman G. A. Walling at Channing, Mich., retired Aug. 31 after 36 years of service with the company. Mr. Walling started his career at Western Ave.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of Superintendent of
Operating Rules

It is with regret that we report the passing of the following employees and friends: Yardmaster Tom Farrell on June 21, retired Switchman Frank Babcock, Switchman Brian Jaekel on Aug. 15, retired Switchman Lloyd Montgomery on July 14, retired Switchman Gerhart Meister in August, the father of Switchman Russell Malicoat on July 15, the father of Switchman Michael Glisch on Aug. 19, the father of Switchman Doug Russell on Sept. 9, and the father of former Terminal Yard Clerk Robert Neumann, now sales representative at Mankato, Minn., on Sept. 5.

Ralph Richter, yard clerk at West Allis, is now getting around town on a brand new 10-speed bicycle.

The time revisors from Muskego Yard have now moved to the Depot in Milwaukee.

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

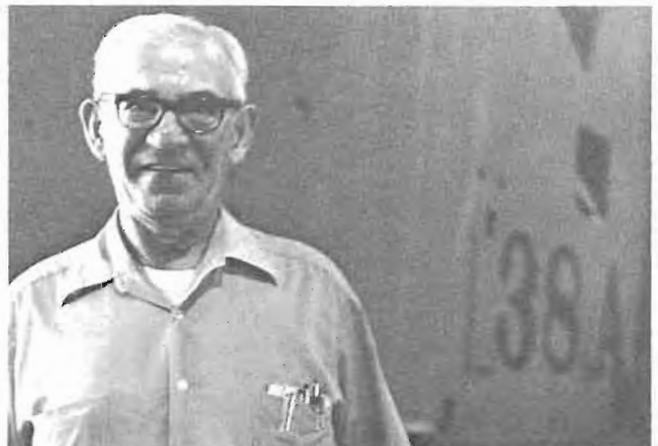
A retirement party was held July 20 for Merwin Fowler, signalman at the Milwaukee Shops who retired June 15 after 33 years with the Signal Department. The party was held at Covic's Hall in West Milwaukee with about 70 guests in attendance. Merwin was presented with a monetary gift by his fellow workers and friends.

Visitors at the party from Chicago included Mr. and Mrs. Don Wiley, Mr. and Mrs. Paul Mather, Hank Warren, and Merwin's brother, Ernie, a retired signalman from La Crescent, Minn., and his wife. Merwin thanked all who attended and contributed to his party.

Superintendent F. H. Ryan was transferred to LaCrosse on Aug. 1. An informal luncheon was held in the depot on July 30 to bid farewell to Mr. and Mrs. Ryan and present Mr. Ryan with a gift. About 100 well-wishers attended. The office staff made the arrangements for the luncheon.

The office welcomed Mr. N. H.

LAST RUN. Engineer Max Horowitz gets ready to board the cab of No. 38A to pull his last commuter train out of Union Station, Chicago, on July 27. Max retired on July 30 after 30 years of service with the Milwaukee Road. Conductor W. L. Wilson and Fireman R. D. Miller were on hand to congratulate Max just before train 227 departed.



McKegney, the new superintendent. Mr. F. A. Deutsch will remain at the Muskego Yards as terminal manager.

Retired Engineer Bob Smith of Beloit died recently after a long illness. Mr. Smith and his wife had celebrated their 60th wedding anniversary last Dec. 24.

Congratulations were extended to Mr. and Mrs. Roy Satre of Rockford who celebrated their 50th wedding anniversary July 7. Their son, Roy Jr., of New York, hosted a dinner party for them at the Wagon Wheel at Rockton on July 7. July 8 was Mr. Satre's birthday, and friends were invited in for a cake and coffee gathering. Roy is a retired engineer from the RS&W board at Beloit.



Carman Welder Harold Fligge (left) receives congratulations from Shop Superintendent Vern Waterworth after 45 years of service with the Milwaukee. Harold retired July 16. He and his wife will continue to live at their Potter's Lake, Wis., home.

Cheryl Kubenik, chief clerk to the division engineer at Milwaukee, is the mother of a new daughter, Cheri Ann, born Aug 7.

At a recent retirement party for engineers held at the White Star Restaurant at Rockford, a 40-year pin was presented to Roy Satre and a 45-year pin to Elmer Stewart. About 30 guests attended.

