

**THE
MILWAUKEE ROAD
MAGAZINE**

APRIL
•
1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



“... the Law Department protects the railroad's privilege to engage in a business that benefits both the customer and the railroad.”



The Law Department

Raymond K. Merrill
Vice President - Law

The Milwaukee Road's Law Department is headed by Raymond K. Merrill, vice president-law, and James P. Reedy, general counsel. Within the Law Department are the offices of Freight Adjustment Services, the Property Tax Department and the Office of Adjustment Services.

Members of the Department are active in representing the Milwaukee Road in legal matters and in helping railroad managers in other departments make important decisions. A professional lawyer-client relationship is maintained between the Department's lawyers and railroad managers who seek legal counseling.

Every facet of the railroad's activities is affected in some way by laws, and these laws often vary from one locality to another. The Milwaukee Road's trains operate on 10,000 miles of track in hundreds of towns, cities and counties in 16 states, each with its own laws. In addition, the Milwaukee Road is regulated by agencies such as the Interstate Commerce Commission and the Federal Railroad Administration.

As a result, the Milwaukee Road depends upon people in the Law Department to interpret the meanings and effects of laws. In this capacity the Law Department protects the railroad's privilege to engage in a business that benefits both the customer and the railroad.

Wide Range Of Legal Activities

The Law Department deals with 95 per cent of the generally-accepted fields of law. These specialties include admiralty, bankruptcy, civil rights, commerce, commercial transactions, constitutional law, contracts, corporate law, criminal law, labor, personal injury, property loss and damage, real estate, securities and tax law.

The Department's legal staff is active in reviewing new laws passed by government bodies. Through the Law Department, the railroad voices its support for or opposition to proposed legislation. This is done through testimony at hearings or through the activities of railroad associations to which the railroad belongs.

The formation of Amtrak, for example, resulted in part

from the cooperative legislative activities of the legal staffs of many railroads. In Illinois the Milwaukee Road's Law Department worked with other transportation companies and private groups to help write proposed legislation that led to formation of mass transit districts and the Regional Transportation Authority.

Thirteen lawyers in Chicago, and three under the immediate supervision of Warren H. Ploeger, western counsel, Seattle, Wash., are occupied full time with the legal affairs of the railroad. They are assisted by members of seven law firms who, as state solicitors, oversee the legal matters of the Railroad in their respective states. Finally, there are 233 local attorneys, who, upon request, handle legal matters arising in their counties in the sixteen states in which the Milwaukee Road operates.

Three Departmental Divisions

In addition to its staff of lawyers, the Law Department consists of the Office of Freight Adjustment Services (formerly the Freight Claims Department), the Property Tax Department and the Office of Adjustment Services (formerly the General Adjuster's Department).

The Office of Freight Adjustment investigates the facts surrounding the loss and damage of freight shipments. Members of this office work with shippers to come to a fair and equitable settlement, within legal requirements. The office is made up of 53 people and is supervised by Kenneth D. French, general manager freight adjustment.

The Property Tax Department reports information about the railroad's property to individual states. This information is used by state governments to determine property taxes which are assessed against the railroad.

One of the most important functions of this department is to arrange for equitable tax assessments. Tax Department staff members consult with state officials about the value of the railroad's operating facilities and other matters which

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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.



Member,
Association
of Railroad
Editors

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The Cover

A freight car, turned on its side on a car turn-over jig, undergoes heavy repairs at the Milwaukee Road's Freight Car Shop at Milwaukee, Wis.



transport briefs

Milwaukee Scores High With Amtrak

Milwaukee Road train crews ranked second among all railroads in their record for getting Amtrak passenger trains to their destinations on time during the month of January. According to a recent Amtrak report, the Milwaukee Road logged an 87.4% on-time record for the 85-mile-long run between Chicago and Milwaukee over Milwaukee Road tracks. This was second only to the 93% on-time performance of Amtrak's trains between Los Angeles and San Diego, Cal. The Milwaukee Road led all railroads in the long distance category, with its Chicago-Minneapolis trains scoring 86.1% in January. This 421-mile-long Amtrak route is operated by Milwaukee Road crews over Milwaukee Road track. Milwaukee Road members of a typical Amtrak passenger train crew are the engineer, fireman, conductor and brakeman. These on-time figures compare with the average of 61.7% for all Amtrak runs during January. Amtrak, the National Railroad Passenger Corporation, contracts with individual railroads to operate passenger trains over specific routes.

Fuel Costs Escalate

Even if the Milwaukee Road is successful in its goal to use 8½% less fuel this year than in 1973, higher prices will cost the railroad \$12 million more for fuel in 1974 than in 1973, a recent study shows. Prior to the time fuel costs began to rise in fall of 1973, the railroad was paying an average price of just under 12¢ for a gallon of diesel fuel. By December the average price was almost 17¢ per gallon, and by January the average price was up to 22¢. The Milwaukee Road's Corporate Planning Department is estimating that by the end of this year the railroad will be paying over 29¢ per gallon—one and one-half times more than one year earlier.

Record Revenues Earned

A report from the Interstate Commerce Commission's Bureau of Accounts shows 1973 operating revenues for Class I freight railroads reached a record high of \$14.8 billion—up \$1.3 billion over 1972. This is the largest annual dollar gain since World War II. However, higher operating expenses caused net railway operating income to increase by only 2.2 per cent, from \$840 million to \$858.2 million.

Surcharge Increase Tied To Fuel Costs

Railroads have been granted an added surcharge to cover rising fuel costs. The increase raised the 2.5% surcharge that became effective on March 9 to 2.8% on April 1. The increase applies to all railroad freight rates and charges with some exceptions. The higher surcharge is based on fuel cost increases since Oct. 1. In general, airline, motor carrier, steamship and barge rates have been increased recently as a result of higher fuel costs.



The Story Of The Milwaukee Road Trademark

Sign Of The Times

Above: A rapidly-growing railroad in the late 1800s, the Chicago, Milwaukee and St. Paul had no single design that could be called a trademark before 1880. This fancy design was used on a system map that appeared in the railroad's 1881 annual report to stockholders, before the rectangular trademark had won acceptance as the company's symbol.

A trademark, with time, becomes a part of the company and employees it represents, the same way a flag is associated with a country.

For the Milwaukee Road, this attachment started almost 100 years

ago when the familiar tilted red rectangle was first used. According to the railroad's advertising files, the trademark was designed around 1880 by G. H. Heafford who was the assistant general passenger agent in Chicago, Ill.

The first trademark was a simple red rectangle with no border around it. It was intended primarily for use with passenger advertising and for letterhead stationery.

It carried in white letters the name "Chicago, Milwaukee and St. Paul Railway," a name which had been adopted by the railroad just six years earlier.

In 1905 the directors of the Chi-

Left: Other railroads were put on notice that the Chicago, Milwaukee and St. Paul finally had its own trademark when this affidavit was published in 1885. The trademark shown remained unchanged until 1922.

Below, far left: In 1909 the Chicago, Milwaukee and Puget Sound Railway was established to operate rail facilities in Washington, Idaho, Montana and the Dakotas. Borrowing the parent railroad's trademark, the Puget Sound railroad used this symbol until it was absorbed into the Chicago, Milwaukee and St. Paul in 1912.

Below, left: In July, 1922, this modified trademark appeared in advertisements, boasting of the railroad's two recent achievements.

Below: In 1925 the Chicago, Milwaukee and St. Paul went bankrupt. On March 31, 1927, it was replaced by the Chicago, Milwaukee, St. Paul and Pacific Railroad Co. In January of 1928 this trademark bearing the new company name went into use.



GENERAL PASSENGER AND TICKET DEPARTMENT.

Milwaukee, Wis., June 13, 1885.

TO RAILWAY OFFICIALS.

GENTLEMEN: The use by this Company of a special design or trade mark for advertising purposes has been so successful in its results that several other lines have followed in our footsteps and are undoubtedly reaping the benefit of their enterprise.

In order, however, to prevent Railway Companies desiring to adopt a trade mark from copying our special design, I beg to call your attention to the following affidavit of the Manager of the Riverside Printing Company, of Milwaukee, Wis., and respectfully request that no infringement be made on our claim to a prior right to use the design referred to.

Yours truly,

General Pass. and Ticket Agent.

Ass't Gen'l Pass. and Ticket Agent.

(AFFIDAVIT.)

STATE OF WISCONSIN, }
COUNTY OF MILWAUKEE. } ss. To Whom it may concern:

PATRICK J. SHANNON, being duly sworn deposes and says that he is one of the proprietors of the Riverside Printing Company, of Milwaukee, Wis., and that in the year 1880, the firm of which he is a member designed and engraved for the exclusive use of the Chicago, Milwaukee & St. Paul R'y Co., as a trade mark, an oblong block set on an angle with the name "Chicago, Milwaukee and St. Paul Railway," printed in a white letter on a red ground and of which the following knowledge and belief no other Railroad Company time, and that the said Chicago, Milwaukee & have continued to use it ever since as its trade mark. Subscribed and sworn to before me this 8th day of June, 1885.



PATRICK J. SHANNON.

BURTON HANSON,
Notary Public, Milwaukee Co., Wis.



In 1860 the Milwaukee and St. Paul Railway was formed from several small bankrupt Wisconsin railroads. Since the names of railroads at that time looked more like lists of the towns they served, the little railroad naturally changed its name to the Chicago, Milwaukee and St. Paul Railway when it built its new line to Chicago. As the railroad continued to change, so did its name. At least eight different trademarks can be found for the railroad companies that are now the Milwaukee Road.

Chicago, Milwaukee and St. Paul Railway decided to build a northerly railroad route to the Pacific Coast of Washington. Since the railroad's westward expansion came after the era of federal land grants, it formed companies in the West to buy land and to build and operate the trackage that was needed for the transcontinental system.

One of these companies, the Pacific Railway Co., was formed in 1905. The name was soon changed to the Chicago, Milwaukee and St. Paul Railway Co. of Washington, and when the extension was completed in 1909 it became the Chicago, Milwaukee and Puget Sound Railway.

Puget Sound Railway

A tilted rectangular trademark with the name of the Puget Sound Railway was soon in use by the Seattle-based company, which operated the western end of what is now the Milwaukee Road. Again, the trademark was used mainly with passenger advertising.

In 1912 the Puget Sound Railway was taken over by its parent company, the Chicago, Milwaukee and St. Paul. The Puget Sound trademark

Below: In November of 1928 this revised trademark replaced the one adopted earlier in the same year. The word "St. Paul" was straightened and a curve was put in the "Pacific."



Between the turn of the century and 1927, the Milwaukee Road was called the St. Paul Road in many parts of the Midwest. At that time the company name was Chicago, Milwaukee and St. Paul Railway. While the St. Paul Road never became an official name, it naturally found its way onto the front of the railroad's city ticket office in St. Paul, Minn., shown here. With formation of the Chicago, Milwaukee, St. Paul and Pacific in 1927, the railroad was commonly referred to in advertisements as the Milwaukee Road. That name was finally adopted on the company trademark in 1953.

gradually disappeared.

Electric operations were a proven success by 1922 when the company trademark was changed by the addition of the phrase "To Puget Sound" on the top margin and "Electrified" on the bottom margin of the rectangle. Several variations of this trademark appeared, and it was used mostly in brochures and timetables to

Right: This "Running Indian" trademark made its appearance in advertisements for the railroad's Hiawatha passenger service in the 1950s and '60s.

Below, right: The last change came on Feb. 2, 1953, when the railroad's popular nickname was made part of the official trademark. The proportions of the sides of the red rectangle are 5 to 7 and the trademark is properly displayed when the word "Milwaukee" is horizontal.

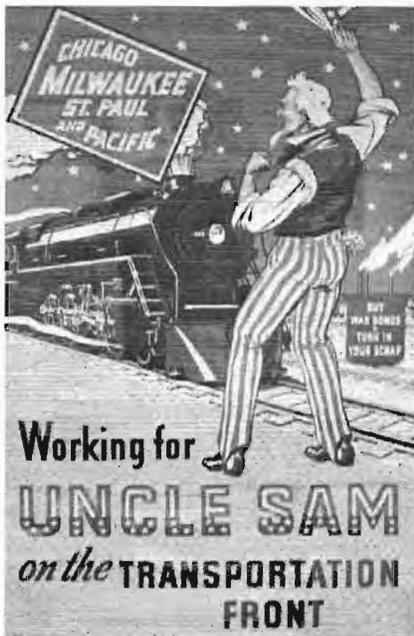
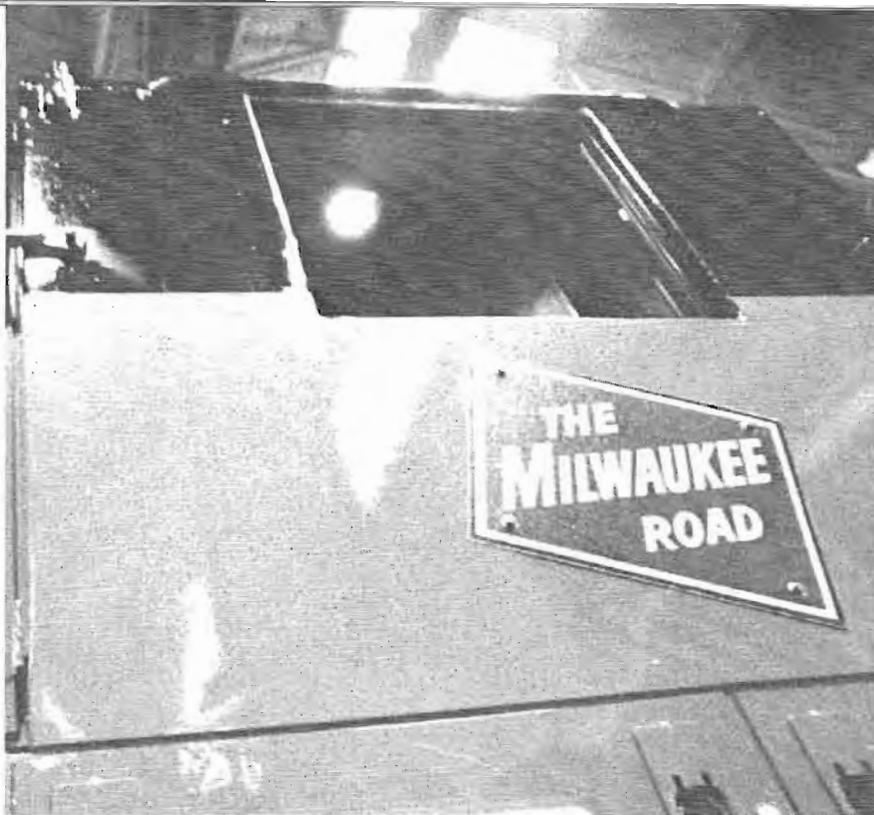
Below: A black and white border was put around the trademark in September of 1929. According to original instructions, which are followed today, the black and white border lines should each be the same width as the upright lines of the "U" in the word "Milwaukeee."

publicize the railroad's passenger service between Chicago and Tacoma.

Bankruptcy struck the Chicago, Milwaukee and St. Paul in 1925. From the ruins of the old railroad a new company, the Chicago, Milwaukee, St. Paul and Pacific Railroad, was formed.

A trademark with this new name appeared in 1928. It was basically the same as the old Chicago, Milwaukee and St. Paul emblem except it
(Continued on page 6)





Above: The Milwaukee Road trademark, last modified in 1953, appears on the sides of the railroad's locomotives below the windows of the control cabs.

Left: The previous trademark carried the railroad's full name, which was adopted in 1927. In 1943 the old trademark appeared on this poster urging railroaders to do their part in the war effort.

Below: These stencils at the paint shop in the Milwaukee, Wis., Freight Car Shop are used to paint the Milwaukee Road trademark on the sides of hundreds of freight cars each year. Like rolling billboards, these freight cars carry the Milwaukee Road's tilted rectangle throughout the country.

Trademark—

(Continued from page 5)

carried the word "Pacific" where the word "Railway" had appeared. The references to Puget Sound and the electrification were removed.

This was altered later in 1928 when the word "St. Paul" was repositioned to make more room for the "Pacific" part of the new name. The trademark was still red with white lettering.

Border Added

But railroaders weren't content to leave the trademark alone. When it was painted on glass windows and office doors, they found that reflections made the trademark difficult to see. So a black line was drawn around the emblem in 1929, leaving a white border between the black line and the red rectangle.

