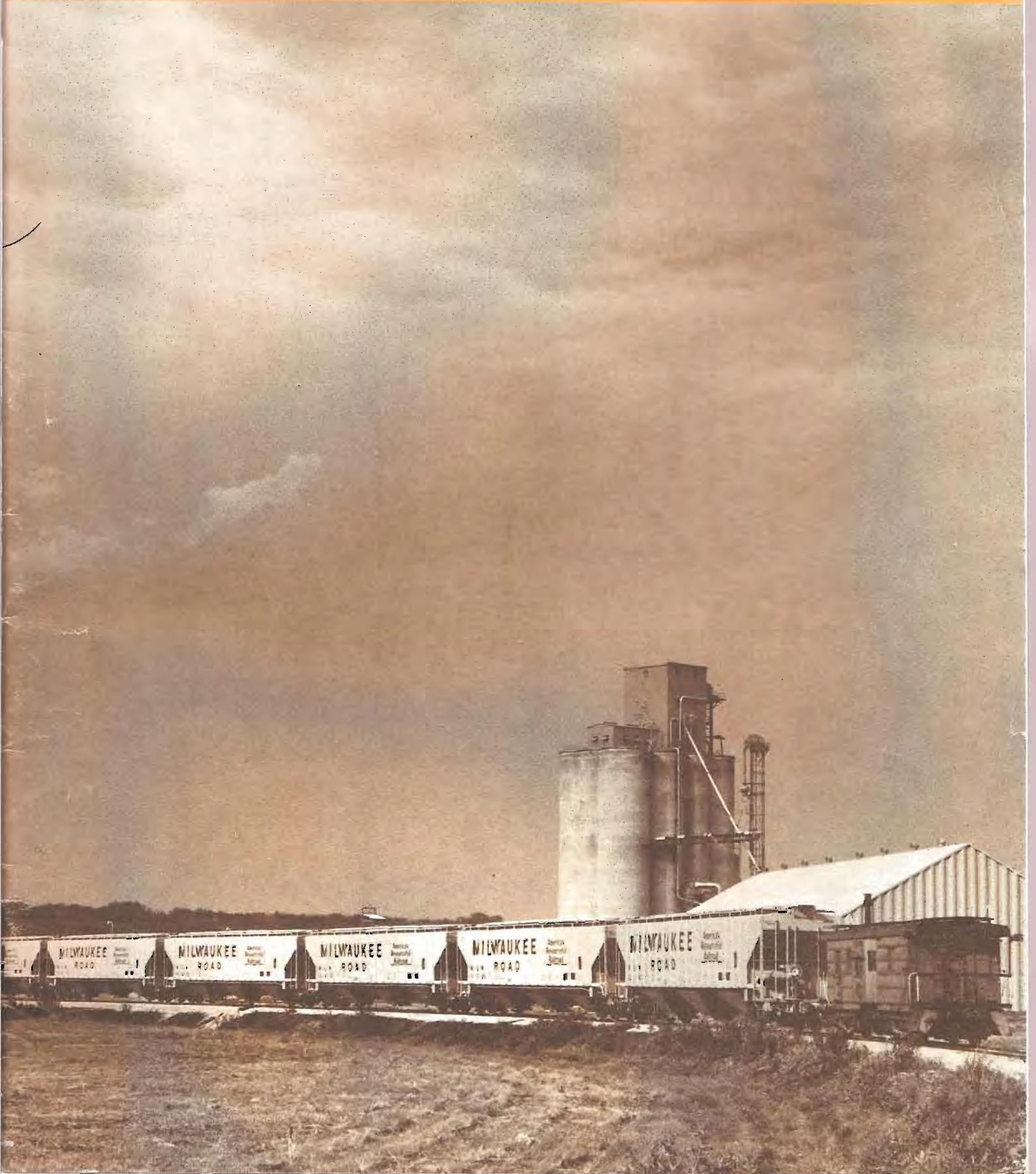


THE MILWAUKEE ROAD MAGAZINE

AUGUST, 1974

CHICAGO MILWAUKEE ST. PAUL AND PACIFIC RAILROAD



The Corporate Planning Department

G. A. Kellow
Vice President--
Corporate Planning

"... the intent behind the creation of our department was to provide greater coordination and assistance in the planning activities in all departments."



In an article which appeared previously in this magazine, President Smith stated what he considered to be the most important objectives of the Milwaukee Road. These objectives bear repeating. They are:

1) Provide the level and quality of total service necessary to retain existing positions in transportation markets and provide a base to profitably expand the railroad's participation in existing and in new markets.

2) Maximize utilization of assets, eliminating those not required for present and future needs, and concentrating available resources toward activities that have present and future strategic purpose.

3) Establish and maintain a responsibility budgeting and control system encompassing all departments and subsidiaries to provide proper control of all activities.

Objectives establish the direction in which a company wants to go, but the accomplishment of objectives does not just "happen"—it must be "made to happen." Every department on the railroad plays a vital role in accomplishing results, and planning functions in each department establish an orderly sequence of activities needed to support the total corporate objectives.

The Corporate Planning Department was established officially on Jan. 1, 1973. This does not mean, however, that there were no planning activities in the company prior to this date. Rather, the intent behind the creation of our department was to provide greater coordination and assistance in the planning activities in all departments.

The purpose of planning, as we see it, is to develop sound, realistic, coordinated and continuous long-range goals in the face of many challenges. Among these challenges are the ability to appraise the future, the development of alternative courses of action, the establishment of direction of effort, and the establishment of a basis from which strategy can be changed to adapt to changing con-

ditions. In a very real sense, planning involves a delicate balance between short term commitments and long term flexibility.

There are several types of planning. **COMPREHENSIVE** planning involves the constant formulation of objectives and the guidance of the company's activities toward their attainment. Comprehensive planning calls for a total evaluation of the company's operations as well as its potential. This kind of overview is one of the areas in which the corporate planning staff can play an important role.

A second type of planning, called **FUNCTIONAL**, has to do with the individual elements of a total problem. Functional planning focuses on how each part can best contribute to the whole. In practice this type of planning is often narrow in scope—but very intensive in depth of analysis. Functional planning requires that the individual departments be totally involved.

The third type of planning is **PHYSICAL** and is concerned with the location, arrangement, and characteristics of actions. Physical planning is geared toward implementation—toward the actual accomplishment of plans.

One of the major tasks of our department is to analyze the basic strengths and weaknesses of the company. This task falls into many parts. Among them is the need to rationalize and categorize the strategic purpose of railroad lines and the need to identify which lines are to be considered candidates for abandonment or coordination.

Another vital task is to develop a corporate strategic planning framework within which the individual departments can work out supporting plans and actions. In conjunction with this task is the need to coordinate the planning activities of all departments as they relate to the long- and short-range goals and objectives of the company. It is also our responsibility to provide assist-

(Continued on page 39)

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Member,
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Editors

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Cover

Twenty of the Milwaukee Road's new covered grain cars stand on a siding near Davenport, Iowa, awaiting unloading into barges at the Pillsbury Co. elevator in the background. This Mini-Unit-Train, nicknamed "MUT", is one of several shuttle trains operating in the Midwest to move grain and corn quickly from small elevators to major barge-loading points on the Mississippi River. All of the equipment used on the MUTs is dedicated just to this service. Even the caboose, shown here, is kept with the train during the unloading process. See page 4.



transport briefs

Car supply remains high

The Association of American Railroads (AAR) reports that, in general, the nation's railroads have the best car supply situation since large grain shipments to Russia began in the summer of 1972. In early July railroads noted a surplus of rail cars of all types—meaning that, overall, more cars were available than were on order by shippers. A major test for the car supply lies ahead this year when the harvest of corn occurs simultaneously in Iowa, Illinois, Indiana, Ohio and Nebraska. This harvest begins in late October and continues into late December and is the period when the movement of grain and corn is heaviest. The AAR said it anticipates no major car supply problems partly because of improved car utilization and an increase in the number of new covered hopper cars available. More than 30,600 covered hoppers have been added to the nation's car fleet since 1972 and new cars are being added at a rate of about 1,400 per month.