Congratulations go to the Klein fam-



KLUSMEYER-DEERING. Kathy Klusmeyer was married to Tom Deering on July 28. Tom is a clerk in the Material Division at the Milwaukee Shops. The couple's two-week honeymoon included stops in Wisconsin Dells and Chicago.

ily of Beloit, upon the news that their son, Bob, has signed as a professional baseball player with the White Sox. Bob, the son of Conductor Al Klein, was graduated from Beloit Memorial High School on June 8. He was also on the Wisconsin State Championship basketball team.

Chief Time Reviser Vincent Freihoefer and family have recently taken a trip to Alaska via the Alcan Highway.

Operator Cathy Trussell and Brake-man Jeff Vetrone of Beloit were married recently at the People's Church in Beloit. Cathy is the daughter of Conductor and Mrs. Lloyd Trussell.

Sympathy is extended to the family of retired Roadmaster James Thompson who died July 9. He was buried in Milwaukee.



KELLY-URFER. Sandy Kelly and Mike Urfer were married on June 2. Mike is a stockman in the Material Division at the Milwaukee Shops.

Helen Roche, A.F.E. clerk in the Office of Manager-Capital Expenditure Accounting, is congratulated on her retirement by Manager Joseph Kirchen (right) and Assistant Manager Carl E. Lee. Helen retired June 29 after nearly 46 years of service.



We have also learned of the death of Jack Gregg at Janesville on July 13. Gregg was a retired roundhouse foreman.

SECOND DISTRICT

Jerry Magnuson, Correspondent
Asst. Superintendent's Office, Green Bay

Congratulations were extended to Switchman Gary Buggs on his marriage to Roxanne Johnson, daughter of Engineer Alvin Johnson. They were married Aug. 25 at St. Mark's Lutheran Church, Green Bay. The new Mrs. Buggs works at St. Mary's Hospital in food service.

Switchman Bob Stachura and his wife, Rita Ann, became the parents of a son, Ronald Anthony, on Aug. 16.

On Aug. 14, your correspondent's wife Doreene gave birth to their first child, a girl, Anne Marie.

Green Bay Section Foreman Mike Schoen and his wife, Darlene, welcomed their first arrival, a boy, Steven Michael, on Aug. 17. Congratulations on all the new arrivals.

Sympathy was extended to Jim Price, assistant traveling engineer on the news that his mother died in July.

George Walling, roundhouse foreman at Channing for more than 30

years, retired Aug. 31. We extend to him our best wishes and regards for an enjoyable retirement.

Earl S. McGregor, MMTC employee for 30 years, retired on Aug. 14. Earl is looking forward to some hunting expeditions. We all wish Earl a happy and fun-filled retirement. Earl is the brother of Bud McGregor, operator at Green Bay. Earl and his wife will continue to live in Green Bay.

Chicago Division GALEWOOD

Eleanor P. Mahoney, Correspondent

Fred La Rue, station accounts clerk, died Aug. 26. It was only on July 30, 1973, that Fred retired on disability and all of his co-workers presented him with a monetary gift, delivered to him at his home by W. R. Bishop, chief clerk. Fred left for Covina, Cal., the day after he received the gift, to stay with his sister to recuperate. He was only there a week when he died. He is survived by his sister and brother and our deepest sympathy is extended to them.

Freight Agent John Kalasmiki recently presented Agency employees with Safety Award pins. Fred LaRue's pin had two rubies, representing 46 years of work without an injury.

Cornelia Green, coach cleaner at the Western Ave. Coach Yard in Chicago, is congratulated on her retirement by General Yardmaster Harold Tilly (left), Coach Yard Foreman Ernest Buchholz and General Car Foreman C. E. Curran. Cornelia retired on July 27 after 30 years of service with the Milwaukee Road.





Ambitious Goals Set For 1973 Crusade

Chicago area employees have undertaken the ambitious goal of helping more than 900 human care agencies provide assistance to residents of Chicago and 155 suburban communities. To reach this goal, volunteers are asking for contributions to the Milwaukee Road Employees' Combined Fund Raising Plan, which allows employees to contribute to all of these agencies through payment of an annual pledge spread over twelve monthly payroll deductions.

Vice President-Operation F. G. McGinn, company campaign chairman, called upon all departments to help boost this year's participation in the plan and to raise at least \$54,500, which he has set as the target for the campaign.