This procedure was supposed to be followed only when the trademark was painted on shiny surfaces, but the border was soon a permanent part of the railroad's official insignia.

The trademark underwent a final change in 1953, when the shortened name, "The Milwaukee Road," was officially substituted for the five-word company name. This nickname had been in use by employees on the west end of the system since the days of the Puget Sound extension, and had appeared often in the railroad's passenger advertising after 1927.

Strictly speaking, the term "The Milwaukee Road" refers to the Chicago, Milwaukee, St. Paul and Pacific Railroad that was formed in 1927. The old Chicago, Milwaukee and St. Paul Railway was referred to as the St. Paul Road.

Hiawatha Indian

The tilted rectangle has not been the only symbol associated with the railroad. Variations of the "Running Indian" emblem of the Hiawatha passenger service were used up until the late 1950s in passenger advertising.

But the tilted rectangle has survived, and today it is seen in freight service advertisements and on the sides of freight cars and locomotives. Some older office buildings and freight houses still carry the Chicago, Milwaukee, St. Paul and Pacific trademark.

Behind the time-tested Milwaukee emblem is a century of history that shaped and formed the Milwaukee Road. ■

Q. & A.

How Will The New "60 With 30" Retirement Provision Affect You?

Effective with Railroad Retirement annuities beginning July 1, 1974, or later, the reduction in annuities of male employees retiring at ages 60-64, on the basis of 30 years of service, is eliminated. The following questions are frequently asked about this new provision:

Q: Does the provision eliminating the age reduction in annuities for male employees age 60 with 30 years of service apply to all retirees?

A: No, this amendment only benefits those whose annuities begin after June, 1974. It does not apply to reduced age annuities starting before July, 1974, nor to annuities for employees, male or female, who retire on the basis of age and service at ages 62 to 64 with less than 30 years of service.

Q: Does the new provision apply to female employees?

A: Female employees had this early retirement advantage under previous law. The new law extends it to male employees.

Q: I am 60 years old with 30 years of service. Can my railroad retirement supplemental annuity also start at age 60, rather than age 65?

A: No. An employee must still be at least 65 years of age before payment of his supplemental annuity can begin. But, you will not lose your

supplemental annuity at age 65 by retiring at age 60, as long as the other requirements are met.

Q: I am 60 years old with 30 years of service, and plan to retire in July, 1974. What about my wife's eligibility for an annuity, based on my service, at age 60?

A: The basic requirement for wives' annuities is that the retired employee must be at least 65 years old, and his wife must be at least age 62, or have a minor or disabled child in her care. The annuity for your wife cannot begin until you are at least age 65 even though you may retire at age 60.

Q: I am planning to take advantage of this 60 with 30 provision in July. Am I also eligible for Medicare at that time?

A: You must be age 65 to qualify for Medicare. However, coverage before 65 is available under certain conditions if you are totally disabled or suffering from chronic kidney disease requiring dialysis or a kidney

transplant.

Q: I have 29½ years of railroad work to my credit. Do I have to work another ½ year to be eligible for this 60 with 30 provision?

A: For railroad retirement annuities, 354 months (29½ years) of railroad service is counted as 30 years.

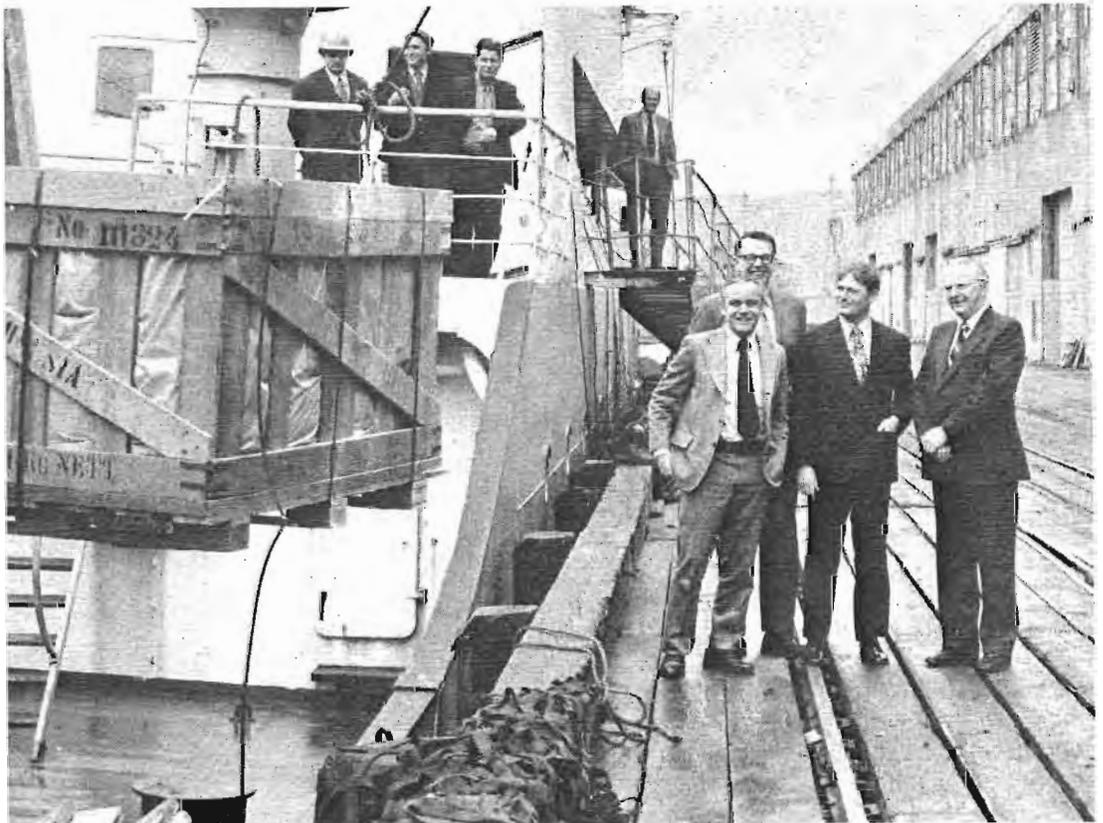
Q: I am eligible for both railroad retirement and social security benefits. Are social security benefits payable at age 60?

A: No, unless you are disabled. Social security retirement benefits are available at age 62, but are reduced for early retirement. An employee must be disabled or age 65 in order to qualify for an unreduced social security benefit.

Q: Where can I get more information for my retirement plans?

A: Contact the nearest office of the U.S. Railroad Retirement Board. If you live in a large urban area, you can generally locate the nearest Board office by looking in your telephone directory under U.S. Government. If you do not live in a large urban area, check with your local post office.

A crate of crude rubber is unloaded from the Russian ship Ovanes Tumanyan at Tacoma, Wash. Over 100 boxcars of the crude rubber cargo were handled by the Milwaukee Road earlier this year as it was distributed from Tacoma to locations throughout the United States. Watching the unloading process, left to right, are Will Green, president of Pacific International Freight Liners, Inc., which coordinated the shipment; Roy Perry, general manager of the Port of Tacoma; Peter Bolduy, the ship's captain, and Erwin W. Jacobson, district manager-sales for the Milwaukee Road at Tacoma. Shipments of the crude rubber from Southeast Asia are expected to arrive monthly.



Old Metaline Falls Line Brings New Product To Market

Bob Hermanson and his wife Diane are reaping a harvest from the dense forests of northeastern Washington and northern Idaho—a harvest that was once considered waste.

With some help from the Milwaukee Road, Bob and Diane have started a business that turns waste wood into neatly-packaged bundles of fireplace logs, complete with kindling and instructions on how to build a good fire. The ready-to-use product is now sold in supermarkets in the Pacific Northwest.

Bob, who has a masters degree in business administration and has taught at Eastern Washington State College in Spokane, calls his new business Forest Enterprises. He located his factory in the small community of Usk, Wash., about 50 miles north of Spokane.

Forest Enterprises is one of the biggest things to happen to Usk in many years. Bob bought railroad land on both sides of the Milwaukee Road's Metaline Falls branch line which runs through town. He uses the abandoned stationmaster's house as his business headquarters, and his seasonal wood-cutting operations in

the surrounding forests have significantly boosted the area's employment base.

In fact, Bob's entire operation seems to fit into the natural scheme of things.

The U.S. Forest Service pays contractors to thin the tree growth in the dense forests. The cut wood is usually collected and burned. But now Forest Enterprises does the tree-thinning, and pays the government.

Scraps Become Firewood

These scrap logs of fir, pine and tamarack are dried and seasoned and then taken to the Forest Enterprises plant at Usk where they are cut to size, sorted and turned into a marketable product.

Thinning operations provide the biggest source of raw materials for the business. Another source is the "slash", or waste left behind by logging operations in the area.

The success of Bob's business is deceptively simple. His location, with its abundant timber stands and available labor supply; his timing, in the midst of growing concern about waste of resources and energy supplies, and his choice of a marketing



Natural Ingredients: In recent years, substitutes and by-products such as compressed sawdust, wax, paper pulp and oil residue have been used to make artificial logs to meet the growing demand for fireplace wood. But this box of ready-to-use logs contains the real thing, cut from the left-overs of forest trimming and logging operations. The product is distributed in supermarkets and other stores in the Pacific Northwest.

system, one which includes the use of low-cost rail transportation—all of these factors had to be right.

Firewood that is shipped to locations beyond Spokane is loaded aboard Milwaukee Road boxcars. This low-cost, high-volume rail

The Idaho and Washington Northern Railroad was started in 1907 and built a rail line from McGuires, Idaho, north to Metaline Falls, Wash., near the Canadian border. The line was bought by the Milwaukee Road in 1916, and was eyed as a possible route for connection with a Canadian railroad across the border. Land at the town of Usk, Wash., was bought by the railroad and a major industrial site was planned for the area, complete with industrial sidings. The connection never was made and very little development has occurred on the line, which runs north along the Clark Fork of the Pend'Oreille River.

transportation means the difference between profit and loss for the small business, Bob says.

He soon hopes to be shipping the packaged firewood to new markets in the Midwest and East, and he is counting on the Milwaukee Road to help him do this. Meanwhile, his product line is expanding to include potted evergreen trees and ornamental cedar fencing.

Before Bob Hermanson came to town, the Milwaukee Road train barely slowed down as it rolled through Usk with its cargoes of lumber and cement. But now the train stops at Usk.



Another load of fireplace logs is put aboard a Milwaukee Road boxcar for shipment at the Usk, Wash., plant of Forest Enterprises. Milwaukee Road Sales Representative Ken Johns (right) and Usk businessman Bob Hermanson watch as employees of Forest Enterprises load the freight car.

Bob Hickle: He Cares Enough To Help

Bob Hickle, director of the Milwaukee Road Office of Social Counseling, is an open, friendly, and direct person.

He is also a man with a very basic philosophy. "Most people," he says, "have the strength within themselves to deal with their problems." It's Bob Hickle's job to help people focus on their problems and then learn to overcome them.

And it's not an easy job. Bob knows from long experience that too many people are unwilling to admit that they have a problem.

The door to Bob Hickle's office is open, but he knows he can't force a person to come in. Unless a person admits that he or she has a problem and asks for help, "all the counseling in the world isn't going to do much good," he says.

Bob is there to help, but he has to be met halfway. "We can help a person see what the problem is and counsel him on the solution, or steer him to an agency that can help."

A lot of people probably are not sure what social counseling is. Bob Hickle has a simple definition—it's helping bring a person into "the real world." Bob has found that people with problems often turn to alcohol, drugs, or to just about anything that will help them escape or forget.

Bob knows this is natural, but he's quick to point out that people who run from, rather than face their problems will not be effective on the job, at home, anywhere.

Bob Hickle has been in the social counseling field for a long time. He knows there are no quick answers or easy solutions. He doesn't claim to have a magic wand, but he is deeply concerned about people and their problems.

Bob has some pretty impressive credentials. In 1951 he developed the first industrial alcoholism program in Iowa. He was a charter member of

the Iowa State Commission on Alcoholism and served as this group's chairman from 1968 to 1972.

He has helped develop text books on alcoholism for Iowa schools and has also worked closely with law enforcement agencies, alcoholism treatment centers, doctors, church groups and juveniles. In other words, Bob knows quite a bit about what is today one of the biggest social problems in America.

After service in World War II, and armed with a masters degree in Personnel Administration, Bob went to work as director of industrial relations in an Iowa foundry. He quickly learned that there was no set way to handle the problems of the foundry workers.

He also learned that firing a worker who was doing a poor job because of personal problems was no solution. Bob Hickle discovered that his job was not to weed out problem workers, but to help solve workers' problems.

In talking about his experiences Bob recalls, "I decided to try to get to the root of the problem—marital, financial, mental, alcohol or other drugs; whatever it was."

In his work Bob found that personal problems did not respect salary grades, and he dealt both with people who worked on the production line and who sat behind a desk.

Industry and labor leaders throughout the country have become concerned about employees and their personal problems. The Milwaukee Road established a Social Counseling Office in Milwaukee, Wis., in December of 1972. This was the first step in a program that will eventually cover the Milwaukee Road system.

The Milwaukee Social Counseling Office, under Bob Hickle's direction, is already paying dividends to the railroad and employees by guiding those employees who have asked for



"I decided to try to get to the root of the problem—marital, financial, mental, alcohol or other drugs; whatever it was."

help toward more productive lives.

"The biggest obstacle we have is in getting a person to come through the door and seek our assistance," Hickle says. "Once a person comes through the door, we can help."

Bob feels that he and his staff can be of help for a number of reasons. Each person who seeks assistance is treated as an individual—Bob's office is not structured or programmed. Bob points out that both labor and management have given his office great cooperation. And he notes that "what goes on behind our office door is completely confidential."

Bob Hickle has a favorite expression about how he and his staff deal with the person who comes for help—"compassionate toughness."

Another way to express this view, Bob adds, is "If you want or need help, we are here to do whatever we can, but the person who is going to solve your problem is you, yourself."

This sounds tough, and it's meant to be. Bob Hickle and his staff make only one promise—their willingness to help. Any employee anywhere on the line can call (collect) Bob's office by dialing 414-475-6757. Costs incurred in treatment, if needed, will be covered by company medical programs.

The door is open and, as Bob Hickle would say, "the success of the program depends on you." ■

Milwaukee Road Seeks Growing Alaska Traffic

The discovery of oil at Prudhoe Bay, Alaska, in 1968 sparked a drilling rush that saw 3,500 workers crowd into the area by 1969. Now that permission to build the \$6 billion trans-Alaska pipeline to Valdez, Alaska, has been obtained, more men and machinery are pouring northward in an attempt to build roads and dock facilities before the year's short construction season ends.

By this summer an estimated 13,000 people will be working on the North Slope. It has been projected that this work force alone will require almost 60,000 pounds of food each day, not to mention the tons of construction materials and other supplies that they will be working with.

Many of these materials have begun to flow through Puget Sound ports on their way to construction sites along the proposed 789-mile-long pipeline. The Milwaukee Road is making its bid for a share of this transportation surge, which mostly involves shipments heading northward from the lower 48.

The Milwaukee Road established a task force early in 1974 to identify new opportunities that would develop as a result of pipeline construction. The Milwaukee Road was already moving numerous pipeline-

related shipments to Puget Sound ports earlier this year, just after the government gave oilmen final approval for the project. The Milwaukee's next step came on April 1 when its Traffic Department opened a sales and service office in Anchorage, Alaska, and sent Ronald L. Baker to be the district manager-sales there.

Since these shipments usually travel by several modes to reach Alaska destinations, railroad sales personnel are showing shippers how the Milwaukee Road can get their materials from factories in the continental United States to ship and barge-loading facilities on Puget Sound and in Canada.

Rail cars are then taken up the Canadian coastline aboard barges and steamships to Whittier, Alaska, where they are turned over to the Alaska Railroad. Other shipments are sent in piggyback vans or containers which travel on railroad flatcars to the Pacific Coast and are loaded on ships for the rest of the journey northward.