Court rules on impact statements

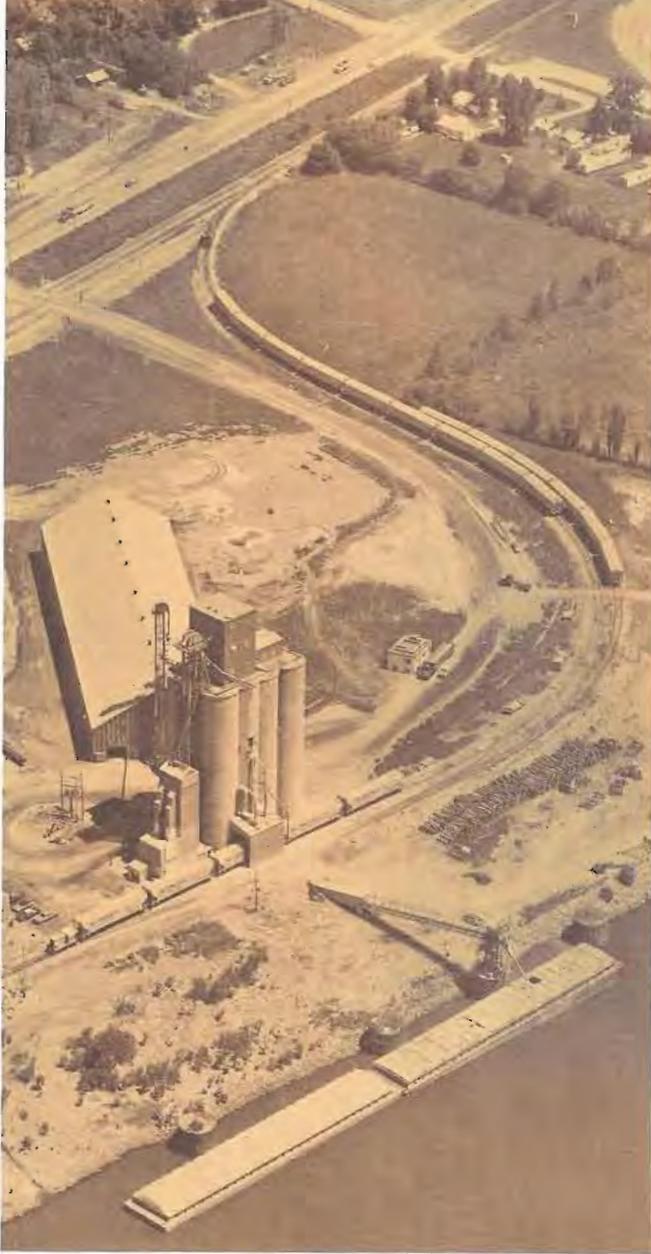
A federal appeals court has told the Interstate Commerce Commission (ICC) it must determine at the outset of all railroad abandonment proceedings whether an environmental impact statement is required under the National Environmental Policy Act. The court said that a staff investigation would be necessary to allow an informal decision before abandonment hearings begin as to whether a more detailed study is required. The ruling was handed down by the U.S. Court of Appeals in a case rising out of an order by a federal court in New York one year ago which granted a preliminary injunction directing the ICC to prepare impact statements before hearings on railroad abandonment proposals.

EPA sets train noise limits

Noise emission standards for engines and rail cars proposed by the Federal Environmental Protection Agency (EPA) are expected to cost railroads between \$85 million and \$103 million. If made law, the EPA plan will call for installation of sound-suppressing mufflers on the nation's 27,000 diesel-electric locomotives to meet standards which become effective in four years.

Urge support for Retirement Fund changes

All major railroad unions have encouraged members to write their congressmen in support of pending legislation aimed at saving the Railroad Retirement Fund. The proposed law was introduced as S. 3612 in the Senate and as H.R. 15301 in the House of Representatives. Enactment of legislation contained in these companion bills is also seen by management of the nation's railroads as a top priority if the financially-troubled retirement fund is to avoid a predicted collapse by 1981. Proposed legislation, if passed, would correct inequities in the way some retirement pensions are paid and would simplify the now-complex formula for computing benefits. See story on page 5 of the July, 1974, issue of The Milwaukee Road Magazine.



Iowa grain Moves by night

A night's work completed (photo below), Engineer Jack Sullivan, left, Brakeman Glenn Miller, center, and Conductor Ed Massie have delivered 20 cars loaded with corn and soybeans to a Mississippi River barge landing. As dawn breaks, the Milwaukee Road train crew will begin its rest period and their two locomotives will be serviced at Nahant Yard near Davenport, Iowa. Meanwhile, at the nearby Pillsbury Co. grain elevator, the grain hopper cars are unloaded into two barges moored at the river's edge. It takes only about 15 minutes to unload each of the new 100-ton capacity cars. Once loaded, the barges will be taken down the Mississippi to ocean ports near the Gulf of Mexico. There the grain will be transferred to ships for exporting.

The grain is brought from country grain elevators near Perry, Iowa. These elevators must take at least five cars and load them on the same day. Grain elevator operators are enthused with the new service, and some claim it has enabled them to pay farmers eight to nine cents more for a bushel of grain. Monthly grain shipments from some of these small elevators doubled when these Mini-Unit-Trains started in April.

When the 20 cars have been gathered from the country elevators, the loaded train starts on its way eastward to Samoa, Iowa, and then southward to Davenport. In the pre-dawn darkness the two-day round-trip is completed at the Mississippi River near Davenport. All 20 cars remain in the same train and are kept on the Milwaukee's own line, an ideal situation for getting the best possible use from this type of equipment. In just one month this train can move one million bushels of grain and corn.



THE MILWAUKEE ROAD MAGAZINE

First Again

For the second year in a row, Milwaukee Road employees lead the railroad industry in participation in the U.S. Savings Bond program. In recognition of this accomplishment, Mrs. Francine Neff, treasurer of the United States, recently presented the Minute Man Trophy to Milwaukee Road Chairman William J. Quinn, who accepted it on behalf of the railroad's employees. Results of the 1974 Savings Bond campaign showed that participation among employees had risen from 68 per cent last year to 70 per cent this year. This participation rate also puts the Milwaukee Road ahead of all other major companies headquartered in the State of Illinois.



Equipped with new side-loading machine

Modern piggyback terminal opens in downtown Milwaukee

The Milwaukee Road's newest piggyback/container facility opened in Milwaukee, Wis., on Aug. 5. The facility replaces an older piggyback terminal in the Milwaukee Shops area that was opened in 1958.

The new terminal is located at 2011 West Canal St., strategically placed near the city's freeways and the Interstate Highway System. The terminal is equipped with a mechanical side-loading machine which speeds the handling of piggyback trailers and ocean containers. The old facility was equipped only with ramps for end loading and unloading of rail flatcars.

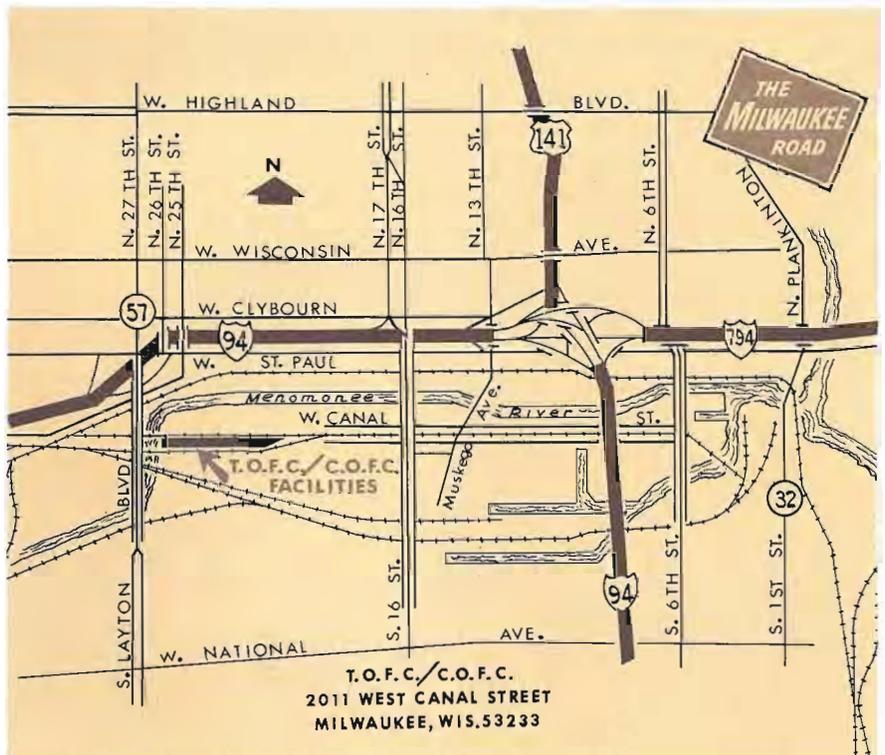
The new terminal is the only facility in Wisconsin with automatic loading equipment.