Milwaukee Road Chairman William J. Quinn noted that a single pledge allows Milwaukee Road contributors to help meet the needs of hundreds of legitimate, non-profit charitable, health and social service agencies combined under the Metropolitan Crusade of Mercy, to which 85 per cent of the employees' donations are given. In addition, specified amounts of the campaign funds are to be given to the American Cancer Society, the Chicago Heart Association and the National Foundation (March of Dimes). Under the Employees' Combined Fund, an additional share is distributed to the Boy Scouts of America and the Girl Scouts of America, which are also

supported by the Crusade of Mercy.

During the campaign, team solicitors have contacted individual employees to inform them of the objectives of the Employees' Combined Fund and to urge them to contribute a "fair share" annual pledge. Since the railroad bears the expense of fund-raising under the Employees' Combined Fund, no part of the contributions are used for administrative expenses.

Volunteer work is also a significant factor in the over-all efficiency of the Metropolitan Crusade of Mercy, and 95 cents of every dollar contributed goes directly to help people. The actual cost of raising the money is less than five per cent—one of the lowest figures in the country.

Campaign workers have pointed out that this type of campaign gets more help to the people who need it at a low cost, rather than through government-funded projects. They also pointed out that when the individual citizen gives voluntarily to independent charitable organizations, he has a greater involvement in such activities and is able to exercise freedom of choice in deciding where his donation will go. Mr. McGinn has noted that nearly two-thirds of the funds raised by the Crusade of Mercy go to services for children.

Milwaukee Road employees in Milwaukee and the Twin Cities are also participating in the United Fund Campaigns in those areas.

Fred lived in Itasca, Ill., most of his life. He was involved in many activities, especially as a volunteer at Hine's Veterans Hospital where he helped run bingo games. His hobby was leathercraft and many of our retirees have been presented with hand-tooled initialed wallets, which were his specialty.

Fred started with the Milwaukee Road in 1926. He worked at Division Street, Union Street and Galewood. He was a radio dispatcher in World War II. He held an office in the BRAC, the 2950 Club and the Railroaders Benefit League, and was Galewood Lodge legislative representative. Fred also worked with the Railroad Retirement Board in Washington, D. C., during the inauguration of railroad retirement benefits. He did promotional work for Employees Mutual Benefit Association. During his last years at Galewood he worked in switching station accounting.

Harry Randol, chief night rate clerk in the Regional Data Office, retired July 20. He started with the Milwaukee Road in 1965, after his retirement from the Standard Oil Company. Coffee and rolls were served and a monetary gift was presented to him from his co-workers, with a list of their names on a long, two-inch wide white satin ribbon inserted in a retirement card. Harry reports that "switching from paychecks to pension checks is not as easy as it may sound." He is now living in Pana, Ill., with his 86-year-old mother.

Karen Ostien, regional data office clerk, became the bride of Gary Thesen on June 30 at St. Frances Borgia Church. Relatives and friends celebrated the occasion at a reception held at "Johnnie Wiegelt & Co."

Nate Abrams, regional data office cashier, became the proud grandfather of Darcy Beth, born Aug. 29 to his daughter, Mrs. Karen Cohler of Deerfield, Ill. This is the second granddaughter for the Nate Abrams.

Philip Scorza, son of Philip Scorza, Regional Data Office rate clerk, is Ivanhoe Theater's new assistant stage manager. He turned proud playwright Aug. 24 when the Riverside Theater Company began a six-week run of his one-act play, "The Train of Reverie."

Brigid Ann Brennan, born July 23, is the second granddaughter for correspondent E. Mahoney, Agency stenographer.

Sympathy is extended to the family of Chuck Arnolde. Mr. Arnolde died July 27. He was a foreman at Wardex Freight House and had been with the Milwaukee Road since January, 1936.

Our sympathy is also extended to the family of Jim Knaak, demurrage inspector, upon the death of his mother, Mrs. Elsie Knaak, on July 12.

Your Crusade of Mercy fair share gift can help people who are faced with sudden disaster. The Red Cross is one of the many organizations assisted by your gift. By making a pledge to the Crusade volunteer, you are helping these organizations get help to people who need it—when they fall victim to forces bigger than they are.



Chicago General Offices

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

Mrs. Sophie Hein, mother of Marty Hein, clerk in the A.F.E. bureau, won first prize for the best garden in the Lakeview area.