In the quest to meet a unique transportation demand, one group of

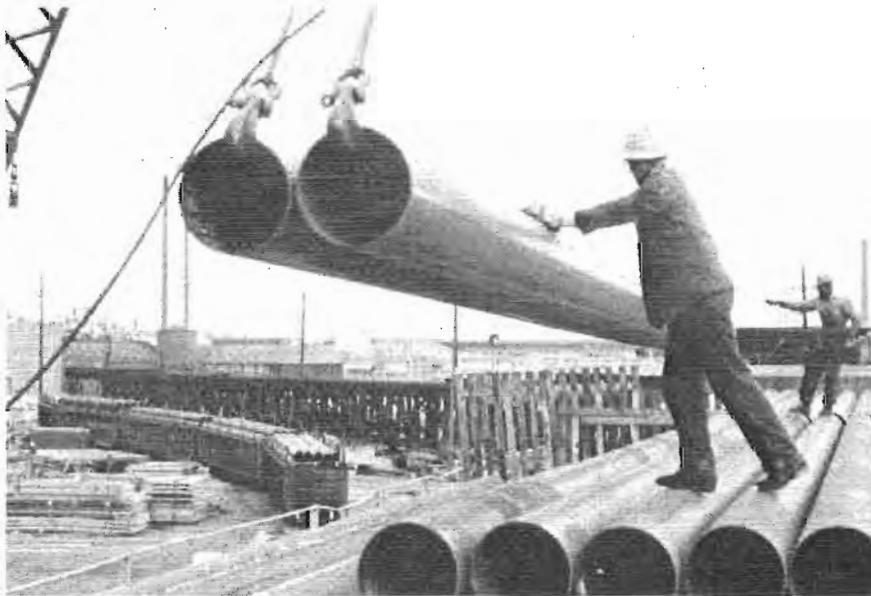
barge firms operates directly to remote Prudhoe Bay. The barge fleet leaves Puget Sound once each year, scheduling its departure to allow enough time to get in and out of Prudhoe Bay during the six weeks that the port is free of the ice pack that clogs it the rest of the year.

Prudhoe Bay, a small inlet on the Arctic Ocean, is only 1,000 miles south of the North Pole.

Other plans call for the possible air-lifting of cargoes from airfields in the continental United States to locations along the pipeline's route.



The Milwaukee Road hopes to fit into these plans by providing rail transportation to bring materials to these air facilities.



In 1971 the Milwaukee Road moved 40 carloads of pipe to Seattle, Wash., where it is shown here as it was loaded aboard barges for delivery to Cook Inlet, Alaska. The 27½-mile-long natural gas pipeline that was built was one of many projects undertaken in recent years to tap the 49th state's energy resources.

WALTER A. DIETZE

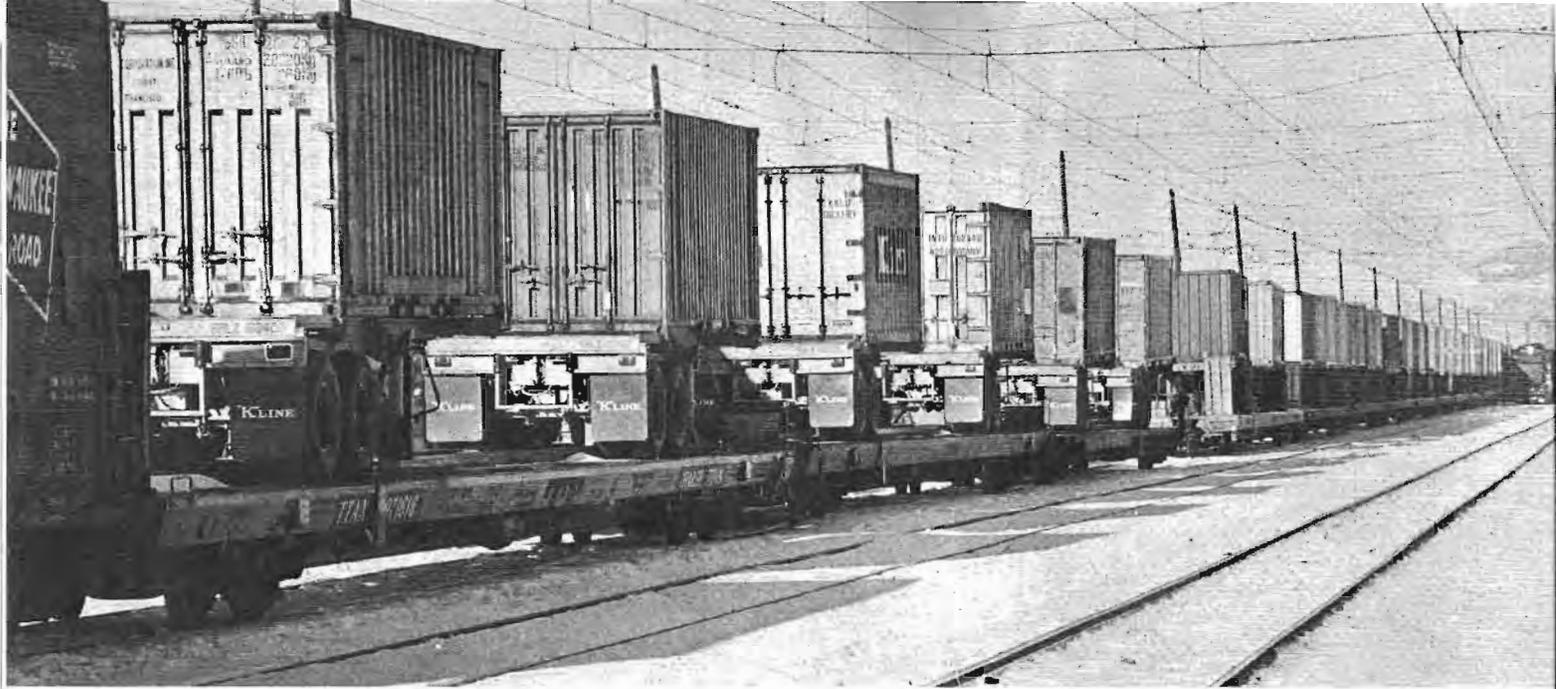
Walter A. Dietze, 78, retired director of public relations and advertising for the Milwaukee Road, died in Pompano Beach, Fla., on Feb. 25.

Mr. Dietze, who lived in Oak Park, Ill., for many years while employed at the railroad's Chicago offices, had made his home in Pompano Beach since his retirement in 1961. His wife Nellie died on Jan. 7.

Mr. Dietze served as director of public relations and advertising during the last 11 years of his 50-year career with the Milwaukee Road.

How Big Is Railroading?

The railroad industry employs 550,000 people and operates 27,000 locomotives and 1.7 million freight cars over 204,000 miles of track.



The Port of Butte has seen an increasing amount of import shipping in recent months, largely due to trainloads of Japanese-built motorcycles which pass through the Port's warehouse for customs inspection prior to distribution in the United States. This Milwaukee Road train rolled into the Butte, Mont., yards

in January with 98 containers of 1974-model motorcycles which had been unloaded from a container ship at Seattle. An official of the new inland port said that the Port of Butte processed the shipment in half a day, resulting in a significant time savings. Photo by Cliff Moore, *Montana Standard*.

1974: The Year Of The Piggyback Boom?

For the Milwaukee Road and many other railroads, 1973 was the year of the great grain boom. So far, it looks like 1974 will be the year of the great piggyback boom for the Milwaukee Road and its motor carrier subsidiary, the Milwaukee Motor Transportation Co.

It has been estimated that approximately one-third of all of the freight that is moved by rail today could be shipped in containers or trailers on flatcars instead.

Right now, only a small fraction of this freight is actually being piggybacked. Added to this potential for expansion is the growing preference of many shippers to use piggyback instead of highway transportation. As a result, many transportation experts are predicting a big piggyback boom that could be just beginning.

Piggybacking and containerization have come into their own within the last two decades. The Milwaukee Road has been active in piggyback traffic since the late 1950s. But the methods and terms connected with piggybacking are relatively new.

Basically, piggybacking refers only to the movement by rail of truck trailers and containers that are mounted on wheels.

If a container is taken off of wheels

and moved directly on a flatcar, it is not accurately called a piggyback shipment. This type of shipment is called COFC, or container on flatcar.

Containers are literally large boxes made of plywood, steel or aluminum. They come in various lengths, with 20 and 40 feet being the most common. Containers probably provide the most versatile method of shipping freight.

A container can be mounted on a wheeled frame, known as a chassis, and pulled over the highway just like a trailer. Or a container can be stacked aboard a steamship and sent

across the ocean. It can also be placed on a railroad flatcar for shipment, either with or without its wheeled chassis.

When shipped by rail with the chassis, container shipments are considered to be piggyback traffic.

Generally, containers are owned or leased by shippers, motor carriers and steamship companies. Specially-built steamships that carry only containers are known in the industry as "containerships."

Collectively, all piggyback and container movements are called intermodal traffic, because they can be

Common Piggyback Plans

| Plan | | Plan | |
|------------------|--|------|--|
| I | Railroad carries motor carrier trailers from ramp to ramp. | III | Railroad performs ramp-to-ramp service with shipper furnishing trailers. |
| II | Full service movement, with railroad furnishing equipment, pick-up and delivery. | IV | Ramp-to-ramp two-trailer rates, with railroad performing service, using shipper's owned or leased trailers and flatcars. |
| II $\frac{1}{4}$ | Same as Plan II except railroad performs pick-up at origin or delivery at destination, but not both. | V | Joint railroad-motor carrier rates, with full service performed as under Plan II rates. |
| II $\frac{1}{2}$ | Railroad furnishes equipment and performs ramp-to-ramp service, but no pick-up or delivery. | | |

handled by any of several modes of transportation.

Everyone is probably familiar with the standard 40-foot trailer pulled by trucks over the highways. Like containers, trailers are owned or leased by transportation companies and make up a large part of inter-modal traffic.

The movement of trailers and wheeled containers by train is known as TOFC, trailer on flatcar.

Trailers and containers are loaded onto flatcars in one of three ways.

The fastest and most impressive method is with the side-loader. The side-loader is a large machine that drives up to a trailer or container, wraps its large arm-like mechanism around it, and lifts it onto a flatcar.

The containers and piggyback equipment are then locked firmly into place on the flatcars. Forty-foot trailers and containers are usually loaded two to a flatcar.

A typical side-loader costs in the range of \$175,000. The Milwaukee Motor Transportation Co. currently owns side-loaders, called Piggy-Packers, which are in operation at Bensenville, Ill., Seattle, Wash., and St. Paul, Minn.

New Facility

A Milwaukee Road TOFC/COFC facility with a side-loader is scheduled to open this summer at a new site in Milwaukee, Wis.

The oldest and most common method for loading piggyback shipments is with the circus-type ramp. This method gets its name from the days when similar ramps were used to load and unload circus wagons from circus trains.

To load a piggyback trailer onto a flatcar, a process known as "ramping," railroad flatcars are positioned against a ramp at the end of a track. A truck tractor then backs up the ramp with a trailer and onto the first flatcar. The ends of the flatcars can be joined, allowing the trailer to be backed down the long line of empty flatcars.

60 Locations

The Milwaukee Road presently has 60 piggyback ramp sites at strategic locations throughout its system.

The third method, with the overhead or gantry crane, is increasing in use as traffic volume justifies it. Specially-designed gantry cranes merely lift the trailers and containers onto a string of waiting flatcars.

Throughout the rail industry there are several basic plans for the movement of TOFC/COFC traffic. These plans are explained in the box to the left.

Plan II½ accounts for much of the Milwaukee's present growth in TOFC/COFC carloadings. During 1973 there was a 37.6 per cent increase in the number of trailers and containers moved by the Milwaukee Road under this plan. There were also substantial gains under Plan I during last year.

To date, Plan II½ appears to offer the greatest economic potential for the Milwaukee. During each month

Mail Goes By Piggyback

Postal Traffic Increases For Railroads

The United States Postal Service is one of the many shippers that have turned to the Milwaukee Road recently in an attempt to beat the energy crisis by using piggyback.

This new mail business consists mostly of bulk mail, such as parcel post and third class mail, which would have otherwise gone by truck. Contract truck carriers are still carrying most of the bulk mail.

Postal Service officials say that piggybacking the mail instead of sending it over the highway saves 80 per cent in fuel consumption. But, they say, it's not all a matter of fuel savings.

Some postal officials point to the overall economics of transportation in justifying their rush to the rails. In fact, the Postal Service started its shift to railroads as early as last summer, well before most industries were aware of an impending energy shortage.

Richard Koenigs, director of logistics for the Central Region of the Postal Service, says that he thinks the switch to railroads would have happened without an energy crisis.

"Many people, and I'm one of them, feel that we need a balanced transportation system. In other words, not all of the mail should go by highway or air or rail, but should be distributed to each transportation mode evenly," he says.

The Milwaukee Road was all but out of the mail business up until about one year ago. Tom Haben,

of 1974, Plan II½ traffic has grown by more than one-third over the same month in 1973.

The fuel crisis has certainly had its effect on the growth of TOFC/COFC traffic. Shippers have found it more economical to make their long- and medium-range shipments by rail instead of by truck as highway speed limits have gone down and fuel prices have gone up.

Although railroads also face these mounting fuel costs, they have proven that they can carry a higher volume of traffic with less use of fuel than any other method of transportation except the pipeline.

manager-government traffic for the Milwaukee Road, feels that efforts to convince postal officials of the advantages of the Milwaukee Road's services have helped to bring back this business.

Tom notes that the Milwaukee's revenues from hauling government mail have more than doubled since 1972. And although it is difficult to tell how much more traffic will be diverted from trucks, Tom estimates that business could double again in the year ahead if fuel shortages continue.

The biggest increase, he says, occurred early in winter after President Nixon ordered lower highway speeds and asked for voluntary fuel conservation measures. Going along with this, the Postal Service began eliminating excessive highway miles and diverted traffic—beginning with the Christmas mail rush—where possible.

For example, westbound mail trailers used to be hauled over the highway from Milwaukee to Chicago, where they were put on piggyback flatcars to complete the long journey westward by rail. Many of these trailers are now piggybacked over the Milwaukee Road from Milwaukee, through Chicago and on to Council Bluffs, Neb., or Kansas City, Mo., where they are turned over to other railroads for the rest of the trip.

When the printing of this year's tax forms for the Internal Revenue Service was done at two Wisconsin print-

Mail Traffic Up—

ing plants, the Milwaukee Road moved hundreds of vans loaded with the forms. These shipments occurred in December, originating at plants in Green Bay and Menasha, Wis. The Postal Service arranged the transportation for the forms, which went to 125 cities for further distribution.

With the demand for piggyback trailers soaring, the Milwaukee Road solved the problem by moving many of the IRS forms in refrigerator vans, which naturally are in less demand in winter.

The day of the railroad post office car in which mail was sorted on its way to destination cities is nearly gone. Amtrak's mail cars are used strictly for storage of mail en route. Some railroads are operating dedicated mail trains—fast piggyback trains which carry only mail.

Many other industries have joined the Postal Service in this return to railroads, giving the piggyback business a tremendous boost this year. But it remains to be seen whether this new business is part of a long-range shift in the nation's transportation philosophy, or just a temporary boom tied to present fears about the fuel shortage.

Amtrak To Increase Train Service For Spokane Expo

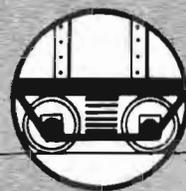
Amtrak recently announced that a new train, "Expo 74," will operate between Spokane, Wash., and Seattle, Wash., May 19 thru Sept. 14 during the peak times of Spokane's World's Fair.

The daily daylight service will be part of an increase in train service from a current 20 trains a week to 42.

Also beginning May 19, Amtrak will upgrade service on the North Coast Hiawatha, which links Spokane with both Seattle and Chicago, from three times weekly each way to daily, the National Railroad Passenger Corporation announced. Spokane is also served by Amtrak's daily Seattle-Chicago Empire Builder.

Adjustments have been made in the schedules of trains arriving in Seattle both from Portland, Ore., and Vancouver, B.C., to provide better connections with the new Seattle-Spokane Expo 74, Amtrak said.

Spokane's Expo 74 will open its gates May 4 for a six-month run.