The 20-acre site is equipped with two parallel tracks that can hold 35 flatcars carrying 70 forty-foot containers or trailers. The location is large enough to park 500 trailers or containers and will allow room for future expansion.

The terminal is operated by the Milwaukee Motor Transportation

Co. (MMTC), the Milwaukee Road's wholly-owned motor carrier subsidiary. Opening of the facility was

marked with a reception and open house hosted by the Milwaukee Road and MMTC.



An era ends At Deer Lodge

Engineer Bill Lintz sat in the locker room of the roundhouse in the Deer Lodge freight yard and quietly filled out his Locomotive Inspection Report, dated June 15, 1974. Brakes and brake rigging—good; bell ringer—good; sanders, train signal system, horns and windshield wipers—good. He left the Repairs Needed space blank. He signed the report, reminisced about the different types of engines he had worked on, said hello to the railroad enthusiasts he passed outside the roundhouse and, puffing his pipe, headed home.

Engineer Lintz and his crew had just ended an era. At 9:10 that Saturday morning they had tied-up eastbound Train 264, which had originated in Seattle, Wash., on June 13. With that they ended 58 years, 6 months and 16 days of main line electrified operations on the Milwaukee Road.

Lintz had eased Train 264 to a stop in front of the depot at 7:50 a.m. and he and his crew—Conductor Ed Johnson, Head Brakeman Daryl Arfstrom and Brakeman DeWayne Eisenbarth—had posed for pictures in the bright Montana sunshine with Rocky Mountain Division Superintendent Stanley Jones.

Electric units E73 and E20, two of the so-called "Little Joes" that were acquired in 1950, were taken off Train 264 and replaced by a diesel unit. The Milwaukee's main line was now, for the first time, fully-dieselized. The throb of the diesel-powered electric locomotives had replaced the hum of the Little Joes, the boxcab electrics and the bi-polar electrics, which drew their direct-current voltage from an overhead trolley wire.

"I was raised on boxcabs," Bill Lintz recalls. "They and the Little Joes that replaced them were sure-footed and reliable. With their long wheel base, weight was dis-



Rocky Mountain Division Superintendent Stanley Jones (second from right) meets the crew of the last electrically-powered main line train after it pulled into Deer Lodge, Mont., on June 15. Crewmen, left to right, are Engineer Bill Lintz, Conductor Ed Johnson, Head Brakeman Daryl Arfstrom and Brakeman DeWayne Eisenbarth.

tributed over a greater distance. They slipped very little and had positive power when you wanted or needed it. I hate to see them go."

Lintz can tell you the good and bad points of steam,

Little E82, a steeplecab switcher, actually takes honors as the last electric unit in service on the Milwaukee Road. In the pre-dawn darkness of Sunday, June 16, Engineer Bryan Gustafson and Brakeman David Hunt tied-up E82 after a routine shift in the Deer Lodge freight yard.

Railroad enthusiasts with their cameras had concentrated on the big road electrics, the Little Joes, that helped bring Train 264-S-13 from Avery to Deer Lodge the day before. While the cameras were clicking, E82 and its crew worked on in the background.

Interestingly, while steeplecab E82 was the last electric to operate before the power was shut off, another steeplecab, switcher 10000, hailed the beginning of the Milwaukee's electrified operations when it went into service in the freight yard at Great Falls, Mont., in 1915.

E82 and the Deer Lodge switch crew. Oct. 31, 1973, by Richard Steinheimer.





diesel and electric, since he has worked on all types since he began as a fireman in 1937. He comments that it took a lot of studying to pass the engineer's exam for electrics, because you had to know all of the circuits and switches in order to bypass if something went wrong.

Train 264 left Seattle under full diesel power. When it arrived at Avery, Idaho, the western end of the Rocky Mountain electrified, two Little Joes were added as helpers to move the train across the steep and winding track ahead. Engineer George Rainville, Conductor John Patch, Head Brakeman Dan Walker and Brakeman Dick Galliher boarded the train at Avery and took it the 100 miles to Alberton, Mont., where Lintz and his crew took over.

Ed Johnson, conductor on the last electric when it entered Deer Lodge, has a double distinction on last runs. As a brakeman in September of 1973 he had been aboard a special freight train which ran between Deer Lodge and Missoula, Mont., carrying newsmen and photographers to give them a last official look at the unique electrics. Announcement of the decision to phase-out the 440-mile-long Rocky Mountain portion of the electric operations

Left: Harlowton, Mont., yard crewmen put in their last shift with their two-unit GE switch motor on the evening of June 15, just prior to the shut-down of power at the Two Dot, Mont., sub-station. Shown here, left to right, are Ron Elings, Dennis Minder, Yard Foreman Keith Hill, Richard Thompson and Engineer Art Morang. Photo by W. H. Wilkerson.

Middle left: Engineer Bill Lintz fills out the last locomotive inspection report for the Milwaukee's main line electrics.

Below: Eastbound Train 264 crosses the Clark Fork River east of Tarkio, Mont., on its final run with electric helper units. Electrics E73 and E20 at the head of the train are two of the dozen "Little Joe" units acquired in 1950 which prolonged the life of the Milwaukee's electrified.



came in February of 1973. Electric operations on the 216-mile-long section between Tacoma and Othello, Wash., were ended in 1971.

There were no representatives of the press on hand on the Saturday that 264 pulled into Deer Lodge. Just a handful of railroad enthusiasts who wanted one last glimpse for nostalgia's sake.

Others gathered at Avery and Alberton and at vantage points along the highway where it runs near the tracks to watch the last run. Some, like California freelance photographer Richard Steinheimer, had come long distances to see and record the ending of this special era in American railroading.

After everyone had gone home Little Joes E73 and E20 were placed in storage with the aging boxcabs and other retired Joes at the Deer Lodge Yard. Crews began removing the overhead trolley wire the following Monday. ■





Eastbound Milwaukee Road freight crosses the Columbia River in Washington after descending 1,800 feet from the Saddle Mountains in the background. The ruling 2.2 per cent grade of this section makes it the steepest part of the Milwaukee

Road's main line. A ruling grade limits the train tonnage that an engineer can expect his engine units to pull. The percentage of the grade is the rate at which the track rises in elevation in relation to the distance it travels.

Computers join 65 years of mountain railroad experience

Computers are helping the Milwaukee Road's train engineers get better results from diesel engines which power the big freight trains through the mountains.

Computers are combined with radio transmitters and receivers and enable engineers to run engine units by remote control. These units are



part of the "divided power" method of getting bigger trains up the steep mountain grades, and the computerized control system, called Locotrol, is the latest development in years of mountain railroading.

In 1909, when the Milwaukee Road completed construction of its railroad system through the mountains of Washington, Idaho and Montana, steam furnished all of the muscle that moved trains. In the mountains, trains often had to be shortened and were pulled up the steep grades by several steam locomotives working together.

By 1915 electric-powered units were introduced which could pull longer trains without help from ad-

Knuckles and drawbars which hold engines and freight cars together must be able to withstand large pulling and pushing forces. The longer the train, the greater the forces on drawbars. These forces are reduced by placing one or more of the engine units in the middle of the train rather than connecting all of them to the front.

ditional engines. But freight cars were becoming heavier and trains were growing longer. Powerful as they were, electrics eventually needed help to get heavier trains over the mountains.

Freight cars haven't stopped growing. The 36-foot boxcar of the early 1900s has been replaced by cars up to 80 or more feet long. Longer cars create a bigger drag on tight curves. New freight cars are built to carry more weight, too. Today a new boxcar can carry 100 tons—twice as much as older cars. These heavier, longer freight cars put a bigger strain on freight engines, so in today's all-diesel operations several big, powerful helper units are used.

Since the drawbars which connect engines and freight cars can only withstand a certain amount of pulling force, the engine units are divided—some are put at the front of the train and some are put in the middle. This spreads out the tremendous pulling force generated by modern diesel

engines and gives the engineer more even control over his long train. Instead of connecting all five of the engine units to the front of a heavy train, for example, two are often placed in the middle.