W. R. Freyberg, valuation engineer, equipment, is recuperating at home after surgery.

Helen Breen, bookkeeper in the Accounting section, retired August 29. An office party was held and many of her friends wished her happiness during retirement. Helen started with the



Helen Breen, bookkeeper in the office of Capital Expenditure Accounting, admires the many gifts given to her by her friends at her retirement party on Aug. 29 in Chicago. Helen started with the railroad in 1935.

railroad in October, 1935, and since has worked in various offices. Helen lives at 9712 Addison, Franklin Park, Ill. Her father, William Breen, retired from the freight auditor's office in 1953.

C. W. Dix, assistant engineer and formerly of the engineering department, Savanna, Ill., is now living in North Hollywood, Cal. He was a weekend visitor with H. Datisman, automotive engineer, and Clif Gourley, assistant engineer.

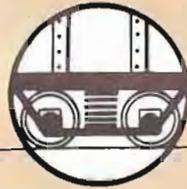
Mark Barens, assistant engineer, went to Spain with his family and brought back many memories of the trip.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

J. B. Beton was appointed purchasing agent on May 1, and Jim Maloney was appointed assistant to the general manager of purchases and material.

On Aug. 24 Roger W. Ruchti and



Carloadings

JANUARY-SEPTEMBER 1973 compared with same period in '72

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1973 over 1972	NINE MONTHS		INCREASE	
		1973	1972	1973 over 1972	% of increase
13.8	Grain	69,240	51,522	+17,718	+ 34.4%
10.0	Lumber	46,107	43,666	+ 2,441	+ 5.6
7.2	Motor vehicles	22,484	20,912	+ 1,572	+ 7.5
6.9	Other paper products	59,202	58,106	+ 1,096	+ 1.9
3.9	Other wood products	21,770	19,178	+ 2,592	+ 13.5
3.2	Other transportation equipment ..	26,999	23,065	+ 3,934	+ 17.1
3.0	Grain mill products	41,613	38,347	+ 3,266	+ 8.5
2.8	Stone, clay or glass products	23,730	23,558	+ 172	+ .7
2.8	Industrial chemicals	18,252	16,985	+ 1,267	+ 7.5
2.6	Primary iron or steel products	22,450	17,477	+ 4,973	+ 28.5
2.5	Other primary metal products	12,224	11,354	+ 870	+ 7.7
2.4	Waste or scrap materials	24,318	21,147	+ 3,171	+ 15.0
2.1	Freight forwarder traffic	21,770	17,138	+ 4,632	+ 27.0
1.8	Primary forest products	42,059	32,103	+ 9,956	+ 31.0
1.6	Petroleum or coal products	14,419	13,879	+ 540	+ 3.9
1.5	Electrical machinery or equipment ..	11,417	10,699	+ 718	+ 6.7
1.4	Malt liquors	14,629	12,185	+ 2,444	+ 20.1
1.4	Fabricated metal products	11,066	9,639	+ 1,427	+ 14.8
1.2	Other machinery; except electrical ..	7,630	6,853	+ 777	+ 11.3
.8	Farm machinery	6,971	6,679	+ 292	+ 4.4
.7	Beverages	8,169	7,527	+ 642	+ 8.5
.7	Soybeans	7,007	5,513	+ 1,494	+ 27.1
.2	Metallic ores	2,736	2,161	+ 575	+ 26.6
6.1	All other carload traffic	51,700	47,969	+ 3,731	+ 7.8
80.6	Total Increases	587,962	517,662	+70,300	+13.6%
	loading of these commodities DECREASED in 1973 over 1972	NINE MONTHS		DECREASE	
		1973	1972	1973 over 1972	% of decrease
3.4	Other food products	22,001	22,639	- 638	- 2.8%
2.8	Coal	52,377	54,361	- 1,984	- 3.6
2.6	Other chemical products	20,050	21,051	- 1,001	- 4.8
2.6	Canned goods	12,625	13,257	- 632	- 4.8
2.4	Non-metallic ores	31,894	33,350	- 1,456	- 4.4
2.0	Pulp or pulp mill products	7,959	8,533	- 574	- 6.7
1.3	Fresh meat	9,862	11,972	- 2,110	- 17.6
.7	Dairy products	4,782	5,821	- 1,039	- 17.8
.6	Potatoes	3,646	4,386	- 740	- 16.9
.4	Fresh fruits and vegetables	3,770	4,593	- 823	- 17.9
.3	Other farm products	3,325	4,211	- 886	- 21.0
.2	Coke oven or blast furnace products ..	1,134	1,329	- 195	- 14.7
.1	Livestock	524	738	- 214	- 29.0
19.4	Total Decreases	173,949	186,241	-12,292	-6.6%
100.0	Total	761,911	703,903	+58,008	+8.2%