Carloadings

JANUARY-FEBRUARY 1974 compared with same period in '73

NUMBER OF CARLOADS

| % of Total Revenue obtained from commodities shown | loading of these commodities INCREASED in 1974 over 1973 | TWO MONTHS | | INCREASE | |
|--|---|---------------|---------------|----------------|---------------|
| | | 1974 | 1973 | 1974 over 1973 | % of increase |
| 8.1 | Coal | 12,301 | 12,048 | + 253 | + 2.1% |
| 6.8 | Cement, sand, ores and minerals .. | 10,319 | 9,033 | + 1,286 | + 14.2 |
| 6.1 | Freight forwarder traffic | 9,234 | 8,233 | + 1,001 | + 12.2 |
| 5.0 | Manufactured and misc. products .. | 7,573 | 7,562 | + 11 | + .1 |
| 4.1 | Waste or scrap materials | 6,234 | 5,404 | + 830 | + 15.4 |
| 3.7 | Machinery | 5,576 | 5,275 | + 301 | + 5.7 |
| 2.9 | Beverages and malt | 4,440 | 3,911 | + 529 | + 13.5 |
| 2.9 | Canned goods and dairy products .. | 4,350 | 4,040 | + 310 | + 7.7 |
| 2.7 | Paperboard and containers | 4,167 | 4,103 | + 64 | + 1.6 |
| 1.8 | Wood and millwork products | 2,652 | 2,523 | + 129 | + 5.1 |
| 1.2 | Pulp | 1,857 | 1,850 | + 7 | + .4 |
| 1.2 | Food products | 1,837 | 1,710 | + 127 | + 7.4 |
| 46.5 | Total Increases | 70,540 | 65,692 | + 4,848 | + 7.4% |

| loading of these commodities DECREASED in 1974 over 1973 | TWO MONTHS | | DECREASE | | |
|---|-------------------------------|----------------|----------------|-----------------|----------------|
| | 1974 | 1973 | 1974 over 1973 | % of decrease | |
| 9.8 | Grain and soybeans | 14,928 | 16,892 | - 1,964 | - 11.6 |
| 8.1 | Grain mill products | 12,228 | 13,378 | - 1,150 | - 8.6 |
| 5.9 | Lumber and plywood | 8,911 | 12,575 | - 3,664 | - 29.1 |
| 5.6 | Chemicals | 8,577 | 8,645 | - 68 | - .8 |
| 5.4 | Paper | 8,146 | 8,503 | - 357 | - 4.2 |
| 4.8 | Metal products | 7,288 | 8,140 | - 852 | - 10.5 |
| 3.6 | Primary forest products | 5,453 | 9,335 | - 3,882 | - 41.6 |
| 2.7 | Motor vehicles | 4,120 | 5,116 | - 996 | - 19.5 |
| 2.3 | Automotive parts | 3,562 | 5,253 | - 1,691 | - 32.2 |
| 1.9 | Petroleum and coke | 2,936 | 3,379 | - 443 | - 13.1 |
| 1.6 | Packing house products | 2,469 | 2,816 | - 347 | - 12.3 |
| 1.4 | Farm products | 2,137 | 2,571 | - 434 | - 16.9 |
| .4 | Ordnance | 579 | 1,235 | - 656 | - 53.1 |
| 53.5 | Total Decreases | 81,334 | 97,838 | - 16,504 | - 16.9% |
| 100.0 | Total | 151,874 | 163,530 | - 11,656 | - 7.1% |



The first of 13 new commuter train locomotives is shown here as it reaches the final stage of construction. The new locomotives are being put into Milwaukee Road commuter service in Illinois. The big 3,200-horsepower locomotives are blue with white lettering and trim and have stainless-steel side panels which match

the Northwest Suburban Mass Transit District's stainless-steel bi-level commuter cars. The new locomotives were built to meet guidelines set by the mass transit district and will operate on the Milwaukee Road's suburban passenger lines near Chicago.

"Village of Bartlett"

First of New Commuter Locomotives Makes Debut

The first of 13 new diesel locomotives sporting the blue, white and stainless-steel colors of the Northwest Suburban Mass Transit District (NWSMTD) was put into service on the west line of the Milwaukee Road's suburban Chicago passenger service on April 6.

The new units generate 3,200 horsepower, weigh 180 tons and are being built by the Electro-Motive Division of General Motors Corp. They will replace older passenger engines that are still in Milwaukee Road commuter service.

NWSMTD is the owner of the 13 new locomotives, which were purchased with capital improvement grants received from the Federal Urban Mass Transportation Administration and the Illinois Department of Transportation. The \$31 million in grants are also going towards other improvements, such as the District's purchase of 36 new commuter cars,

Did You Know?

Of the \$28.2 billion in public funds that were spent for transportation last year, 86 per cent was spent for highways, 10 per cent for air transportation, 3.7 per cent for waterways, and less than one-fourth of one per cent for rail transportation.

which will join the existing fleet of 62 stainless-steel bi-level cars in the fall.

The District leases this commuter

Voters Approve RTA In Illinois Referendum

In a March 19 referendum, voters in the six-county Chicago metropolitan area approved the proposed Regional Transportation Authority (RTA).

The Milwaukee Road and other railroads that operate commuter services in the Chicago area favored the proposed RTA, which passed by a narrow 14,000-vote-margin out of a 1.3-million-vote total.

Milwaukee Road officials expressed the opinion that RTA will provide a positive and economical solution to the growing mass-transit needs of the northeastern Illinois area. It is anticipated that, once in operation, RTA will arrange for a purchase of service contract under which the Milwaukee Road will continue to operate commuter trains on its two suburban lines between Chicago and 43 stations west and northwest of the city.

Although ridership on the two lines was up 7 per cent, the Milwaukee Road reported a loss of \$2.3 million in 1973 in providing the service.

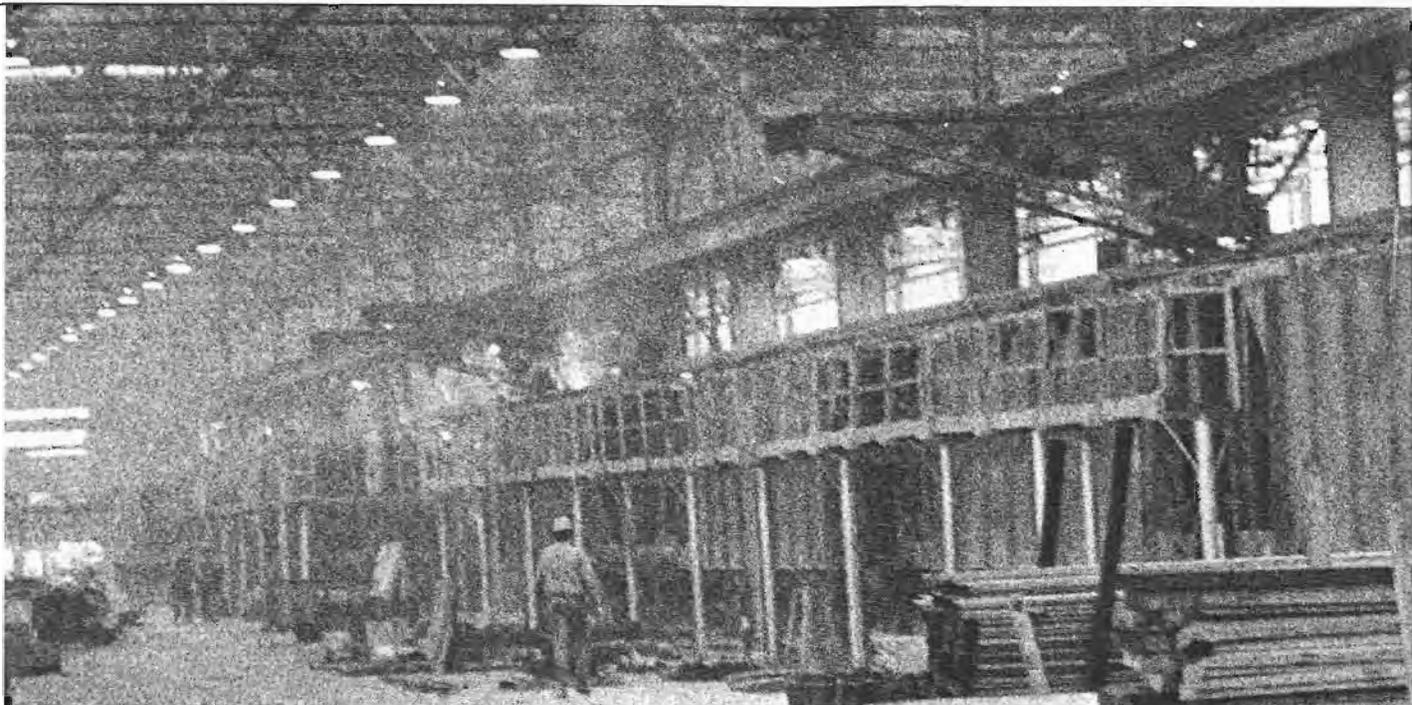
equipment to the railroad at an annual rental fee.

With the exception of one of the locomotives which will bear the name "State of Illinois", all of the new units will be named for member towns and villages of the Northwest District. The first unit was named "Village of Bartlett", which was painted in white letters on both sides of the locomotive. Bartlett, Ill., is the village in which the Northwest District's headquarters are located.

The Milwaukee Road operates a second commuter line between Chicago and suburbs to the north. On a typical weekday, approximately 15,000 passengers ride round-trip on the Milwaukee Road's 73 daily trains to get to and from work in the Chicago area.

The new RTA will control all public transportation in Cook, Lake, DuPage, McHenry, Kane and Will Counties in Illinois, and have limited taxing and other powers to finance and expand existing services.

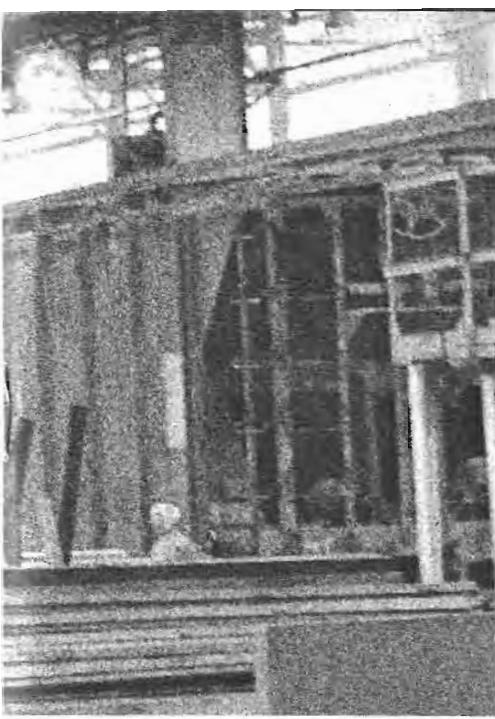
The Milwaukee Road's Annual Report, which usually appears in this issue of The Milwaukee Road Magazine, will be included in the May issue.



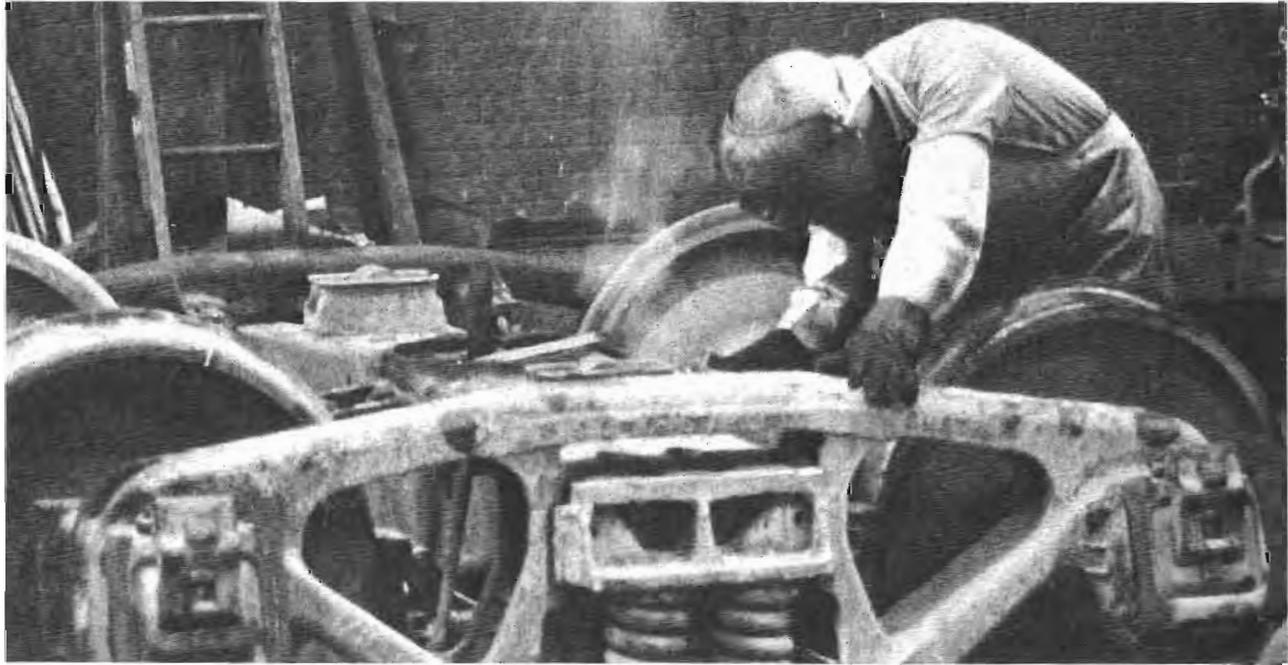
Freight Car Repair

Never-end Process





In assembly-line fashion, hopper cars (photo at left) enter the Milwaukee Road's Freight Car Shop at Milwaukee, Wis., for the first step in the heavy repair program. Here the cars are stripped of parts that will be replaced, and safety items such as ladders, running boards and brakesteps are inspected and repaired. Wheel trucks (below) are rolled out from under the cars for separate overhauling. The car repair program draws upon the talents of many people. Chemist Martin Dolan (bottom, left) tests the quality of paints and other materials used in repairing the railroad's equipment. A skid loaded with air brake hoses (bottom, center) manufactured at the Shops is examined by Manager of Materials Edward F. Volkman. These and other parts will go into the refurbishing of freight cars. Repaired hopper cars are placed back on overhauled trucks and rolled to the paint shop. There the cars are primed and painted in their final color (middle, left). New lettering is stenciled onto a car by Mike Czarnecki and Vernon Aparjods. 240 hopper cars were repaired in this recent program, part of the never-ending process of keeping the railroad's car fleet up to par. Once overhauled (bottom, right), these hopper cars can be used to transport grain, sand and other "clean" commodities.



ling



Retirements

Applications Reported During January-February 1974

Edward C. Adams, administrative assistant to the president, Chicago, Ill., entered service 1928, retired Dec. 31.

Simplicio C. Alejo, section laborer, Tacoma, Wash., entered service 1956, retired Jan. 31.

Vivian P. Amick, store helper, Milwaukee, Wis., entered service 1943, retired Jan. 31.

Emil Berman, carman, Chicago, Ill., entered service 1929, retired Dec. 30.

Marko M. Bodovinac, welder, Milwaukee, Wis., entered service 1924, retired Dec. 31.

Max L. Boydston, director of property taxes, Chicago, Ill., retired Dec. 31.

Fred M. Brink, general bureau head, Chicago, Ill., entered service 1937, retired Jan. 31.

Robert T. Burton, coach attendant, Chicago, Ill., entered service 1941, retired Oct. 26.

Leslie Carnahan, engineer, Ottumwa, Iowa, entered service 1943, retired June 1.

John S. Chehubar, yardman, Ottumwa, Iowa, entered service 1931, retired Dec. 28.

Ralph R. Clough, bridge and building foreman, Canton, S. D., entered service 1927, retired Nov. 23.

Evern M. Combs, roundhouse foreman, Terre Haute, Ind., entered service 1926, retired Oct. 9.

John Connery, crew caller, Bensenville, Ill., entered service 1924, retired Jan. 30.

John E. Cook, engineer, Minneapolis, Minn., retired Jan. 15.

Leonard H. Crawford, store helper, Tomah, Wis., entered service 1937, retired August.

Roy E. Donahue, chief clerk, Chicago, Ill., entered service 1928, retired Jan. 31.

Clarence J. Dreyer, conductor, Portage, Wis., entered service 1940, retired Jan. 31.

Arthur A. Grade, section foreman, Parkston, S. D., entered service 1939, retired Dec. 31.