The engineer needs a way to control the diesel engines located in the middle of his train. To do this, the lead engines of several Milwaukee Road freight trains have been Locomotrol-equipped, enabling the engineer to use controls in the front engine cab to send a radio message to the booster unit in the middle of the train. The Locomotrol-equipped booster receives the message, checks it for accuracy in a small computer and responds with the engine or brake action ordered by the engineer, half a train away. Even though Locomotrol is a computerized operation, the man in the engineer's seat provides the judgment and skill that determine the performance of the train.

More booster units can be put under the engineer's control merely by connecting them to the Locomotrol booster.

Locomotrol, manufactured by the Harris Controls Division of the Harris Corp., has been in use on the Milwaukee Road since 1968.

Ten of the 32 new diesel units acquired by the Milwaukee last year were Locomotrol-equipped, bringing the Locomotrol fleet to 20. Of these, half are equipped as lead units, from which an engineer can send radio commands, and half are equipped as booster units which receive signals.

Regional Data Offices consolidated

Regional Data Offices at Sioux City, Iowa, and Madison, Wis., will be consolidated into offices at other locations by the end of this month, according to Farrell E. Groves, manager-regional data offices.

Effective with the close of business on Aug. 23, the Sioux City office will be combined with the Regional Data Office at Cedar Rapids, Iowa. The Madison office will close on Aug. 30 and be consolidated into the office at Milwaukee, Wis.

After consolidation is completed, there will be five Regional Data Offices on the Milwaukee's system. These offices bill customers for the movement of freight and for other services performed by the railroad.

AUGUST, 1974



Locomotrol equipment, which is built into twenty Milwaukee Road engine units, is tested at Harlowton, Mont., and Tacoma, Wash., the east and west ends of mountain territory. Here Dennis A. Martin, senior assistant and electronic equipment maintainer, tests Locomotrol air brake circuits at Tacoma.



Engineer Warren W. Carroll operates air brake controls in the cab of his Locomotrol-equipped engine. The remote-control system lets him operate the booster unit at the middle of the train independently or together with the engine units at the front of the train.

Power and Performance

June 15, 1974, is a doubly-important date in the history of motive power on the Milwaukee Road. This date marked the end of electric operations on the railroad. It also marked the beginning of fully-dieselized service throughout the Milwaukee's entire 10,200-mile system, making it the last of the so-called "transcontinental" railroads to convert entirely to diesel power.



Diesel Pioneer. This self-propelled rail car was the first piece of diesel-powered equipment operated by the Milwaukee Road. It is highly likely that this car was also the first diesel to be run on any American railroad. The car itself was originally built by General Electric some time between 1911 and 1914 as a gas-electric unit. The Milwaukee worked with the Foos Engine Company to convert the car to diesel power in 1927. A Foos six-cylinder diesel engine was connected to the car's original GE generator and power train. Car No. 5906 was just over seventy feet long. The front half was taken up by the power plant and baggage room, while the rear portion provided seating for forty-five passengers. This pioneer diesel was first put into service between Monticello and Calmar, Iowa.



Veteran Diesels. Engine No. 1651 (present number, 669) and its sister engine No. 1650 (present number, 668), share the distinction of being the oldest diesels in service on the Milwaukee Road. Both engines are 1,000-horsepower switchers (model NW2), built by EMD. No. 668 rolled new from the EMD shops on June 19, 1939, and No. 669 followed on June 28. Presently 668 is stationed at Port Angeles, Wash., and 669 is on duty at Great Falls, Mont.

The termination of electric service brought to an end a story that began in 1915 when the first electrically-operated train ran between Deer Lodge and Three Forks, Mont. The beginning of full diesel service is an important point in a continuing story that began on the Milwaukee Road in the 1920s.

The Milwaukee Road was a pioneer in the introduction of diesel power to railroading. As far as can be determined, it was the first U.S. railroad to install a diesel-electric power plant in a self-propelled rail car. This was in 1927.

During the 1920s the Milwaukee and other lines experimented with the use of self-propelled rail cars. Used primarily on branch lines, these cars were powered by various types of internal combustion engines. The most commonly used source of power was the gas-electric engine. Although diesels were in wide use in industry by the 1920s, the Milwaukee's decision to turn to this type of engine was somewhat daring. The experiment was successful, and soon other lines were looking into the use of diesel power.

First switch engines

It was not until several years after the introduction of the diesel rail car, however, that the Milwaukee acquired its first diesel locomotives. They were two 600-horsepower engines built by the George D. Whitcomb Company of Rochelle, Ill. Weighing 90 tons each, the engines resembled a much shortened and considerably squared-off version of the bi-polar electric engines then in service on the Milwaukee. Engine No. 5800 was put in service in November, 1929, and engine No. 5801 the following June. The small diesels were apparently used as switchers until 1944 when both were sold to the United States Navy.

The two Whitcomb engines should be viewed only as early experiments because the Milwaukee did not acquire

any diesels between 1931 and 1939.

The decade of the 1930s marked the beginning of the gradual dieselization of many American railroads. Steam still ruled the rails—but king steam sat upon a precarious throne. If any one event announced in clear notes that diesels had arrived on the railroad scene, it was the introduction in 1934 of the Chicago, Burlington and Quincy's famous streamlined diesel, the Pioneer Zephyr.

The handwriting was on the wall. The Zephyr and other diesel trains that followed in the late 1930s made it clear that whatever a steam engine could do, a diesel could do as well. Veteran steam railroaders may have looked on diesels with some disdain—but it was hard to deny the power, efficiency, and above all, the economy of diesel operations.

Steam engines replaced

The Milwaukee Road was not among the first to apply diesel locomotives to passenger and freight service. But this was due to economic reasons and not to a lack of foresight or to a resistance to change. The depression years of the 1930s had severely pinched the railroad's wallet. In addition, the Milwaukee had a large and well-maintained steam locomotive fleet that was capable of providing years of efficient service.

The railroad, however, did not completely turn its back on diesels as a clearly-proven source of motive power. During 1939 and 1940 the Milwaukee purchased a considerable number of 600-horsepower and 1,000-horsepower diesel switching engines. The acquisition of diesel switchers was a logical choice. In contrast to steam locomotives which produce their greatest efficiency at high speed, diesels put out their maximum tractive effort, or pulling power, when starting up and at slow speeds. These characteristics make diesels ideal for switching duty.

More diesel switchers were put in service on the Milwaukee during 1941. These units, which varied in size from 380-horsepower to 600-horsepower, represented the workmanship of nearly all of the major diesel manufacturers — American Locomotive Company (Alco), General Electric (GE), the Electro-Motive Division of General Motors (EMD), Whitcomb Locomotive Company and Davenport-Bessler.

The same year, 1941, also heralded the arrival on the Milwaukee of the first multi-unit, high-horsepower passenger and freight diesel locomotives. Multi-unit locomotives consisted of one or two cab or control units and one or more booster engine units.

In September, 1941, the Milwaukee took delivery of engine No. 15. Built by EMD, the locomotive was made up of an A (cab) unit and a B (booster) unit. Engine No. 15 was designed for fast



Handsome Erie. Fairbanks-Morse Erie locomotives, such as No. 5, are often considered to be among the most eye-appealing diesels ever built. The cab units of these engines were distinguished by a handsome chrome nose plate. The beauty of these engines was further enhanced by a Milwaukee livery which included a bright gray roof and orange and maroon sides. The Milwaukee operated the Eries as either dual-unit or triple-unit engines as shown in this photograph. Each unit was almost 65 feet long, weighed 328,800 pounds, and was rated at 2,000 horsepower.

passenger service and made its maiden run on Sept. 20, 1941, at the head of Hiawatha train No. 6 out of Minneapolis to Chicago.

The next month engine No. 14, also consisting of an A and B unit, rolled new from the Alco shops. Eventually nicknamed "Old Maud", No. 14 is often

credited as being the first passenger diesel used by the Milwaukee Road. In fact, No. 15 had been in service for several weeks before No. 14 was outshopped. Designed by Otto Kuhler, the same man who designed the famous streamlined and shrouded steam Hia-
(continued on next page)

Although different types of diesel locomotives can be recognized by their outward appearance, there are basically two ways to identify diesels on the Milwaukee Road: by builder's model number and by Milwaukee Road engine classification.

In general, most diesels are identified by model number. With the most common diesels, the model number also identifies the builder. For example, the Electro-Motive Division of General Motors Corporation was the only manufacturer to produce the GP and SD model series of engines. Diesel enthusiasts also know that in addition to the builder's name, a model number can tell many other things about an engine such as horsepower rating, type of truck, and other engineering and mechanical characteristics.