wife Cheryl spent their fifth wedding anniversary at the Wisconsin Dells. Also on Aug. 24, Dennis Norton left the Purchasing department.

On July 30 Mrs. Betty Slowinski, stenographer, left the department, and on Sept. 4 Shirley James left the department after four years' service. She left the position of general purpose clerk. We wish them all good luck in whatever they do.

The Purchasing department welcomes Mrs. Ann Jahn who has joined our office staff. Ann is the wife of Peter who is a buyer in purchasing. Ann will be our new stenographer.

MILWAUKEE MATERIAL DIVISION: Retirements and weddings were important events for seven of our employees in the Material division at Milwaukee.

Supervisor of Material Delivery "Little Peter" Klisanic, a railroad employee for more than 46 years, retired on May 31, at which time a cake and coffee party was held and memorable gifts—including a dog—were presented. We wished a happy, long retirement to Pete. He and Mrs. Klisanic have one daughter and two grandchildren and will continue to make their home in Milwaukee.

On the same day, another long-time employee, Assistant Sectional Stockman John Thekan, retired after almost 48 years of service. Wishes for an enjoyable retirement are sent his way.

On July 27 one of our staff members in the Manager of Materials' office joined the ranks of retirees. A cake and coffee get-together for Al Koester, assistant to manager of materials, was held and many friends and retired employees returned to extend best wishes to Al. We'll miss his helpfulness and mild-mannered personality in our office.



John Cerri, perishable freight representative in Chicago, receives best wishes on his retirement from Art Berry, assistant regional manager of sales. John, who retired on July 1 after more than 46 years with the railroad, plans to continue making his home at 10754 South Calumet in Chicago.



SCHMIDT-JOHNSON. Lyn Schmidt, secretary to the manager of materials, was married to Roger Johnson on May 5 at Our Savior's Lutheran Church in Milwaukee. The newlyweds honeymooned in Mexico.

On May 5 Lyn Schmidt, secretary to manager of materials, was married to Roger Johnson. The ceremony, written by the couple, was held in Milwaukee and was followed by a reception for 300 guests in Merton, Wis. The couple then flew to Mexico City and later motored to Taxco and Acapulco for a nine-day honeymoon.

Stockman Mike Urfer was married on June 2 to Sandy Kelly. Best wishes go out to Clerk Tom Deering and his bride, Kathy Klusmeyer, who were married on July 28. Congratulations to clerk Gary Kitzmiller, who was married on Aug. 25.

We welcome back vacationers Assistant Manager of Materials Jerry Johannes who motored throughout our western states and Sharon Rosinski, stenographer for the district material manager at Milwaukee, who returned from a 15-day journey to Europe.

Congratulations are extended to E. F. Volkman, manager of materials, who became a grandfather in June. We understand his daughter Sally and granddaughter are doing fine.

OFFICE OF MANAGER EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Best of luck was extended to Herb Bahr, bureau head of local car records, when he retired on Aug. 31. Herb started with the railroad in 1928, and was employed in the office of manager-

equipment accounting all 45 of his service years. The office held a party in his honor on Aug. 3, before he departed on a well-deserved vacation.

Adrian Adkins, of foreign car records, and Barb Moody, of manager-revenue accounting, exchanged wedding vows on July 13 at the Northwestern University Chapel in Evanston. The couple went on a Caribbean cruise for their honeymoon.

Brenda Crotty of the T.O.F.C. bureau, who left us on July 6, and Sharon Meyers of local car records, who left on Aug. 17, took leaves of absence expecting the births of their children. They will be Brenda's first child and Sharon's second.

Judy Hefner of the reclaim bureau said good-bye to us on July 13 to start a career in nurses training. The office held a party for her on July 12.

Get-well wishes have been extended to Joan Magnuszewski, who is on a leave of absence.