Rose M. Genualdi, bill clerk, Chicago, Ill., entered service 1941, retired Sept. 17.

Lawrence R. Hasking, assistant cashier, Sioux City, Iowa, entered service 1937, retired Jan. 31.

Clarence Henderson, clerk, Chicago, Ill., entered service 1937, retired Jan. 31.

Henry Henderson, laborer, Chicago, Ill., entered service 1952, retired Nov. 11.

Ruby G. Hess, clerk, Sioux City, Iowa, entered service 1951, retired Dec. 31.

Bayne H. Hill, assistant section foreman, Bozeman, Mont., entered service 1938, retired April 30, 1973.

Emanuel Hoffman, section foreman, Tripp, S. D., entered service 1939, retired Dec. 7.

Emil J. Huart, trainmaster, Chicago, Ill., entered service 1925, retired Dec. 31.

Everett L. Hubbs, assistant division superintendent, Madison, Wis., entered service 1941, retired Jan. 31.

R. W. Ivey, supervisor signals and communications, Marion, Iowa, entered service 1937, retired Dec. 31.

Arthur J. Jahraus, engine watchman, Aberdeen, S. D., entered service 1944, retired Aug. 18.

Reuben Jerdee, drill press operator, Tomah, Wis., entered service 1928, retired Jan. 31.

Anton Jeromin, coach cleaner, Chicago, Ill., entered service 1955, retired Jan. 5.

Sara E. Jones, clerk, Deer Lodge, Mont., retired Jan. 29.

Donald F. Klepper, agent-yardmaster, Missoula, Mont., entered service 1943, retired Dec. 31.

H. C. Klinger, switchman, Milwaukee, Wis., retired July 18.

Ervin J. Koch, engineer, Milwaukee, Wis., entered service 1939, retired Jan. 31.

William E. Lafleur, conductor, Portage, Wis., entered service 1936, retired Jan. 30.

Oliver G. Lanning, carman, St. Paul, Minn., entered service 1927, retired Dec. 22.

Willard A. Larsen, section laborer, Rapid City, S. D., entered service 1938, retired Dec. 3.

Waldo C. Lemke, crossing man, Elgin, Ill., entered service 1959, retired Jan. 31.

John M. Lutz, conductor, Man-kato, Minn., entered service 1938, retired Jan. 3.

Michael J. Martin, assistant regional manager-sales, Pittsburgh, Pa., entered service 1929, retired Jan. 31.

Wendell Meier, section foreman, Aberdeen, S. D., entered service 1926, retired Aug. 31.

Thomas A. Mickelson, trackman, Walworth, Wis., entered service 1951, retired Jan. 4.

Raymond J. Miller, machinist, Milwaukee, Wis., entered service 1956, retired Jan. 31.

Allen L. Morgan, carman, Minneapolis, Minn., entered service 1938, retired Dec. 31.

Lyle L. Morris, conductor, Missoula, Mont., entered service 1937, retired Dec. 20.

James E. Palmer, car foreman, Green Bay, Wis., entered service 1937, retired Dec. 31.

Howard C. Parker, trainmaster, Wausau, Wis., entered service 1928, retired Dec. 31.

Frank J. Peiffer, switchman, Minneapolis, Minn., entered service 1941, retired Sept. 17.

Darwin E. Pittman, engine watchman, Perry, Iowa, entered service 1926, retired Jan. 31.

Paul E. Radke, section laborer, Fargo, N. D., entered service 1940, retired Dec. 21.

Ray F. Spars, engineer, railway-highway negotiations, entered service 1934, retired Oct. 15.

Clarence W. Stamp, section foreman, Sioux Falls, S. D., entered service 1932, retired Dec. 1.

Zack J. Storey, switchman, Milwaukee, Wis., entered service 1965, retired Aug. 25.

Frederick W. Stormer, yard conductor, Minneapolis, Minn., entered service 1953, retired Jan. 10.

Cornelius H. Sullivan, chauffeur, Tacoma, Wash., entered service 1940, retired Jan. 4.

Henry W. Taube, machinist helper, St. Paul, Minn., entered service 1926, retired Jan. 4.

Edith Tesch, chief clerk, Milwaukee, Wis., entered service 1944, retired Dec. 29.

Traffic Dept.

Effective December 1:

Arthur H. Becker appointed sales representative, Montreal, Quebec, with headquarters at Toronto, Ont., Canada.

Effective January 1:

Claire M. Barnard appointed district manager-sales, Louisville, Ky.

Ronald Kohlman appointed district manager-sales, Houston, Tex.

James F. Silbarnagle appointed sales representative, San Francisco, Cal.

Mark E. Logan appointed sales representative, Chicago, Ill.

Kenneth J. Butterly appointed sales representative, Chicago, Ill.

Effective January 16:

Charles J. O'Malley appointed director of equipment and service planning, Chicago, Ill.

Effective February 1:

James L. Flowers appointed district manager-sales, Washington, D.C.

John C. Shober appointed staff assistant-customer services, Chicago, Ill.

Operating Dept.

Effective February 1:

Lorin A. Lindemer appointed district general car foreman, portions of the Chicago and Milwaukee Divisions; Bensenville, Ill.

Jack F. Bell appointed district general car foreman, Iowa Division, and Savanna, Ill., on the Chicago Division; Savanna, Ill.

Robert W. Cochran appointed traveling engineer-trainmaster, Coast Division, Tacoma, Wash.

William H. Tew, switchman, Chicago, Ill., entered service 1946, retired Dec. 17.

Sigfried A. Thommaser, carman cutter, Milwaukee, Wis., retired Jan. 2.

Hugo J. Vorderbruggen, carman, St. Paul, Minn., entered service 1959, retired Dec. 31.

Gerald L. Weis, train dispatcher, Milwaukee, Wis., entered service 1943, retired Jan. 12.

Ralph M. Winter, stockman, Milwaukee, Wis., entered service 1936, retired Jan. 31.

Joseph J. Zygula, carman, Chicago, Ill., entered service 1942, retired Dec. 31.

Appointments



Robert C. Mann appointed traveling engineer-trainmaster, Rocky Mountain Division, Missoula, Mont.

Jerry S. Knickel appointed traveling engineer-trainmaster, Milwaukee Division, Milwaukee, Wis.

Fred A. Wallace appointed freight service inspector, Bensenville, Ill.

Bill E. Timberman appointed freight service inspector, Missoula, Mont.

Law Department

Effective February 1:

Michael D. Sullivan appointed general attorney, Chicago, Ill.

Engineering Dept.

Effective February 4:

Louis O. Bolwahn appointed assistant architect, Chicago, Ill.

Corporate Planning Dept.

Effective February 1:

Tom F. Power, Jr. appointed manager-capital expenditures planning, Chicago, Ill.

James A. Schwinkendorf appointed senior planning analyst, Chicago, Ill.

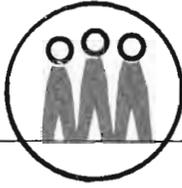
John B. Proctor appointed planning analyst, Chicago, Ill.

Safety Standings of Divisions and Departments

January 1 through March 22, 1974

| Rank | Division | Killed | All Injuries | Casualty Rate |
|------|--------------------------|--------|--------------|---------------|
| 1 | Rocky Mountain | | 19 | 46.50 |
| 2 | Aberdeen | | 17 | 54.38 |
| 3 | Iowa, Minnesota & Dakota | | 19 | 61.66 |
| 4 | Coast | | 39 | 63.90 |
| 5 | LaCrosse | | 33 | 64.27 |
| 6 | Twin City Terminal | | 25 | 72.95 |
| 7 | Chicago | | 80 | 83.98 |
| 8 | Iowa | | 46 | 84.89 |
| 9 | Milwaukee | | 130 | 101.53 |
| | Others | | 15 | 17.49 |
| | SYSTEM | | 423 | 69.03 |

| Rank | Department | Killed | All Injuries | Casualty Rate |
|------|---------------------------|--------|--------------|---------------|
| 1 | Signals & Communications | | 6 | 31.13 |
| 2 | Material Division | | 3 | 34.54 |
| 3 | Stations & Freight Houses | | 26 | 34.94 |
| 4 | Enginemen | | 29 | 42.32 |
| 5 | Car | | 40 | 71.48 |
| 6 | Track | | 48 | 72.96 |
| 7 | Locomotive | | 50 | 82.20 |
| 8 | Bridge & Building | | 8 | 89.39 |
| 9 | Road Trainmen | | 81 | 95.29 |
| 10 | Electrification | | 5 | 138.07 |
| 11 | Yard Trainmen | | 121 | 212.50 |
| | Miscellaneous | | 6 | 5.72 |



About people on the railroad

Coast Division

TACOMA

Bernice C. Riippi, Correspondent

Office of Division Engineer

A cake and coffee party was held at the Material Division Office on Jan. 4 to honor Chauffeur C. H. Sullivan who retired on that date after 35 years of service. He was presented with a monetary gift and best wishes were extended to him for a very long and happy retirement.

Sully, as he is known to his many friends, is both an avid fisherman and golfer and all his fellow workers wish him years of big catches and low scores.

Roadmaster Tony and Mrs. Spatafore flew to Florida on Jan. 25 where they saw their son Gene receive his commission as an ensign upon completion of training at the Naval Aviation Schools Command in Pensacola. Gene is now stationed at Lowry Air Force Base, Denver, Col., to study aviation administration.



Roadmaster Tony and Mrs. Spatafore watch as their son Gene (right) receives his commission as an ensign in the Navy from Capt. R. E. Loux, USN, the commanding officer of the Naval Aviation Schools Command at Pensacola, Florida. Official photo, U.S. Navy.

SPOKANE

Ethelyn Galavan, Correspondent

Office of Assistant Superintendent

Sympathy was extended to Mrs. Jack D. Felton and family. Jack, who was a conductor, died at Malden, Wash., on Jan. 27 at the age of 50. He was born in

Malden, where he started as a brakeman in 1942. Jack is survived by his widow, Grace; two sons, Dan and Randy, both of whom are conductors on our division, and a daughter, Phyllis. Jack surely will be remembered and missed by many of us.

On the brighter side, David Warner, a clerk in our Traffic Department, is the foster father of 12-year-old Doug Blake. David qualified to become a foster parent and Doug moved into the apartment on Dec. 1 and will be taken care of by David until he is 18 years old. They have become great companions and Doug handles the usual household chores and is very willing to learn.

With the excess snow and resulting flood waters, excitement was centered in the St. Maries, Idaho, area. The chief concern was that the dike might not have held, which would have flooded

Operator's Wife Ends Hospital Career

"Make it pretty"—this has been the motto of Eudora Fulkerson, and to the 260 patients at Tacoma General Hospital it has meant all the difference.

Eudora is the wife of Al Fulkerson, a Milwaukee Road telegraph operator at Tacoma Junction, Wash. He has been with the Milwaukee Road since 1937.

In November Eudora retired after 27 years of service as the director of dietetics at Tacoma General Hospital. To Eudora, good food service has meant a special tray cover and cake on someone's birthday, decorations and special menus for the holidays, news bulletins to keep patients informed of the outside world, or dinners served no later than four minutes after final preparation.

Her service, which began in 1947, has never been a duty to her. "My work has always been my hobby," she explained. "I was born and raised on a farm in Montana and through my 4-H

training learned to cook, sew and nurse sick or orphaned animals back to health," she said.

Mrs. Fulkerson had always wanted to be a nurse, so she attended the University of Montana with that goal in mind. However, her home economics department advisor was a dietitian and guided her towards that aspect of medical service.

She remembers that when she began at Tacoma General, it was a "little old-fashioned hospital." But when she retired there were 80 employees in her department alone, whose work included food preparation and room service for 260 patients, as well as cafeteria services for the entire hospital staff.

Her future plans call for many activities, including travel with her husband. Last May they visited the Orient and they hope to continue their world tour in the very near future.

Bernice C. Riippi,
Correspondent



Doug Blake is the 12-year-old foster son of Spokane, Wash., Traffic Department Clerk David Warner.



C. H. "Sully" Sullivan (left) is presented with a gift from co-workers by District Material Manager J. G. Waldman. Sully retired on Jan. 4 at the Tacoma, Wash., Material Division Office after 35 years with the Milwaukee Road.

most of the city and our railroad along with it. While the worst seems to be over, clean-up crews are still busy.

Spokane has less than one month remaining before the opening of the World's Fair. The designated colors of the fair are blue and green, and all of our city buses, fire hydrants and public benches have been painted these colors.

Sales are booming for souvenirs which are already on the market. The exposition site and fair grounds are now nearing completion and will be ready for the May 4 opening. Newsmen and other public officials have been given the first full-scale preview of the fair. The \$12 million Washington state pavilion has an opera house with seating for 2,700 and it is adaptable for all of the performing arts.

The opera house is adjoined by an exhibit hall housing a \$5 million art show. Nearly 100 performances have been booked for the opera house for Expo 74's six-month run. British Columbia is erecting its own provincial pavilion with a park and outdoor amphitheater on Crystal Island, the only pavilion to be located on the island.

Have you made your vacation plans to include our fair?

Rocky Mountain Division

DEER LODGE AREA

Barbara Wales, Correspondent
Office of Division Engineer

Mrs. Sara Jones, a clerk in the Master Mechanic's office, retired on Jan. 29 after 35 years of service. Approximately 45 people attended a dinner given in her honor at Duffy's Haus in Deer Lodge.

Dean A. Radabaugh, master mechanic, was Master of Ceremonies for the occasion and short speeches were given by Dick Labbe, district general car

foreman, and Peter Nielson, chief clerk to the master mechanic. Mr. Nielson has worked with Sara most of her 35 years with the railroad. Sara's many railroad friends presented her with a gift of luggage at the dinner and many good wishes for a fulfilling retirement went with it.

Mr. and Mrs. Galen Johnson are parents of a boy, Donald, born Jan. 22. Galen is welding foreman in Deer Lodge and his wife, Diana, is the daughter of Dispatcher Don Mickleson. Donald joins a sister, Sandy, at home.

Mrs. Georgia Gaskell died recently. She was the wife of Clerk Walter P. Gaskell, switchboard operator in Deer Lodge. Survivors, in addition to Mr. Gaskell, include sons Harry of Roundup, Mont., and James of Deer Lodge, and a daughter, Mary Jane Pearson, of Helena, Mont.

Bill E. Timberman has been appointed freight service inspector with headquarters at Missoula, Mont. Bill replaces Carl Eby, who is now agent at Great Falls, Mont.

George A. Stuckey became agent at Missoula to replace Don Klepper, who retired recently. George came from Great Falls where he was agent there for some time.

Clarence P. Wall, retired electrician at Deer Lodge, died recently. He was born in 1897 in Butte, Mont., and moved to Deer Lodge in 1916 where he worked as an electrician until he retired in 1956. He is survived by his wife Kathleen, one son, four daughters, 15 grandchildren and six great-grandchildren.

Roy Evans, retired Deer Lodge employee, died in Spokane. Survivors include his widow, Doris, three daughters and one son.

James L. Holten has become the new signal maintainer headquartered at Butte. He was previously the maintainer at McLaughlin, S.D. His wife, Leigh Ann, is the daughter of Mr. and Mrs. Arthur Jennings. Mr. Jennings is an engineer working out of Deer Lodge.

Mrs. Nita Periman has joined the staff in the Master Mechanic's Office, replacing Mrs. Sara Jones, who retired recently. Nita is a native of Deer Lodge and has a brother, Skip Murphy, in the Car Department and a sister, Donna McGuire, working in the Yard Office in Deer Lodge.

Frank J. Cosens died following a lengthy illness. He was born in 1929 in Whitehall, Mont. Survivors are his widow Ruth, sons Larry, Frank, Jr., and Bruce; daughters Debra, Darian and Mrs. Doreen Thorbergson, all of Deer Lodge; brother Edward of Davis, Cal., and sister, Mrs. Rosemary Cardiner of Houston, Texas.

Anna Mae Hogue, trainmaster steno clerk, has been on the sick list for the past few weeks. She is being relieved temporarily by Vicki Carlson, who worked in the Trainmaster's Office several years ago.