Once a diesel is put into service it is identified by its classification. The Milwaukee's classification system is simple and consists of four parts: horsepower, builder, type of service, and type of truck. For example, a model GP9 diesel built by EMD is a 1,500-horsepower road switching unit with six-wheel trucks. This information, translated into a Milwaukee Road classification, is 15 (for 1,500 horsepower), E (for the builder EMD), RS (for road switcher), 6 (for six-wheel truck). Written out this classification is: 15-ERS-6. Engines with a classification that does not end with the number 6 have four-wheel trucks.

The following is a list of the railroad's symbols for builders and engine function:

E	Electro-Motive Division (EMD)	W	Whitcomb
G	General Electric (GE)	F	freight
F	Fairbanks-Morse	P	passenger
A	American Locomotive Company (Alco)	RS	road switcher
B	Baldwin	S	switcher
D	Davenport-Bessler	T	transfer



First Passenger Model (above). Engine No. 15 has a distinguished place in the history of Milwaukee Road motive power. This engine was the first passenger diesel acquired by the railroad. Built by EMD in 1941, this model E6 dual-unit engine was over 142 feet long and weighed 629,130 pounds. Total horsepower rating was 4,000. In 1946 the Milwaukee took delivery of five more EMD dual-unit passenger engines. These engines were very similar to No. 15, but carried the model designation E7. The dual-unit E7s also had a rating of 4,000 horsepower. The A unit of No. 15 was retired in late 1960 and the B unit in early 1961. The E7 engines were retired at various dates throughout the 1960s.

(continued from page 11)

watha engines, No. 14 joined No. 15 on the fast run between the Windy City and the Twin Cities.

The Milwaukee also obtained its first freight diesel in November, 1941. Engine No. 40 was built by EMD and cost approximately half a million dollars. Consisting of four 1,350-horsepower units, No. 40 was put into initial service on the non-electrified "Gap" between Avery, Idaho, and Othello, Wash.

It didn't take long before it was clear that No. 40's efficiency, flexibility and economy of operation more than offset its high initial cost. Steam engines usually could only make one run per day across the "Gap". Engine No. 40 could make three trips daily. This locomotive was so successful that the Milwaukee placed orders with EMD for additional four-unit locomotives.

Very few diesels were built during World War II and the Milwaukee added only a small number of diesels to its fleet between 1941 and 1945. Eight of the EMD four-unit engines were delivered in 1943 and 1944. New engines also included several 1,000-horsepower road switchers built by Alco, Baldwin-Lima-Hamilton, and Fairbanks-Morse. Among these was No. 1802—the first diesel built by Fairbanks-Morse after that company entered the railroad locomotive field in 1944. Renumbered No. 760 in 1959, this 1,000-horsepower model H-10-44 switcher is still in service.

The late 1940s witnessed the fairly extensive dieselization of the Milwaukee Road. With the economy returned to peacetime production, the various locomotive manufacturers turned out a wide variety of diesels. It was during



First for Freight. Four-unit model FT engines built by EMD were the first diesels used for freight service by Milwaukee. The railroad would eventually acquire 13 of these engines. EMD called the FTs the world's most powerful locomotives. These engines had a total length of 193 feet, a total weight of 856,000 pounds, and could produce a starting tractive effort of 220,000 pounds—a figure EMD said was 50 per cent greater than that put out by the largest steam locomotive. Engine No. 40 was built in 1941 and was the first FT used by the Milwaukee. This engine, like the Milwaukee's other FT engines, was retired in 1959.

F7 Freight Engine. Paint gleaming, this three-unit F7 was photographed shortly after it was built at EMD's main shops at LaGrange, Ill., in 1949. Each unit of Engine No. 76 was rated at 1,500 horsepower. By 1957, the Milwaukee had thirty-eight F7 combinations in service. The F series engines were designed as successors to the pre-World War II FT series of freight diesels.





these years that EMD came to dominate the diesel field.

During the immediate post-war years the Milwaukee acquired a number of dual-unit E7 passenger diesels. Built by EMD, the E7s were extremely popular and more than 500 were constructed between 1945 and 1949. To a large extent, the E7s must be given credit for replacing steam on most of the nation's passenger trains.

The Milwaukee also acquired a sizeable number of Erie diesels during 1946 and 1947. Built by Fairbanks-Morse, the Eries joined the E7s on passenger service. An Erie headed the Olympian Hiawatha when this famous train made its first run between Chicago and Seattle in June, 1947.

The railroad also added to its already large diesel switcher fleet during the immediate post-war years.

By the late 1940s, most of the passenger and freight diesels used on American railroads were multi-unit engines. In general, each unit had a horsepower rating of between 1,500 and 2,000. Operated in two, three, and four-unit combinations, these engines equalled or far outclassed the performance of steam engines.

In addition to their operating abilities, diesels had many other advantages—advantages that amounted to considerable savings. Diesels did not require nearly as much maintenance as steamers and they were far less damaging to roadbeds. And of great importance, a dollar's worth of diesel fuel produced more rail service than a dollar's worth of coal.

The year 1948 is a watershed in the history of motive power on the Milwaukee Road. Late in the year the railroad announced a ten-year plan to phase out all steam operations. This announcement is somewhat remarkable in light of the fact that in 1948 the Milwaukee owned less than 200 diesels—mostly switchers—and nearly 900 steam locomotives. Nevertheless, diesels had completely altered the face of railroading on the Milwaukee and on every other line in the nation. In 1948 about 25 per cent of the Milwaukee's gross ton miles in freight service and almost half of the passenger train miles were performed by diesel locomotives.

Another noteworthy event in the

"Old Maud" (above). Designed by Otto Kuhler and built by Alco, No. 14—"Old Maud"—is probably the best known of the Milwaukee's diesels. Consisting of two 2,000-horsepower units, No. 14 was 125 feet long and weighed 660,000 pounds. For many years this engine was assigned to Hiawatha train No. 101 and train No. 56 between Chicago and Minneapolis. Automatically fired boilers in each unit provided steam for heating and to operate air conditioning equipment. By 1953 "Old Maud" had covered 3,000,000 miles and was given a complete overhaul at the Milwaukee Shops. No. 14 was finally retired late in 1958.

story of Milwaukee Road motive power also took place in 1948. For years skilled craftsmen at the main shops at Milwaukee, Wis., had built many of the steam locomotives used by the railroad. But the only diesel locomotives ever built completely by the railroad rolled from the Milwaukee shops in mid-1948. Only two engines were built and each was designed to pull four or five pieces of passenger equipment on branch line service.

Although these engines were the only shop-built units on the railroad, the Milwaukee Shops have played a vital role in diesel operations. The Milwaukee Shops and other shops throughout the system do a majority of the repair and maintenance work needed to keep the diesel fleet in operation. Another important job performed at the Milwaukee Shops began in the early 1960s. This

was a program to upgrade older diesels into more modern and powerful units. Often this process involves the literal rebuilding of a unit from the frame up. New and larger generators, motors, and other mechanical equipment are often installed to give an older engine a higher horsepower rating.

With the 1948 announcement of the ten-year plan to end steam operations, the Milwaukee began to place heavy orders for new diesels. During 1949 and 1950 the railroad put into service almost 40 three-unit EMD F7 locomotives. These engines quickly became the backbone of the railroad's freight service. Just as E7s had replaced steam for passenger service, the F7s took over from steam for freight service on most of the nation's railroads.

In 1950 the Milwaukee also purchased several lengthened versions of

Milwaukee-built. Engine No. 5901 and its twin, No. 5900, are unique among all the diesels operated by the Milwaukee Road. These two engines were the only completely railroad-built diesels to serve on the Milwaukee. Both engines were designed as combination engine-baggage cars. Approximately 85 feet long, the front 35 feet were used for the operators' cab, power equipment, and steam boilers; the rear portion of the engine was for baggage. No. 5900 and No. 5901 were rated at 1,000 horsepower and each was capable of pulling up to five passenger cars at a maximum speed of 75 mph. Both engines were retired in January 1961.





the F7—the FP7. The FP7s were equipped with a large steam generator to provide heat and operate air conditioning equipment. These were assigned to passenger service.