Richard Keller, former bureau head of foreign car records, was appointed bureau head of local car records on Sept. 1. Adrian Adkins replaced him as bureau head, and Ed Werbachowski is the assistant.

Newcomers to our office are Linda Kahler, Judy Sa'id, Maureen Findley, Therese Woodbury, and Gloria Piorek.



MOODY-ADKINS. Barbara Moody of the office of Manager-Revenue Accounting, and Adrian Adkins, bureauhead in the office of Manager-Equipment Accounting, were married on July 13 at the Northwestern University Chapel. A reception was held at the Diplomat Hotel in Chicago. The couple toured the Caribbean Islands on their honeymoon cruise.

"It is only a question of time and our volume will be such that we can arrange for run-through operations at Louisville and Portland, further improving our service."

The Traffic Department

(continued from page 2)

Butte, Montana with a variety of options for movement beyond to Northwest markets. Examples of these options are box car service, piggyback service (including delivery to customer's door) and less-than-truck load motor carrier service. Commodities initially selected to be treated are carpeting, furniture and major household appliances. Shipper response has been very encouraging and as new traffic develops we will expand the concept, performing not just a railroad service but a full, varied, flexible distribution function.

Earlier this year, we began offering shippers of agricultural implements a new concept for the distribution of their commodities when moving from Midwest states to Idaho, Oregon and Washington. Shipments move on the railroad to Othello, Wash., from which point they are distributed by truck.

Fast delivery of multiple shipments loaded on single cars is afforded shippers through the liberal stop-off provisions provided by motor carrier delivery, with a further dividend to the railroad and shipper through more efficient use of chain tie-down flat cars.

This service will be expanded in October to include other origins such as Louisville and will include Grading and Road Making Implements.

On October 1 we inaugurated a new arrangement whereby the Milwaukee Motor Transportation Company will operate over the highway in lieu of our railroad, in connection with TOFC traffic between Milwaukee, Wis., and Chicago, as well as traffic interchanged at Chicago moving between Milwaukee, Wis., and points in the East and Southwest. Present TOFC rates will apply on these movements.

This change will give us an important sales tool in that we will be able to meet the transit time of the over-the-road common carrier truck line.

These are just several examples representing the activities of our relatively new profit centers. They are busily engaged in numerous studies involving many subjects, including unit coal trains, various types of new equipment for the automobile companies and a particularly extensive study with a large lumber firm that will produce a very substantial contribution to our revenue base. They are constantly analyzing the profitability of each segment of our traffic, of each type of equipment and of low density areas of the railroad.

Up to this point we have been discussing the activities

of the Market Development and Pricing Department, but equally important in achieving our corporate objectives are the activities of our Sales and Service Department, the principal link through which management maintains direct contact with its customers and the shipping public generally. They are the eyes and ears of the railroad. They must understand customer needs and his distribution problems. They must bring to bear all the resources of the railroad to resolve these problem areas if we are to secure and hold new customers. In the Market De-

"... equally important in achieving our corporate objectives are the activities of our Sales and Service Department, the principal link through which management maintains direct contact with its customers and the shipping public generally."

velopment and Pricing Department the sales and service people have a resource which is staffed to research, analyze and find sound economic answers to customer needs. Working together, the two departments are creating and keeping customers whose business is profitable.

We look principally to the field sales people to capitalize on our opportunities such as entry into Portland, Oregon, Billings, Montana and Louisville, Kentucky. In each instance our traffic into and through these gateways continues to grow. The results are most gratifying. It is only a question of time and our volume will be such that we can arrange for run-through operations at Louisville and Portland, further improving our service.

Effective August 15, the railroad established a run-through service with the Union Pacific at Council Bluffs, thereby improving our service on traffic between the Midwest and East on the one hand and the South Pacific Coast on the other. This action was taken in response to shipper needs and to maintain our competitive status. We are looking forward to an increasing volume of traffic on our Chicago-Omaha line.

Reorganization of the Traffic Department is not sufficient in and of itself to improve our market share and to assure the Milwaukee of profitable growth. We must prove ourselves—we must perform—we must satisfy our customers' needs.