Mrs. Donna Rainville, former steno clerk in the Engineering Department, broke her hip recently while at Old Faithful Inn in Yellowstone Park. Mrs. Rainville is the wife of G. P. "Blondie" Rainville, an engineer working out of Deer Lodge. Donna is recuperating in



Deer Lodge, Mont., Carman Don Hunt (center) joined the Turtle Club recently when his hard hat saved him from possible injury. Don earned the distinction while working under a car on the Deer Lodge rip track. The wrench Don was using slipped and he fell backwards, striking his head against a projecting object. After the accident Don found a hole in the hard hat he was wearing, with a piece of steel still lodged in it. Presenting Don with the Turtle Club award are District Safety Engineer H. B. Johnson (left) and Master Mechanic D. A. Radabaugh.

the hospital in Ennis, Mont.

Deer Lodge Brakeman Harold Gustafson suffered a heart attack and is recovering nicely in a local hospital.

Dale Mattila has taken the roundhouse foreman's job in Lewistown, Mont., replacing George Corson. Dale was formerly in the roundhouse at Avery, Idaho.

Ralph A. Hagemo, roundhouse foreman, attended the EMD Diesel School at LaGrange, Ill., during the latter part of February.

EAST END

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

Retired Brakeman and Mrs. Knute Peterson were honored on Feb. 17 with an open house on the occasion of their 50th wedding anniversary. The Petersons were married February 15, 1924, in Baker, Mont., and farmed in the Marmarth-Bowman area until 1945 when they moved to Miles City. Knute began his railroad career there, retiring in 1963. They have three daughters and two sons. One son, Kenneth, is a conductor working out of Miles City.

Retired Locomotive Carpenter Herb Lathrop received a certificate of appreciation from the director of the Veterans' Administration Hospital in Miles City for his unusual contribution. Herb has framed 19 pictures for use in patient areas and he is working on 11 more.

Dr. Maurice R. Hilleman, son of retired Brakeman Bob Hilleman, is now heading a 14-man research team working diligently to develop a cancer vaccine. *The Chicago Tribune* of Feb. 28 wrote quite an article on this research team and more particularly on the accomplishments of Dr. Hilleman. Three years ago the National Cancer Institute gave Dr. Hilleman a grant to set up his special laboratory in Pennsylvania and continues to support his work each year.

Congratulations are in order for Brakeman and Mrs. Warren Schiller on the birth of a son, John Calvin, on Feb. 15. This is the couple's first child.

Kay Lorraine Carlson, daughter of Section Laborer and Mrs. Arnold Carlson was married Dec. 22 to William J. Hardy. The couple will be making their home in Miles City.

Sympathy was extended to the family of C. H. McEldery who died Jan. 16 at the age of 94. Mr. McEldery began his work with the railroad in 1908, retiring in 1943. During the last 33 years of his career he was the wrecking crane operator with the Car Department in Miles City. He is survived by three sons.



GUINN-MILLS. Glenda Guinn and Steven Mills, both of Perry, Iowa, were married on Dec. 22 at St. Martin's Episcopal Church in Perry. Glenda is the daughter of General Clerk and Mrs. G. A. Guinn and Steven is the son of Trainman and Mrs. Don Mills.

We recently learned of the death of W. R. Schultz at the age of 57 at Port Angeles, Wash. Mr. Schultz attended schools in Miles City and was employed as a special equipment operator in the Miles City area prior to transferring to the Coast.

It is with regret that we report the death of Mrs. Lydia Umhoefer, widow of retired Engineer John Umhoefer. Mrs. Umhoefer died on Feb. 18 at the age of 94. She is survived by a son and daughter.

Sympathy was extended to the family of Mabel Martin who died recently. She was the mother of Mrs. Edgar Clancy, whose husband is a carman at Miles City.

Sympathy was extended to the Harold Keithley family. Mrs. Keithley's step-father, Guy McCullough, died on Jan. 7.

Sympathy was extended to the Dave Scharf family. Mr. Scharf's mother, Catherine Scharf, died on Feb. 16 in Miles City.

It is with regret that we report the death of Laura Sherman on Feb. 16 in Miles City. Mrs. Sherman was the wife

of retired Machinist Ed Sherman.

Gerhart J. Nelson, retired boiler-maker's helper, died at the age of 79 in Miles City on March 2. He is survived by his wife and four sons. Mr. Nelson started his career with the railroad in 1925, retiring during the early 1960s.

Sympathy was extended to the C. E. Guidice family. Mrs. Guidice's father, Jacob Sackman, died on Feb. 17, the day before his 70th wedding anniversary. Mr. Sackman farmed in the Fallon area for many years prior to his retirement.

It is with regret that we report the death of retired Yard Clerk Joseph A. Brady on Feb. 27 at the age of 70. Mr. Brady is survived by his widow, two sons and a daughter. Joe worked for the railroad in the thirties, going on to other employment. He returned to the railroad in 1942 and worked for many years as a time revisor, then as a yard clerk, retiring in 1970.

Mrs. Dave Malnar, the wife of Brakeman D. M. Malnar, was elected president of the Miles City Chapter of the Milwaukee Women's Club at their January meeting. Other officers elected were: vice president, Mrs. James Schmeling; secretary, Mrs. Earl Steiner, and treasurer, Mrs. LaVerne White.

IM & D Division SIOUX CITY AREA

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

Richard A. Witt, a senior at Creighton University at Omaha, Neb., and the son of Assistant Superintendent and Mrs. T. E. Witt of Sioux City, has been initiated into Alpha Sigma Nu, the National Jesuit Honor Society, at Creighton. He has also accumulated a list of other honors, which include president of Beta Gamma Sigma, membership in the national scholastic honor fraternity for business administration, membership in Who's Who in American Colleges for 1973-74, president of the Business Administration Senior Class and membership on Creighton's

Engine Watchman D. E. Pittman (left) of Perry, Iowa, retired on Jan. 31. Presenting him with a gift on behalf of fellow workers is Roundhouse Foreman W. H. Wasson.



Student Board of Governors.

Best wishes were extended to two employees who retired recently from the Regional Data Office in Sioux City. Kenneth Nordyke, a cashier since 1961, retired after 31 years of service. Prior to his stint as cashier, Kenny worked as demurrage clerk. He has been off duty since last summer because of illness.

Revising Clerk Ray Hosking retired Jan. 31 after 27 years of service which included employment at Mitchell, Rapid City and Sioux City. A luncheon was held at the depot on Jan. 31 for friends and co-workers at which time he was presented with a retirement gift. Ray and his wife planned to take a trip to California in February but will maintain their home in Sioux City.

On the sick list recently was Beverly Friedenbach, a cashier in the Regional Data Office, who had a cataract removed from her eye.

Retired Comptometer Operator Helen Flynn was hospitalized for gallbladder removal. Mrs. Irene Leach, the wife of Chief Caller W. J. Leach, was hospitalized shortly before Christmas as a result of a two-car collision near her home. She and a daughter, Paula, were occupants in one of the cars.

Conductor R. A. Nichols was in the hospital recently with a heart condition. All of the above were at home and recuperating at the time of this writing.

LeRoy Bolton, a carman at Sioux City, died on Jan. 15 after an illness of several years. He was employed by the Milwaukee Road for 39 years. Sympathy was extended to his survivors who include his widow, one son, two daughters, three brothers, three sisters and nine grandchildren.

The following recent newspaper article is about a Milwaukee Road crew on Train #597-598 which operates between Yankton and Platte, S.D.:

"CHRISTMAS STORY — From a reader in Springfield, S.D., who wishes to remain anonymous, comes this tale.



McGUIRE-HEINKE. Patricia Ann McGuire, daughter of Agent and Mrs. J. B. McGuire of Sioux City, Iowa, was married to Charles Heinke of Lincoln, Neb., on Jan. 25 at Blessed Sacrament Catholic Church in Sioux City.

Mr. and Mrs. Harvey Rothschadl and their two young sons live about a mile south of Tyndall, near the railroad track. Ever since the boys have been able to see over the window sill, they have waved to the engineer and all the men on the train have waved back, from the engineers to the man in the caboose. A few days ago to the delight of the two boys, the train stopped just outside their window. A knock at the door; Mrs. Rothschadl opened the door to the trainmen who had two huge Christmas stockings filled with fun for the youngsters."

The Christmas stockings were filled by Engineer G. C. Groves, Conductors S. Ruchensky and G. R. Zook, and Brakeman Ed Matuska.

Rick Marx, a former Rate Clerk in the Freight Agent's Office at Sioux City, was transferred to Des Moines, Iowa, on Jan. 15 as chief clerk in the Office of the Regional Manager-Sales.

Before his departure his co-workers held a coffee and donut party in his honor and he was presented with a briefcase.

Effective Jan. 1, Sales Representative John S. Mahoney of the District Manager-Sales Office in Sioux City, was transferred to Sioux Falls, S.D., as resident sales representative. Our best wishes go with John.

Miss Patricia Ann McGuire, daughter of Agent and Mrs. J. B. McGuire of Sioux City, Iowa, exchanged wedding vows with Charles Heinke of Lincoln, Neb., on Jan. 25 at Blessed Sacrament Catholic Church in Sioux City. A reception followed at the Aventino Motor Inn. After a trip to Lake Okoboji the couple will live in Lincoln where the groom is employed.

Congratulations were recently extended to Locomotive Engineer C. Frank Willett who captured the single's title in the Men's Bowling Association city tournament at Sioux City, Iowa. To win the title Frank rolled games of 215, 185, 177 and with an additional 147-pin handicap, had a total of 721.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Mrs. Jack Snyder, the wife of Perry, Iowa, Yardmaster J. A. Snyder, recently made a trip to Florida to visit her mother, Mrs. Jessie Fountain, who was celebrating her 90th birthday.

Mrs. Ruth Todd, widow of Conductor Clifford Todd, has returned from a two-week visit in Phoenix, Ariz., with her granddaughter, Maureen Costello.

Sympathy was extended to the family of retired Lt. of Police Albert W. Nicholson, Sr., who died in January. Survivors include his widow, Rachel; a son, Clarence, of Des Moines, Iowa, and four grandchildren.

Retired Carman and Mrs. Everett Bell of Perry returned home after spending the holidays in the home of their son Jack at Wood Dale, Ill. Jack Bell was recently promoted to district car foreman, freight car operation, with headquarters at Savanna, Ill. Service on the Milwaukee Road is a tradition in the Bell family. His father, Everett Bell, grandfather, George Bell and great-grandfather, John Bell, served as employees in the Car Department at Perry.

Mr. and Mrs. Homer Johnson, formerly of Perry, are moving to St. Paul, Minn., where Mr. Johnson has been promoted to regional road foreman of engines.

Mr. and Mrs. Dale Scott of Omaha are the parents of a son, Brian Anthony, born Jan. 4. Brian's grandparents are Engineer and Mrs. Frank Connors of Perry.



Revising Clerk Ray Hosking retired at Sioux City, Iowa, on Jan. 31, after 27 years of service. Ray and his wife were honored at a retirement luncheon held at the old passenger station in Sioux City.

Retirement Closes Family's Railroad Tradition

Gorden Brouard of Cedar Rapids, Iowa, put in his last day on Jan. 31, ending his 45-year railroad career and ending 226 years of railroading by the Brouard family.

Gorden worked as an engineer in the Cedar Rapids yard and, together with his three brothers and their father, logged over two centuries of railroad work.

Their father, the late Rollen E. Brouard, started in 1895 on the Burlington, Cedar Rapids and Northern railroad, which later became part of the Rock Island Lines. He then worked for the Chicago Great Western and the Illinois Central before coming to the Milwaukee Road in 1910, retiring in 1945 as a roundhouse foreman.

Gorden started with the Milwaukee Road as a fireman in 1928 and was promoted to engineer in 1947. His brother Ted retired in 1972 as a Milwaukee Road engineer, also at the Cedar Rapids Yard. Ted began his career as an engine wiper in 1922, became a fireman in 1927, and an engineer in 1946.

Their brother Chester started as a machinist for the Milwaukee Road in 1919 and worked throughout Iowa before coming to Bensenville, Ill. At the time of his death in 1966 he had 47 years with the railroad.

The oldest brother, Walter, started work at the age of 16 as an oil house man for the Milwaukee Road in Marion, Iowa. He learned the machinist trade at Milwaukee, Wis., and worked



Engineer Gorden Brouard (left) is congratulated on his retirement by Assistant Superintendent William Peta at the Cedar Rapids yard.

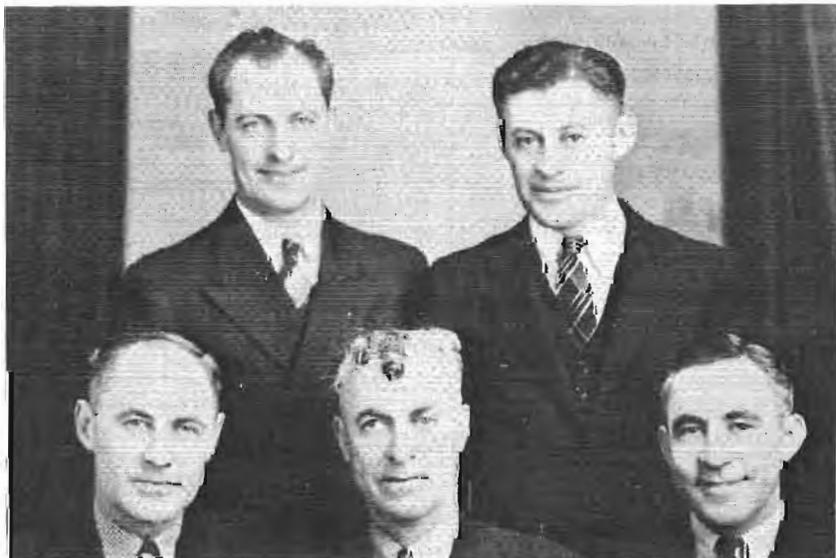
as a machinist at several Iowa locations.

In 1951 he retired on disability as a roundhouse foreman at Sioux City, Iowa, with 34 years on the railroad.

The family's railroad heritage goes back to an earlier generation, too. The brothers' grandfather, Semora Brouard, worked with the Rock Island lines. Their uncle, Lewis Brouard, was also with the Rock Island, and a cousin, Richard Brouard, worked on the Milwaukee Road.

When Gorden stepped down from his yard switcher for the last time in January, he ended a family tradition that goes back many years.

Jean Beeson, Correspondent



226 years of railroading: In front row, left to right, are Walter, Rollen and Chester Brouard. In back row are Ted and Gorden Brouard.

Keela Vodenik, daughter of Perry Switchman H. E. Vodenik, is a patient in Children's General Hospital of the University Hospitals in Iowa City, Iowa.

Engine Watchman D. E. Pittman of Perry retired on Jan. 31 after 47 years of service in the Mechanical Department. Mr. Pittman lives at 1206 Paul St. in Perry. Co-workers extended best wishes to him for a long and happy retirement.

Mrs. Jack Snyder, wife of Yardmaster J. A. Snyder of Perry, volunteered to drive a group of senior citizens from various areas of the state to Des Moines, where they were guests of Governor Robert D. Ray. Five senior citizens from Perry were among the guests.

Wedding vows were exchanged on Dec. 22 at St. Martin's Episcopal Church in Perry by Glenda Guinn and Steven Mills, both of Perry. Glenda is the daughter of General Clerk and Mrs. G. A. Guinn, and Steven is the son of



Roger Henson (right), section foreman at Sigourney, Iowa, retired on July 9. Congratulating Roger is Roadmaster J. P. Weiland of Marion, Iowa.

Trainman and Mrs. Don Mills. Following a trip to Sioux City, the couple will reside in Des Moines, where Glenda is employed as a dental hygienist and Steven is a junior at Drake University.

Sympathy was extended to Engineer C. R. Borst and Cedar Rapids Switchman Larry Borst on the death of their father and grandfather, Theodore P. Borst, at Menominee, Mich., in January.

Congratulations and best wishes for a long and happy retirement went to Roger Henson, section foreman at Sigourney, Iowa, who retired on July 9. Roger started with the railroad in 1928 at Sigourney. He resides at Hayesville, Iowa.

Friends were saddened by the deaths of retired Conductor Frank H. McDonnell of Savanna, who died in December, and Engineer Carl L. Lyman of Savanna, who died in January. Sincere

sympathy was extended to their families.