The first of what would grow to a large number of four-unit EMD F9 locomotives also began service on the Milwaukee in 1950. Like the F7s, these engines were designed for freight service and especially for pulling trains over steep grades such as those encountered on the Milwaukee's main line west of the Dakotas. A large number of high-horsepower switching and transfer locomotives were also added to the Milwaukee's diesel fleet by the end of 1950.

By the beginning of 1951 the Milwaukee Road's diesel fleet consisted of 93 passenger and freight units and 139 switchers and transfer engines. Over 800 steam locomotives, however, were still on the active list.

Between the end of 1950 and early 1956, the size of the railroad's diesel fleet grew from 232 to 763 engines. In 1951 alone, for example, the Milwaukee acquired 113 new diesels. The biggest diesel acquisition year in the Milwaukee's history was 1954 when 164 new engines were added to the fleet.

Engines of the SD (Special Duty) series by EMD were notable among the Milwaukee's power acquisitions in the early 1950s. During 1953 and 1954

Versatile Road Power. First introduced by EMD in 1952, the SD7s were essentially a heavy-duty version of the already popular GP7 engine. Equipped with six-wheel trucks and rated at 1,500 horsepower, the SD7s had the same engine and generator as the GP7 road switcher and EMD's F7 freight diesels. Engine No. 2204 was built in 1952 and renumbered 502 in 1959.



Diesel Workhorses. Switchers, especially those built by Alco and Fairbanks-Morse, have always made up a large part of the Milwaukee's diesel fleet. Engine 1888 (top) is one of the sixty-seven Alco model S-2, 1,000-horsepower switchers acquired by the Milwaukee during the early 1950s. Renumbered 863 in 1959, this engine was retired in 1967. Engine 2311 (bottom) is a Fairbanks-Morse model H12-44 with a rating of 1,200 horsepower. Built in 1954, the engine was renumbered 741 in 1959. When the engine was retired in 1971, seventy other H12-44s were still doing yeoman work on the Milwaukee.

the railroad received twenty-four 1,500-horsepower SD7 engines. The Milwaukee also acquired fourteen 1,750-horsepower SD9 diesels during 1954. Both the SD7s and SD9s had six-wheel trucks and were intended for pulling heavy freight trains at reduced speeds.

At the close of 1955, 763 diesels were in service. Of this number 200 were listed as freight engines, 82 were in passenger service, and 286 were used as switching engines. Of great importance, however, was the listing of 95 diesels as "multipurpose" engines.

During the long steam era and throughout the early years of dieselization, most locomotives had been designed for specific and often limited use—for heavy freight, for passenger



trains, for branch line service, or as switchers. This naturally limited the flexibility of motive power.

Beginning in the late 1940s, manufacturers began to turn out diesels that were suited for a wide variety of uses. These multi-purpose engines could be used for freight, branch line, switching and, when equipped with certain additional equipment, for passenger service. This flexibility greatly increased operating efficiency. But of greater importance, it meant that railroads needed fewer locomotives to handle traffic.

With the exception of a handful of F9s and some Fairbanks-Morse road switchers, the Milwaukee acquired only one type of diesel between 1956 and the end of 1960. This was the EMD GP9. The GP (General Purpose) series was first introduced in 1949 with the model GP7. The Milwaukee did not order any of these engines, and GP9s were the first "Geeps" operated by the Milwaukee. Many of the GP9s were acquired as replacements for veteran FT freight engines. By late 1960, 128 GP9s were in service—by far the largest single class of diesels on the Milwaukee.

At the close of 1960 the Milwaukee had 809 diesels in operation. Of this total, 280 were listed as multi-purpose—an increase of 165 engines since 1955.

Horsepower increases

The 1960s were highlighted by the arrival of higher horsepower models of the well-established "Geep" series and by various models of the General Electric "U" series.

In 1963, for example, the Milwaukee took delivery of sixteen 2,250-horsepower GP30 engines. These were followed two years later by twelve 2,500-horsepower GP35 locomotives. In 1966 the railroad put its first 3,000-horsepower GP40 engine in service. By the close of 1969, 72 of these powerful and versatile locomotives were on the active list.

Between 1965 and 1968, the Milwaukee acquired nearly 40 of the GE "U" series of heavy road engines. Functional in design like EMD's SD and GP series, the GE engines quickly earned the nickname of "U-boats". First of the "U-boats" to arrive on the Milwaukee were eleven 2,500-horsepower U-25B engines. The "B" suffix meant these engines had four-wheel trucks. The largest of this series were four 3,300-horsepower U-30C engines acquired in 1968. The "C" suffix meant these units were equipped with six-wheel trucks.

Other acquisitions during the late 1960s included EMD 3,600-horsepower FP45s and SD45s and Alco-built six-wheel truck model RSC-25 road switchers. The FP45s and SD45s have the

highest horsepower rating of any diesels presently in service on the Milwaukee.

At mid-point in the decade of the 1960s, the Milwaukee's diesel fleet included 692 engines. Of this total, 321 engines were rated as multi-purpose. Five years later at the close of 1970, the power roster listed 761 engines in service. Included in this total were 125 freight engines, 64 passenger engines, 259 switchers of various types, and 313 multi-purpose engines.

During the late 1960s, the Milwaukee began to acquire its second generation of diesel locomotives—power units to replace older diesels. Second generation diesels such as the GE U-boats offer the railroad a higher return on investments because these engines save money in two basic areas. The newer engines have high horsepower ratings which enable them to pull more cars at faster speeds than older units. Thus, two new engines can replace three veteran engines and still do an equal or greater amount of work. In addition, the new diesels save money because they need substantially less maintenance than older units.

Second generation diesels acquired by the railroad since 1970 have included GE model U36-C and EMD model GP38-2 road switchers. But the bulk of post-1970 acquisitions have been EMD model SD40s and, more recently, model SD40-2s. These engines are equipped with six-wheel trucks and have a rating of 3,000 horsepower. By the end of 1972, 41 SD40s were in service and more were acquired during 1973.

This July EMD completed delivery of a Milwaukee Road order for 28 SD40-2s. Many of these engines are earmarked for service on the Rocky Mountain and Coast Divisions where they are taking over the workload from the retired electric locomotives.

More second generation road power will be added to the diesel fleet this fall. In August the Milwaukee began taking delivery of ten 2,000-horsepower EMD GP38-2s and in September the first of eight more GE U30-Cs will go on-line. The 36 new diesels the Milwaukee will put in service during 1974 represent an investment of \$15,700,000. With these engines the railroad will continue an aggressive motive power program which has seen 129 new engines added to the diesel fleet within a period of about twenty-four months.

The acquisition of new engines is only part of the Milwaukee's current motive power program. The rebuilding and upgrading of diesels is also important. Presently the Milwaukee Shops are engaged in a program to upgrade eighteen veteran SD7 engines. These units, rated at 1,500-horsepower each, will be completely rebuilt and upgraded to SD10 engines with a rating of 1,800 horsepower.

The Milwaukee Road is also looking to the future. The railroad's Board of Directors has recently approved a two-year diesel acquisition plan. The emphasis will be on switching engines and orders have already been placed with EMD for the delivery of thirty-two 1,500-horsepower locomotives in 1975. Plans also call for the acquisition of



Functional Design. EMD's "Geep" series introduced a new look in diesel power. Before the manufacture of the first GP7 in 1949, road diesels, such as the FTs, E7s, and F7s, had a streamlined design. The "Geeps", however, were designed to be functional rather than appealing to the eye. To some railroaders, the harsh straight lines of GP9s such as No. 2378 made these locomotives look like iron boxes on wheels. But from a mechanical standpoint, these engines represented the latest in railroad motive power. No. 2378 was built in 1956 and rated 1,750 horsepower.



Big Power (below). The large and functionally-designed U series of road switchers was first put into production in 1959 by General Electric. 3,000-horsepower model U30-B engines, such as No. 6004, were introduced in 1967 and the Milwaukee acquired ten during 1968. The railroad has continued to invest in bigger U series engines. Later this year, General Electric will deliver eight 3,600-horsepower U30-C diesels to the railroad. These engines will be among the most powerful presently in service.

Second Generation Engines (above). Several of the 3,000-horsepower SD40-2 engines received by the Milwaukee in 1974 are shown at the Milwaukee Shops where they were inspected and outfitted before being assigned to freight service between Chicago and the Pacific Northwest. The SD40-2s are among the most recent "second generation" diesel acquisitions made by the Milwaukee. Powerful and versatile, these engines are suitable for a variety of power needs on the railroad.



another 32 of these engines during 1976.