Only results will measure our success. ■



MAGAZINE

CHICAGO,

MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

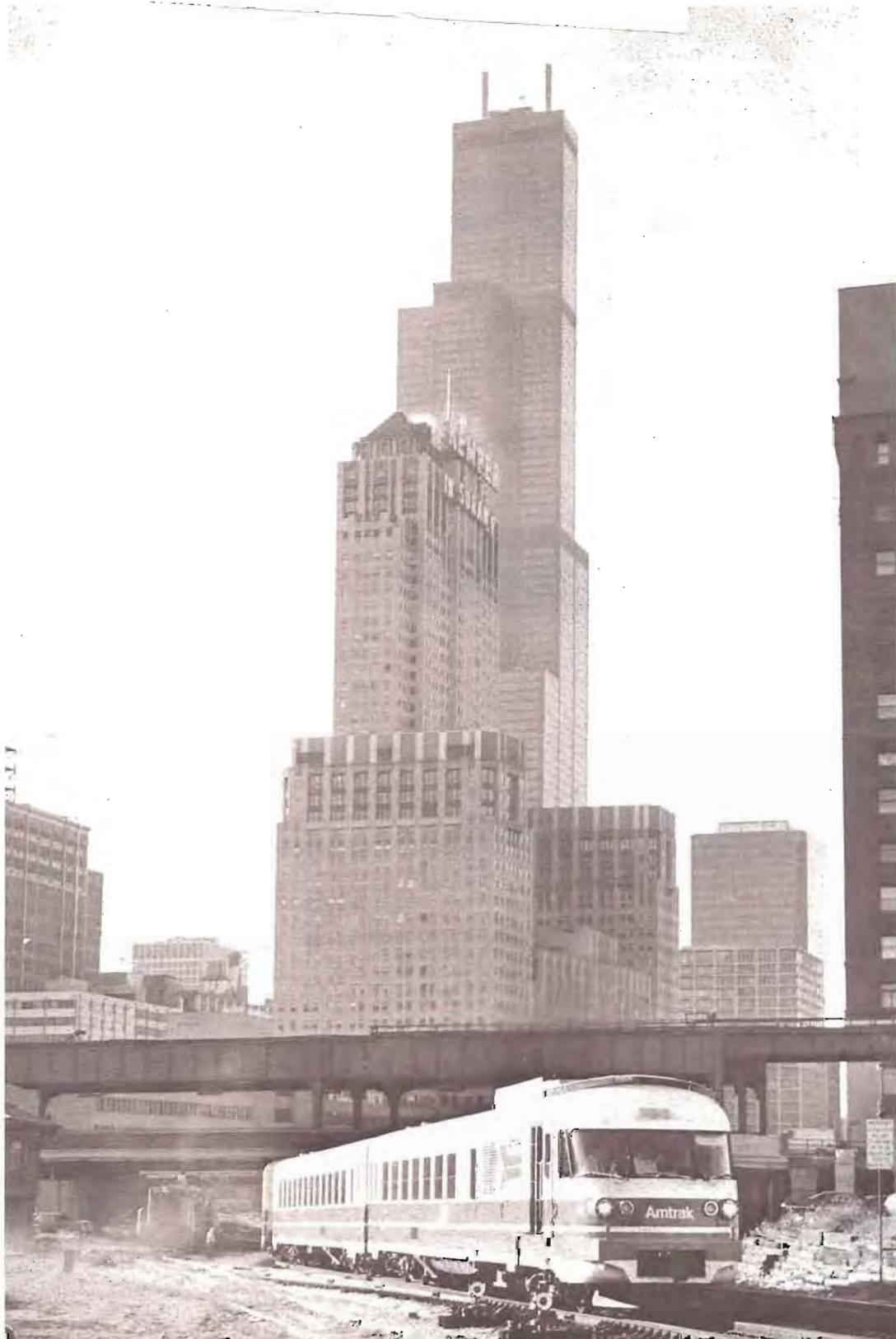
516 W. Jackson Blvd.

RETURN POST/

Mr. Ivar Berven
2406 North Union
Tacoma, WA 98406

570

Bulk Rate
U. S. POSTAGE
PAID
CHICAGO, ILL.
Permit No. 3283



Two recent additions to Chicago's skyline are the Sears tower (background), world's tallest building, and Amtrak's new French turbine train. The new train recently underwent clearance and other tests on the Milwaukee Road between Chicago and Milwaukee. Two of the trains are presently in use on scheduled Amtrak runs between Chicago and St. Louis and tentative plans call for their future use between Chicago and Milwaukee.