Section Foreman Leonard A. Schroeder retired on May 15, 1973. Leonard began his career with the Milwaukee Road in 1939 as a section laborer. In 1962 he was promoted to section foreman, headquartered at Monona, Iowa, and held this position until his retirement. Leonard, who resides at Ossian, Iowa was extended best wishes from all of his friends and fellow employees on the IM&D and Iowa Divisions.

General Agent and Mrs. M. W. Van Sickle of Cedar Rapids have recently returned from a vacation in Florida. They visited their son John in St. Petersburg, did some sight-seeing, and enjoyed the sunshine and beautiful scenery.

Darrell Stamp and Larry Borst were welcomed to the Iowa Division recently. Both started work as switchmen at Cedar Rapids.

Twin City Terminals

Karen Hollanitsch, Correspondent

St. Paul Roundhouse Electrician and Mrs. Derek C. Bonin became the parents of a girl, their second child, on Jan. 5. Clifford J. Bonin, also an electrician at St. Paul, is the proud grandfather.

Henry Taube, a St. Paul machinist helper, retired Feb. 1 with over 47 years of service with the Milwaukee Road. Mr. and Mrs. Taube will continue to make their home in St. Paul. They have plans for a trip or two this summer.

New faces in St. Paul belong to Jerrold Hanson, roundhouse laborer, who is replacing James More, presently in the Marines, and to Bob Quick, temporarily employed as a storehelper.

Chief Clerk and Mrs. Paul Biedrzy-

Section Foreman Leonard A. Schroeder (left) receives a certificate from Roadmaster D. O. BeVelle at Marquette, Iowa. The honor was in recognition of Leonard's retirement and service with the Milwaukee Road.



cki were thrilled to have their daughter and her husband, Mr. and Mrs. Ray Reinke, home for the holidays. Ray had over a month's leave from the Army. Mr. and Mrs. Reinke are presently stationed in Germany.

A recent Car Department retiree is John S. Grant, who retired on Feb. 28. John, at retirement, compiled almost 30 years of railroad service, which included six years with the Great Northern in Great Falls, Mont., over 8 years with the Minnesota Transfer and a short stint at the St. Paul Union Depot Company. John started on the Milwaukee in 1959.

Homer L. Johnson, regional road foreman of engines, is busy on his new job, meeting people, inspecting divisions and house-hunting. Homer was a traveling engineer-trainmaster on the Milwaukee Division before being transferred to St. Paul.

Misfortune struck St. Paul Electrician and Mrs. Clarence Gaustad, along with hundreds of other residents of a West St. Paul apartment complex, which was almost totally destroyed by a fuel tank explosion on Jan. 10. The ex-

plosion drove residents out into the Minnesota cold, some clad only in sleep-wear, and cost three West St. Paul firemen their lives. Mr. and Mrs. Gaustad escaped without injury, but lost all their possessions.

St. Paul employees, to express their concern and thoughts for the Gaustads, presented Clarence with a cash purse. Mr. and Mrs. Gaustad were just getting settled in their new residence when they had learned that Clarence needed surgery. At this writing Clarence is anticipating additional surgery, so it looks as if he will not be back to work for some time. Our wishes for a speedy recovery and a bit of "Good Luck" for Clarence.

Retired General Superintendent Donald T. Bagnell died on Feb. 27 at the age of 86. Mr. Bagnell started with the Milwaukee Road in 1918, working in Chicago, Ill., Dubuque, Iowa, and LaCrosse, Wis., before coming to the Twin City Terminals in 1946. He retired in 1952 remaining in Minneapolis. He is survived by his widow, Josephine.

LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

Machine Operator Paul Richey retired March 1 after nearly 48 years of service on the Valley and LaCrosse Divisions.

During his retirement Paul will take it easy and enjoy his free time. Fellow employees wished Paul and his wife Irene many happy, carefree years. The Richeys have a son James who is a conductor on the Valley.

Congratulations went to Engineer Larry Osswald on his recent marriage to Rosemary McCabe. They exchanged vows on Jan. 19 at the First Presbyterian Church in Wausau. A reception was held at the home of his mother.

Two more grandchildren for Roundhouse Foreman and Mrs. Kenneth Campbell. Son Richard and his wife



Carman John S. Grant (fifth from left) gets double handshakes from Car Foreman Max Knospe, (right) and Assistant Car Foreman Al Parsons (left). The St. Paul, Minn., Train Yard gang is also on hand to congratulate John, who retired on Feb. 28. John had almost 30 years of railroading behind him when he retired.

had a boy on Jan. 7 and daughter Karen and her husband had a girl on Jan. 17. The Campbells now have a total of six grandchildren.

Sympathy was extended to Sectionman Barney Pepowski on the death of his brother on Jan. 23. Burial was in Bevent, Wis.

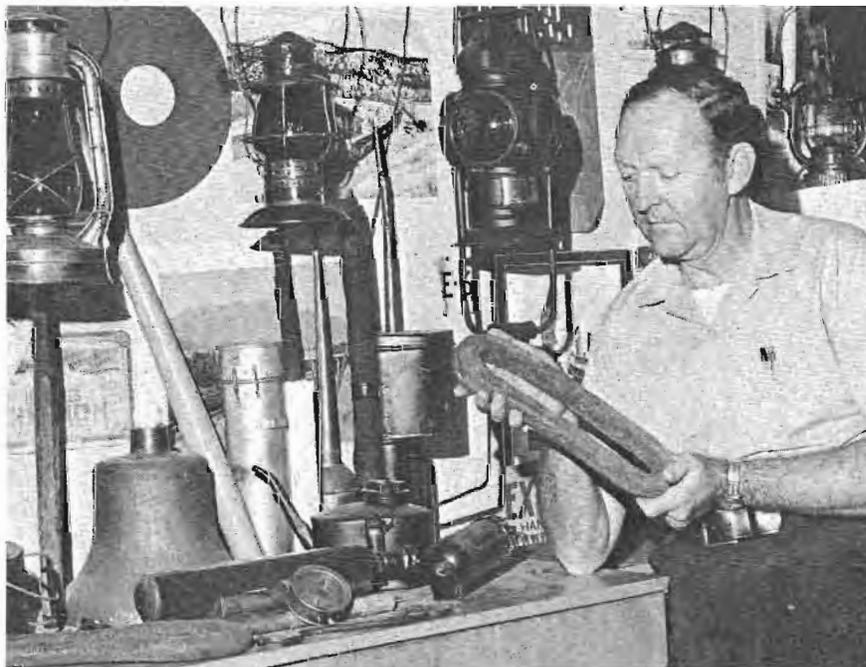
Conductor and Mrs. George A. Jones of the River District became parents of Shelby Monica in Minneapolis, Minn., on Dec. 1. Shelby was born into a three-generation railroad family. Her late great-grandfather, Roy Jones, was the agent at Wessington Springs, S.D., and her grandfather is the agent-operator at Wells, Minn.

Susan Lepinski, daughter of Operator and Mrs. Michael Lepinski, continues to make us all proud of her. Sue was among the seven students who led the Dean's list with straight A averages for the first semester at the University of Wisconsin, Marshfield. Sue was one of the past winners of the railroad's J. T. Gillick scholarships.

Mary Ann Krueger, wife of Norman Krueger, general chairman of U.T.U., rolled a woman's national honor count



George Betsinger (left), a section laborer at Tomahawk, Wis., is congratulated by LaCrosse Division Roadmaster John Brunner as he is accepted into the Turtle Club for preventing possible injury by wearing a hard hat. George was wearing his hard hat when a 25-pound steel angle bar slid off of a truck and struck a glancing blow to the side of his head. A one-half inch triangular hole was pierced in his hard hat, but George was saved from injury.



Link to the past: John Cline, retired foreman at the Wausau, Wis., Roundhouse, examines an old freight car coupling that was found at the junction of the Milwaukee Road and the Green Bay and Western Railroad at Wisconsin Rapids, Wis. John, together with Associate Professor Raymond Specht of the University of Wisconsin—Stevens Point, is gathering information and photographs for a book on the Wisconsin Valley Railroad. The old railroad was sold in 1880 to the Milwaukee Road and

became the Valley Division. The line once extended from Tomah, Wis., north to the Michigan border. Portions are abandoned today and the existing trackage is now in the LaCrosse Division. The two men are hoping to compile enough material to produce a 200-page illustrated book documenting the old railroad's history. John has asked that persons with pictures or other memorabilia from the old line contact him at his home at 1217 Stark St., Wausau.

by bowling a 604 series in the BML Koffee Klatsch League. This was the second honor set of Mrs. Krueger's bowling career, as she hit a 606 in the same league in 1971.

Wausau-area employees recently welcomed Bob and Jeanette Richter. Bob has been appointed trainmaster of this district, coming from Aberdeen, S.D., where he was chief dispatcher. With 26 years of service, he has held various appointed positions on the system. A hearty welcome to Bob and Jeanette.

Milwaukee Division FIRST DISTRICT

James E. Boeshaar, Correspondent

Conductor Jimmy Stearns, who worked the Walworth, Wis., job for many years before his retirement, died at Janesville, Wis. Funeral services were held on March 4.

C. E. Hamilton of Fox Lake, Ill., is the recently-appointed agent at Lake, Wis. Former Agent R. K. Balthazer is now working the swing job at Sturtevant, Wis. Richard Wu is the new agent at Fox Lake.

Cruz "Smokey" Martinez, extra gang foreman on the old C&M Division, died on March 3.

Section Gang Laborer John Milasuski of Sturtevant was married on Feb. 23.

Harold Cone, a retired train dispatcher on the Milwaukee Division, died on Nov. 30 at a nursing home in Kenosha, Wis.

Retired Clerk Maurice Whitty of Horicon, Wis., died on Nov. 11. Burial was in Horicon.

SECOND DISTRICT

Jerry Magnuson, Correspondent

Asst. Superintendent's Office, Green Bay

Car Department Foreman Jim Palmer retired in December after 43 years with the Milwaukee Road. Jim started with the railroad at Sioux City as a carman helper in 1930. At one time he was general car foreman in Minneapolis, Minn., and district general car foreman in Milwaukee, Wis.

In 1957 Jim returned to Green Bay and remained here until his retirement. Jim's father, Ernest, is a retired district general car foreman and lives in Minneapolis. Jim intends to continue to live in Green Bay and he and his wife Mary plan to do some traveling and have already begun with a trip to Florida. Co-workers extended happiness and good health to Jim in his retirement.

Sympathy was extended to the following employees and their families: Switchman Tad Wojtowicz on the death of his wife in December; Engineer Don

Blake on the death of his father in January, and Alice Boye, agent at Plymouth, whose father died in January.

Belated congratulations are in order to the following employees on the arrivals of new additions to their families: Brakeman Dave Neuser and his wife Linda on the birth of a son, Shawn Eric, on Oct. 1; Brakeman Richard Williams and his wife Jean on the birth of a son, Barrett Graham, in October, and Relief Clerk Dennis Knippel and his wife Diane on the birth of a daughter, Amanda Jane, on Jan. 4.

Agent William W. Kopp was elected president of the Green Bay Traffic Club for 1974.

Women's Club Milwaukee Chapter

Mrs. John Farence, Correspondent

The Milwaukee Road Women's Club, Chapter #2, held its annual Christmas party on Dec. 17 in the Lotus Room of the Plankinton House. Sixty members and 12 husbands enjoyed the festivities.

After a luncheon, Mrs. Herman Reuter presided over a short meeting. Mrs. Stanley Butler, historian, gave a resume of events of the past year. Gifts were exchanged and games played. Gifts were also sent to 12 shut-in members.

At the Jan. 7 board meeting arrangements were completed to hold monthly meetings in the Statesman's Club Lounge in the First Federal Savings and Loan Association building at 700 North Water St. in Milwaukee.

The first monthly meeting in the new quarters on Jan. 21 was very successful with 42 members attending. This was considered to be a very good beginning for the club's "Golden Anniversary Year". The 50th Jubilee celebration will be held on July 12. Members will be notified of further details.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

Anthony Beitzinger died on Dec. 29 at the age of 85. Mr. Beitzinger retired in 1953, after 46 years in the Air Brake Department of the Passenger Shop. Services were held at St. Lawrence Church in Milwaukee and interment was at Mount Olive Cemetery. Sympathy was expressed to his son, Ralph, who is an assistant foreman in the Air Brake Department.

Feb. 1 marked the retirement of Marcus Bodovinac after 49 years of service with the Milwaukee Road. Marcus was a carman welder in the Passenger Shop. He plans to remain at 2408 West Wells St., Milwaukee. Good luck in your retirement, Mark!

Erich Hahn and his wife, Alfriede, became the proud parents of a baby boy, Gerhard, on Feb. 12. Erich is a machinist in the Air Brake Shop.

LOCOMOTIVE DEPARTMENT

Nancy Starck, Correspondent

Milwaukee Dieselhouse

Eldren LaRose, father of E. W. "Bud" LaRose, assistant general foreman at the Milwaukee Dieselhouse, died Jan. 28 at the age of 74.

Mr. LaRose lived at Two Rivers, Wis. Sympathy was extended to Bud and his family.

Terry Markovic has transferred from the LD Back Shop to become the new third shift electrical foreman in the Dieselhouse. Terry and his wife, Barbara, have two children, Nickolas and Laura.

The Dieselhouse welcomes back its second shift clerk, Ray Curtis. Ray was

on an extended leave of absence due to a broken ankle he suffered when a truck ran over his foot.

Retired Electrician Joseph Votapek died on March 1 at the age of 62. Mr. Votapek had 39 years of service with the railroad.

Milwaukee LD Shops

Hugo Gurrath, an electrician in the LD Shops, is convalescing at home with an eye condition. He has our wishes for a speedy recovery.

Raymond J. Miller, a machinist in the LD Back Shop, retired on Jan. 31. Raymond has 17 years of service with the railroad.

Mechanical Engineer's Office

Milwaukee General Office employees were saddened by news of the death of Leonard L. Lentz, retired engineer of car design at LaCrosse, Wis., on Jan. 16.

Mr. Lentz began working for the railroad as a carman helper in 1922, and later served as a carman, draftsman, assistant Passenger Shop superintendent, general foreman-Passenger Shop, engineer of car construction, and general foreman-Freight Shops. He became engineer of car design in 1963, and held that position until retiring in 1969. During his railroad career, Mr. Lentz was closely involved in the design of the Hiawatha passenger cars built at the Milwaukee Shops.

MATERIAL DIVISION

Sharon M. Rosinski, Correspondent

Sectional Stockman Ralph Milton Winter retired on Jan. 31. His service dates back to 1936 when he started as clerk to the General Foreman. He and his wife will continue to make their home in Elm Grove, Wis.

Storehelper Vivian Pearl Amick bid farewell to railroad life on Jan. 31 after more than 30 years. A noon luncheon was held at the Irish Village with many of her friends attending. Vi will soon be enjoying the California sun when she heads west to visit her daughter and family.

Chauffeur Bernard S. Becker is now home and recuperating from a heart attack.

Marion Heltsley, a clerk in the Material Division at the Milwaukee Shops, became a grandmother for the second time. On Jan. 15 Marion's daughter gave birth to a son, Eric.

Purchase Order Writer Sharon Waterman became engaged over the New Year's holiday and is now making plans for her wedding in 1975.

Co-workers expressed "welcome



Storehelper Vivian Amick and Sectional Stockman Ralph Winter (second from right) are extended best wishes on their retirements at the Milwaukee Shops on Jan. 31 by Assistant District Material Manager W. J. Fuss (left) and Assistant District Material Manager H. W. King (right).

WE'RE MOVING

Effective April 22, 1974
THE MILWAUKEE ROAD
General Offices
will move from the
White-Henry-Stuart Building
1318 Fourth Ave.
to the
Skinner Building
1326 Fifth Ave.

Call 628-3838 for ALL Milwaukee Road
Direct-dial Centrex numbers
not listed in the new
Seattle city telephone directory



back" greetings to Fred Braun, chief receiving and invoice clerk, who returned after recuperating from surgery in January.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Sympathy was extended to Assistant Manager T. Kleist and family on the death of Mrs. Kleist's mother.

Your correspondent and Revising Clerk June Stanlee learned firsthand about the operation of the gambling tables at the annual Casino night, sponsored by the Delta Nu Alpha transportation fraternity of which both are members. It was all in fun and of a perfectly legal nature.

Revising Clerk Wallace Henkel and his wife Dori, correction clerk, spent a week's vacation visiting Dori's brother at Hastings, Neb.