Planning is also being done on a five-year basis, 1974-1979. While long-term plans are flexible and subject to change, current reports are that the acquisition emphasis will probably continue to be on switching engines.

The steam era on the Milwaukee Road lasted for little more than a century. Relatively speaking, the diesel era on the Milwaukee is still in its infancy. Second generation engines are being added to the power roster, but it is impossible to say how many more "generations" are waiting in the wings. The Milwaukee's diesel acquisition and upgrading programs, however, are designed to enable the railroad to fully serve its customers today as well as in the years to come. ■

Board ok's purchase Of Port Townsend line

The Milwaukee Road's board of directors has authorized the railroad to enter into a contract for the purchase of all of the stock of the Port Townsend Railroad. The 12-mile-long rail line on Washington's Olympic Peninsula was built between 1887 and 1891 and runs between Port Townsend on Puget Sound and Discovery Junction where it connects with the Milwaukee Road.

The Milwaukee Road operates a railroad barge line across Puget Sound between Seattle, Wash., and Port Townsend and owns a 39-mile rail line between Discovery Junction and Port Angeles, Wash. The Milwaukee has a through service agreement with the Port Townsend Railroad which is a connecting link between Port Townsend and Discovery Junction.

Acquisition of the Port Townsend Railroad stock by the Milwaukee Road is subject to approval by the Interstate Commerce Commission.

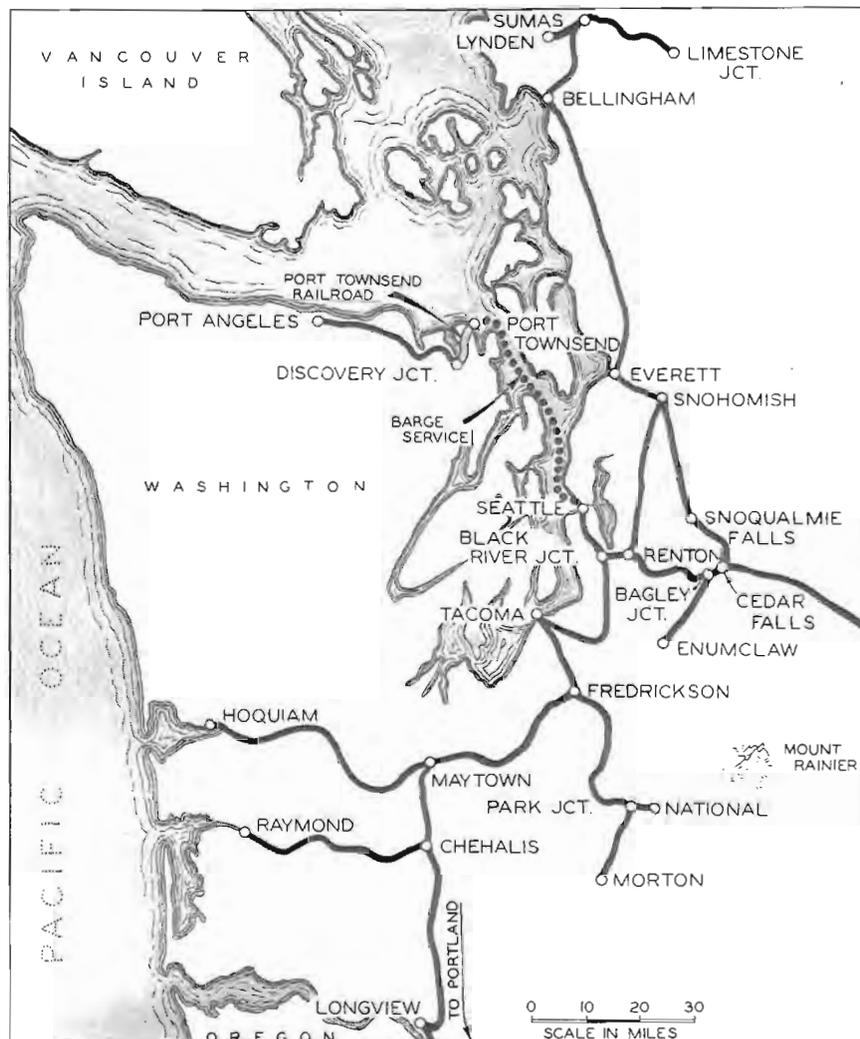
Quarterly net income Up 55% over 1973

Chicago Milwaukee Corporation (CMC) operations in the quarter period ended June 30 resulted in consolidated net income of \$7,006,000, William J. Quinn, chairman of the board, announced. Net income in the same period of 1973 was \$4,524,000. This represents an improvement of 55 per cent for CMC, which is the parent company of the Milwaukee Road.

For the six months ended June 30, consolidated net income increased to \$9,101,000 this year from \$8,027,000 in the 1973 period, for a gain of 13 per cent.

Consolidated operating revenues for the second quarter were \$120,796,000 compared to \$91,992,000 a year ago, and the six months revenues were \$219,054,000, this year as against \$179,849,000 in 1973.

Mr. Quinn said that the earnings improvement in the second quarter was primarily attributable to an increase in operating income. He said that other income also improved because of higher gains on property sales and interest income, but that



this improvement was offset by increased interest expense.

The increase in operating income, he said, reflects a strong performance in both April and May by Chicago Milwaukee Corporation's rail subsidiary, the Milwaukee Road, and the inclusion of the results of Aslesen Company and Vulcan Hart Corporation. June was a loss month for the railroad in both 1974 and 1973, reflecting mainly a seasonal pattern but also, in 1974, reflecting a drop in grain and lumber traffic.

CMC consolidated operating revenues increased \$39.2 million in the first half of 1974, including about \$21 million attributable to non-rail acquisitions, and approximately \$18 million attributable to higher rail freight rates. Rail carload volume ran about even with 1973 through the month of May and dropped slightly below the 1973 level for the full six months.

Mr. Quinn stated that consolidated other income for the first half of 1974 includes property sale gains of \$4.6

million compared to \$4.5 million in the like 1973 period, and timber sale gains of \$2.1 million compared to \$3.0 million in the 1973 period. Interest income amounted to \$1.5 million in the first half of 1974 and \$0.8 million in the corresponding 1973 period.

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WORKS FOR
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Better product knowledge is target Of new sales training system

"Know your product" is an old adage among sales people. But for someone trying to sell the Milwaukee Road's product—which is really a broad range of services—getting to know all of its finer details takes constant effort.

To improve product knowledge among its sales staff, the Milwaukee's Sales and Service Department has built an on-going training program that uses the talents of more experienced sales personnel.

Seven members of the department's sales force have been designated as training coordinators. These people were picked because of their thorough knowledge of the Milwaukee's services and because they showed the ability to convey this knowledge to others.

The seven training coordinators act as information resources for one or more of the Milwaukee's eleven sales regions which span most of the North American Continent. Coordinators make this product knowledge training available as an adjunct to their regular sales duties.

"The goal of our sales department is to make each salesman a total salesman," comments Don Wiseman, vice president-sales and service, who oversaw creation of the new training system. He believes that the program will "phase out the specialized salesman" and provide sales people with a broad and solid knowledge of the railroad's potential to satisfy customers' needs.

The seven training coordinators were sent to school to learn skills they would need to become the "teachers" in the new program. This was done with the help of the railroad's Personnel Department, which conducted training sessions in Chicago designed to turn the seven veteran salesmen into good teachers who could transfer their product knowledge to others.

Subject matter for proposed train-



Steve Lupe (right), director of sales analysis and planning, shows a new instructor's manual to Don Wiseman, vice president-sales and service. The manual belongs to a training unit that will be used in the Sales and Service Department's new program to improve the product knowledge of sales personnel.

ing units was discussed at the seminars and ideas for each unit began to emerge. Content of each unit was further developed by Steve Lupe, director of sales analysis and planning, and Bob Keenan, sales development manager, both of the Sales and Service Department.

The final result was a series of instructor guides, one for each area of product knowledge, such as piggyback services, terminal capabilities, equipment uses and Alaska water routes. Each unit also contains handouts, maps, tariff supplements and

other materials used by the students.

"Our training aids are produced in-plant and are very humble, making use of available materials," explains Don Wiseman. Each unit contains a pre-test, which helps the training coordinator determine the weak areas that he will have to concentrate on with his students. This is followed by training material dealing with the specific product area, and ends with a final test.