Revising Clerk Ray Klapa remained home ill while his vacation came and went. The same happened to JoAnn Glodowski.

Chicago Division GALEWOOD

Eleanor P. Mahoney, Correspondent

Clarence E. Henderson, open record clerk in the car record department, ended his 37½-year career with the Milwaukee Road when he retired Jan. 31. Clarence began working for the company in 1936 as a yard clerk for the General Car Supervisor. He continued

The Milwaukee Road's General Offices in Seattle, Wash., move out of the White-Henry-Stuart Building on April 22. The offices will move into the Skinner Building across the street on Fifth Ave. The Milwaukee Road was one of the first tenants of the White-Henry-Stuart Building back in 1909. The building will soon be demolished to make way for a large office complex. All of the railroad's Seattle offices, including those at other locations in the city, will begin using the new direct-dial Centrex telephone system on April 22.

a royal blue hand-crocheted scarf around his neck. Coffee and rolls ended the celebration with everyone extending their best wishes to Clarence. The Hendersons will continue to reside in their condominium apartment in Rosemont, Ill.

Byron Waller, the 12-year-old son of Vehra Waller, OS&D clerk, and his 11-year-old friend Rodney Stapleton, won first place in their school's Science Fair in January. On Jan. 28 they went on to take first place honors at the District 8 Science Fair. In mid-April their project will be entered in the city-wide competition at the Museum of Science and Industry. These young men have our congratulations and we wish them success in their endeavors.

Carmen Rocha, a retired employee of House 4 at 349 North Jefferson St., is hospitalized. He underwent major surgery two weeks ago and at this writing is coming along nicely.

Tina Ostien, a demurrage-detention clerk, has taken a maternity leave of absence.

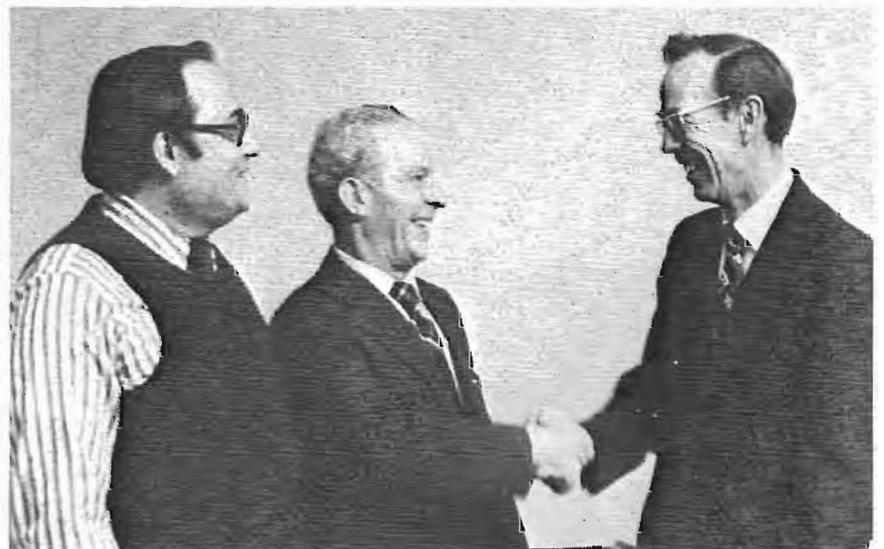
BENSENVILLE

Delores Barton, Correspondent

Office of the Superintendent

Congratulations were extended to Assistant Engineer Von Stoner and his wife on the birth of their daughter Lisa on Dec. 14. Congratulations also went to Switchman Art Anderson and his wife on the birth of their second daughter, Holly, on Jan. 9. Mrs. Anderson is the daughter of Switchman Robert Kruse.

Sympathy was extended to the families of Caller Harold Eppley, Clerk



Bureau Head Ray Donahue (center) receives retirement congratulations from Superintendent of Transportation Bruce Cederholm (right) and Bob Quillinan, assistant manager-TOFC/COFC distribution. Ray retired on Jan. 31 as a bureau head in the Carscope Department in Chicago. He had more than 45 years of service with the Milwaukee Road and he started his career in the Accounting Office at Fullerton Avenue. His fellow workers honored him at an office party at which they presented him with a



John Connery, a crew caller at Bensenville, Ill., takes a last look at his caller's desk as he prepares to retire. John was honored by his fellow workers at a cake and coffee party in the caller's office on Jan. 30.

Marty Ostrick and Freight Service Inspector Andy Abraham, all of whom recently died.

Co-workers were glad to see Liz Laboe back at work at the Diesel House after surgery. The Mechanical Department welcomed Katy Buckner, who transferred recently from Western Ave.

New faces in the Clerical Department are Linda Greco, J. Fun Lin, Lenore Gabrielson, Jack Meyers and Jim Victorson.

Car Retarder Operators Carl Bittner and Sue Page are in the hospital at this



70 years: Mr. and Mrs. Earl H. Crandall celebrated 70 years of marriage on Jan. 30. Earl, who is 89 years old, began his railroading career as agent at Union, Ill., in 1906. He then worked as a telegraph operator at Genoa, Ill., and in 1921 became agent at the Milwaukee Road station in Roselle, Ill. He held that job until his retirement in 1951. Earl and his wife Izo, who is 90 years old, still live in Roselle, where they celebrated their anniversary. Earl became Roselle's first village clerk when the small community located west of Chicago was incorporated in 1922.

APRIL, 1974

The Hiawatha Credit Union

For employees of the Milwaukee Road and the Milwaukee Motor Transportation Company who work out of the Union Station Building in Chicago, Ill.

Not for profit, not for charity, but for service.

Now in our 35th year of operation, our 1,000 members have accumulated over \$600,000.00 in assets. We offer our members loans at low interest rates. Interest from these loans and the return on investments made in government securities enable the Hiawatha Credit Union to build its reserves, pay its operating expenses and pay dividends to its shareholders. Members received a dividend of 5¼ per cent in 1973.

To Save Your Money . . .

Hiawatha Credit Union members receive life insurance benefits at no extra charge on savings invested. For each dollar invested up to \$2,000.00, members receive an equal amount of life insurance, when deposited before age 55.

. . . Or Get A Loan

The Hiawatha Credit Union is a non-profit organization administered by and for employees. It was started in 1939 at the Fullerton Avenue office building and continues today to offer low-cost loans for "provident and productive" purposes. Insurance is automatically included on all loans. In case of death, the loan is paid in full through this coverage.

Join Now

To find out more about how you can join the Hiawatha Credit Union, call extension 789 or visit the Credit Union Office in room 201, Union Station Building in Chicago.

writing and we hope for their speedy recovery.

Emil J. Huart, Chicago Division trainmaster, retired on Dec. 31 after more than 48 years of service. Emil began as a fireman in 1925, was promoted to engineer in 1939, to fuel supervisor-Lines East in 1946, to traveling engineer, Chicago Terminal in 1948 and to trainmaster-personnel in 1965.

On Dec. 8 over 400 people gathered at the VFW Hall at Bensenville to honor Emil and his wife Helen on his retirement. Assistant Vice President Marty Garelick acted as master of ceremony. Emil received an engine mounted on track in a plastic case, a steam locomotive with replicas of old Milwaukee Road coaches mounted on track, and a monetary gift which he hopes to use

toward the purchase of a boat. Emil and Helen will retain their condominium in Schaumburg, Ill., and will undoubtedly spend most of their winters at their condominium in Florida.

Terminal Manager Roy Love and his wife, Bernice, flew to the Philippines in December to spend Christmas with their son Tom, his wife Kathy and their two granddaughters, Julie and Susan.

While in the Philippines, Tom, who is a captain in the U. S. Air Force, rented a four-seater plane and flew them to resorts in Bagulo, as well as Marenduque Island where they swam in the China Sea.

After Christmas, Roy and Bernice flew to Hong Kong for a few days before meeting their son and daughter-in-law in Taipei, Formosa.

Raymond J. Miller (right), a machinist in the LD Back Shop at Milwaukee, Wis., receives best wishes for his retirement from Shop Superintendent N. J. Nielsen. Raymond retired on Jan. 31 with 17 years of service with the Milwaukee Road. He will make his home in Winona, Minn.





Switchman Clyde C. Hollowell (left) and his family took a vacation to New Zealand recently. They are shown here in front of the plane that took them up to the New Zealand glacier fields. With Clyde are his sons Bryan and David and his wife Peggy.

Switchman Clyde C. Hollowell and family traveled to New Zealand to visit friends over the Christmas holidays. While there, they toured the Southern Alps, with an occasional back-seat reminder about staying on the left side of the road.

During their trip, they found more mountains in New Zealand than the Swiss Alps. They flew up to the glacier fields, walked on the ice and looked 8,000 feet down at the sub-tropical forests, where tall pines, palms, and large tree ferns grow profusely.

Following this, the Hollowell family took boat trips on the deep lakes and fiords. They enjoyed a day-long steamer trip back to the North Island and re-joined their friends.

Before returning home, they enjoyed a stay in Fiji, and saw a two-foot gauge, 120-mile railroad where twice a week a free passenger train is operated. The Hollowell's trip also included a sight-seeing tour in Hawaii.

On Jan. 31 John Connery, crew caller at Bensenville, retired. John started in 1924 and worked as a caller for over 35 years. John and Mrs. Connery expect to do some traveling but will keep their home in the Chicago area.

Their son, Bill Connery, is a switchman on the Chicago Division, 3rd District and their son John, Jr., was formerly employed as a clerk on the Chicago Division. He now works at the railroad's Engineering Department offices in Chicago. Cake and coffee were served to fellow workers in the caller's office on Jan. 30 to mark John's retirement.

WESTERN AVE.

A retirement party was held at Stella's Catering Service in Chicago on Jan. 25 to honor Emil Berman, Joe Zygula and John Haluzak from the Car Department at the Western Ave. Coach Yard. Erwin Houser of the Mechanical Department was the master of ceremonies and Safety Engineer W. E. Dunn acted as host. The party was attended by about 50 co-workers, including switch-

men, yardmasters and car department employees.

Emil started with the Milwaukee Road in 1929 and retired on Dec. 31. Joe started his service in 1942 and he also retired on Dec. 31. John started work for the Milwaukee Road in 1939 and retired on Jan. 28. Co-workers congratulated the three and wished them long, happy and healthy retirements.

Chicago General Offices JOINT FACILITY ACCOUNTING

Mary I. Mitchell, Correspondent

Donna Schenk, former major bill clerk, gave birth to her first child, Brian Gregory, on Jan. 23. Donna and her husband Ken make their home in Elmwood Park, Ill.

Sharyn Mundt, former major bill clerk, gave birth to her second son, Scot Michael, on Feb. 17. Sharyn and Dad Wayne and Big Brother David are very happy with the new addition to their family.

Richard Superson, chief facility examiner, and Jacquelyne Hoffman, major bill clerk, were married Jan. 25. The ceremony was a Candlelight Serv-

Mike Martin (third from left), assistant regional manager-sales at Pittsburgh, Pa., was honored by members of the Pittsburgh Sales Office at a retirement dinner on Jan. 22. With him are, left to right, Don Cherubin and George Thomas, sales representatives; Mike's wife Helen; Chuck Wington, chief clerk, and Dan McCloskey, assistant district manager-sales. Mike started with the Milwaukee road in 1930 and retired on Feb. 28. He and his wife will make their home at Boca Raton, Fla.



Trainmaster Emil J. Huart and his wife Helen were honored at a retirement party at Bensenville, Ill., recently. Emil retired on Dec. 31 with more than 48 years of service.

ice in the V.I.P. Room of the O'Hare Inn. The newlyweds honeymooned on the Island of Saint Martin in the Netherlands Antilles. They now reside in a cozy apartment in Des Plaines, Ill. Dick and Jackie, your many railroad friends wish you a long life and much happiness.

Cindy Knack's winnings a few months ago were offered by the Railway Employees Welfare Club, not by the Hiawatha Credit Union as was incorrectly reported.

ENGINEERING DEPARTMENT SIGNALS AND COMMUNICATIONS

Marilyn Stypa and Judy Lamarca, Correspondents

Dick Groom, signal designer, became a grandfather for the first time on March 1. Beth, Dick's older daughter, and Art Mitchell, her husband, are the proud parents of a baby boy.

The Law Department *(Continued from page 2)*

will affect taxes. They also confer with county and city tax assessors about other railroad lands not used as right-of-way which are subject to local property taxes.

Tax Department members also check tax rates and computations when the railroad pays its property tax bills.

Leonard R. Norberg, director of the Property Tax Department, oversees the work of seven employees in Chicago and four in Seattle.

Office Of Adjustment Services

The Office of Adjustment Services investigates and settles claims arising from such incidents as injuries to employees, injuries to automobile passengers involved in grade crossing accidents, injuries to train passengers, and injuries to trespassers.

Property damage claims against the railroad are also in-

vestigated to determine a fair settlement. Property damage might include track-side fires and the death of livestock caused by freight, passenger and Amtrak train operations.

The staff of this office consists of General Manager Robert W. Centen, three regional managers, twelve district managers, two assistant district managers and eleven adjusters. The office has a clerical staff of seven and its forces are distributed geographically to cover the railroad system.

The activities of all of these divisions of the Law Department have a direct impact on the railroad and on its relationship with industries, local governments and private citizens. As a company attempting to sell a needed service at a profit, the Milwaukee Road relies upon its Law Department to enable it to interpret the many regulations it must follow, and to conduct its business with equity and fairness.

Congratulations were extended to Dick Groom's younger daughter Kathleen who was married to Michael Torres on Jan. 26. The ceremony took place at the newly decorated Sacred Heart Church in Aurora, Ill. Dick has devoted much of his spare time to the Church's repairs.

Double congratulations are extended to Bill Springer. Bill and Kara Whitmore were married on Oct. 27 in the First Methodist Church of Grandview, Mo. In February, Bill was promoted from signal draftsman in Chicago's Union Station to signal maintainer with headquarters at Northbrook's Tower A-20. The best of luck to Bill and Kara in their new life and his new position.

The new year has begun with several

new faces in the office.

William P. Kaminski started working for the Milwaukee on Dec. 3 as the assistant engineer-signals. Bill served two years in the Army's SPEC 4 Military Police, after which he attended Michigan Technology University.

Herbert J. Taylor began on Jan. 14 as detail draftsman. Herb obtained most of his training while in high school since drafting was one of his majors.

The newest member to join our forces is James C. Hill, formerly an assistant signalman in Signal Foreman J. J. Pillard's crew. Jim began on March 4 as a signal draftsman. He is an avid cross-country skier and is a member of the National Guard.



WHITMORE-SPRINGER. Kara Whitmore was married on Oct. 27 to William Springer, a signal maintainer at Northbrook, Ill. The wedding was held at the First Methodist Church of Grandview, Mo.



Bureau Head Milt Croasdale (third from left) is presented with a silver pass for his 45 years of work with the railroad by John C. Manders, manager-accounting administration. Milt started with the Milwaukee Road on Jan. 21, 1929, in the Assistant Comptroller's Office at Fullerton Avenue. He held various clerical and bureau head positions before becoming head of the Mail and Record Bureau in 1970. He is now also in charge of the Tariff Bureau, and supervises 14 clerks at the railroad's Union Station General Offices. With Milt as he received the honor on Jan. 21 are (left to right) mail clerks Walter Buzanski, William Lesser, Willard Carlson, Howard Schultz, Stanley Goscinski and Joseph Fuscone.

James A. Lenihan died on Feb. 11. Jim "the Major" began working for the Milwaukee Road in 1948 as a communications groundman and retired from service in 1969. He is survived by his sister, Ellen Lenihan, who resides in Baraboo, Wisconsin.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

The department once again has many changes. Shirley Stanfa was appointed buyer, replacing Roger Sherman, as of Feb. 18. A party was held for Roger in the Iron Horse where everyone in the Purchasing Department wished him the best of luck in his new job outside the railroad.

Frank Worzaken is chief clerk, Fred Bowker is head price clerk, Janice Ross is expediter clerk, Roger Ruchti is contract and inquiry clerk and Pat Frangella is return material clerk. Denise Fase is on a maternity leave of absence.



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BUY U.S. SAVINGS BONDS NOW THROUGH THE PAYROLL SAVINGS PLAN