Steve Lupe notes that the format of the training units is flexible and that they can be adjusted to meet



Bob Keenan (left), sales development manager, listens as members of the railroad's sales staff learn how to become training coordinators. The training seminar, conducted by the Personnel Department in Chicago, was attended by seven training coordinators. Trainees shown here are, left to right: Don Crittenden, assistant district manager-sales at Milwaukee, Wis., and Jim Novak, sales representative at Minneapolis, Minn.

training needs determined by each regional sales manager.

Training sessions have been held at locations such as New York, Detroit, Atlanta, Milwaukee, Des Moines, Kansas City and Portland. About half of the sales office staffs have participated in the piggyback unit.

Don Wiseman points out that this training program helps both new and seasoned sales personnel. For the new salesman it is an introduction to such complexities as railroad rates, piggyback plans and import-export shipping. For the veteran it is a chance to keep up with the ever-changing technology of railroad transportation.

Development of managerial and sales skills are important aspects of sales staff training, too, Don notes. But he feels that improved product knowledge is fundamental to a sales program that attempts to match the railroad's capabilities to the demands of an increasingly sophisticated shipping public.



Participants in a three-day training seminar for new company officers took part in panel discussions with top managers of the railroad and its subsidiaries and toured operating facilities in the Chicago, Ill., and Milwaukee, Wis., areas. Attending the June seminar held at Chicago's Union Station were, left to right: Bottom row: Ruth Trela, Phil Koch, Bob Bederka, Nancy Simmons, Howard Kinnetz, Michael Traband, Rocky Losito and Dolores Winterlin. Second row: Ray West, Tom Phillips, Mike

Peterson, John Fuscone, John Gieske, Bruno Tancula, Forrest Williford and Carol Plagge. Third row: Vince Greco, John Zoesch, Chester Larson, Fred Allen, Art Becker, Michael Wiene, Joleen Lindstrom and Mike Curry. Fourth row: Stan Ekegren, Donn Kaminski, Bob Baker, Rich McMahon, Dennis Gruszecki, Joe Marcheschi, Charles Walberg and Bob Fowler. Top row: Al Wood, John Householder, Bob Schlegel, Pat Heinan, Ray Harris, Mark Logan, Ed Pajor and John Condon.

Revised crew change Points proposed

The Milwaukee Road has proposed to eliminate several Washington and Idaho crew change terminals. Under existing labor contracts, letters of intent were presented by the Milwaukee Road to labor organizations representing affected train and engine crews.

The proposal was submitted to the United Transportation Union (UTU) and the Brotherhood of Locomotive Engineers (BLE) and stated that the Milwaukee Road was considering the elimination of Cle Elum, Wash., Malden, Wash., and Avery, Idaho, as locations at which train and engine crews are changed. Initial negotiations were commenced the week of Aug. 5.

The proposal contemplates that crews on trains operating between Tacoma, Wash., and Othello, Wash., would no longer change at Cle Elum. Cle Elum presently serves as home terminal for a portion of Idaho based crews and as away-from-home terminal for crews from Tacoma.

A similar change would occur with

the contemplated elimination of Malden as home terminal for Idaho crews working between Avery and Othello, and elimination of Avery as away-from-home terminal for Idaho crews working eastward out of Malden and for Rocky Mountain crews working westward out of Alberton, Mont.

Under the proposal, St. Maries, Idaho, would be established as home terminal for Idaho crews, replacing Malden. St. Maries would also be an away-from-home terminal for Rocky Mountain and Idaho crews working in transcontinental train service out of Alberton.

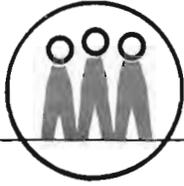


Fourth and fifth grade children and their teacher from Burton Elementary School in Vancouver, Wash., were among the many groups that toured a new Milwaukee Road caboose on display at Union Station in Portland, Ore., during National Transportation Week. Standing on the caboose step is the tour guide Ken Gustafson, Milwaukee Road sales representative from the District Sales Office in Portland. Fifteen of the cabooses, built by International Car Co., were acquired in 1973. The new cars are painted Milwaukee Road orange with car ends painted reflective yellow.



Here's how we're doing...

	Second Quarter Ending June 30, 1974		Six Months Ending June 30, 1974	
	1974	1973	1974	1973
RECEIVED FROM CUSTOMERS:				
for hauling freight, passengers, mail, etc.	\$102,940,550	\$91,185,586	\$195,587,326	\$178,615,753
PAID OUT IN WAGES:				
(Labor in operating expenses)	43,642,677	41,529,247	84,744,161	80,271,474
Per dollar received (cents)	42.4	45.5	43.3	44.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	7,440,284	4,830,117	14,428,853	9,428,571
Per dollar received (cents)	7.2	5.3	7.4	5.3
ALL OTHER PAYMENTS:				
for operating expenses, taxes, rents and interest.	48,206,539	43,611,148	92,129,324	85,452,329
Per dollar received (cents)	46.8	47.8	47.1	47.8
Ordinary Income	3,651,050	1,215,074	4,284,988	3,463,379
CARLOADS OF REVENUE FREIGHT CARRIED:				
Number of cars	251,443	258,063	484,785	508,327
1974 under 1973	6,620		23,542	



About people on the railroad

Coast Division

Portland

Bee Biehler, Correspondent

Office of Regional Manager-Sales

SALES DEPARTMENT

On May 21 and 22 Regional Manager-Sales J. H. Mitcham hosted the first Regional Staff Meeting ever held in Portland. A bus tour was made of major industries, and port and rail facilities of Portland, Ore., and Vancouver, Wash. We really enjoyed hosting the meeting in the great Northwest!

Winning 1st prize at the Utah Invitation Association of Iron and Steel Engineers' Annual Golf Tournament in June at Park City, Utah, was the four-man team that included District Manager-Sales R. E. Hollingsworth of Salt Lake City. His team had a net of 31 under par using three best balls. Great game, Holly!

In June we welcomed Larry Langford as a new clerk in our office. Larry has an exciting background as a professional ice skater. For more than two years he toured with the Ice Capades throughout the U. S. and Canada, and with Holiday on Ice, throughout South America. We are most happy to have you join our staff, Larry.

R. H. Fortney, district manager-sales of our Eugene, Ore., office, was chairman of the Miss Transportation Club contest sponsored by the Eugene Traffic Club of which he is also director. Among the activities, a dinner-dance

was held at the Shadow Hills Country Club in Eugene.

Recent high school graduate Robyn Biehler, daughter of your correspondent, was awarded the Elk's "Most Valuable Student" scholarship, the Gentry Scholarship award, and the P.T.A.-Dad's Club Scholarship for outstanding leadership from Andrew Jackson High School in Portland, Ore.

Enjoying a "snow" break in Snowbird, Utah, during his June vacation was Sales Representative Kendall Gustafson. Other recent vacationers include District Manager-Sales R. D. LaHatt and his family who visited Mt. Rainier; Larry W. Cashner, sales representative, and his wife who visited the Oregon Coast. Sales Representative and Mrs. Dennis Athmann who vacationed in California.

FREIGHT DEPARTMENT

Steven Dexheimer, age 9, son of Rate Clerk Paul Dexheimer, just finished his 14-game Little League season with a total of 25 home runs. Congratulations, Steve.

Agent and Mrs. R. M. Gordon spent an enjoyable vacation in July attending a family reunion at Red Lodge, Mont.

Seattle

Laura K. Schaub, Correspondent

Services for Roland C. Sanders, 83, retired general freight agent, were held on Saturday, May 18, at Acacia Memorial Chapel. Burial was at Acacia Mausoleum. Mr. Sanders came to Seattle



Alfred Howard, an engineer on the Washington, Idaho and Montana Railroad in Potlatch, Idaho, steps down for the last time from the engine which he has operated during a major portion of his 43 years with the railroad. Alfred, who retired recently, began his career as an engineer on steam engines. A retirement dinner and party were held in his honor at the Log Inn in Potlatch. His co-workers presented him with a complete set of fishing equipment and his wife Adeline gave him a camper for his pickup truck. Alfred plans to continue working his small farm northwest of Potlatch.

in 1938, after 32 years with the railroad in Chicago. He retired in 1955. Mr. Sanders was a member of the Washington Athletic Club and the Masons. He is survived by his wife, Frances, a son and a daughter.

DISTRICT MANAGER-SALES

E. Nolan King was honored at a party in June to mark his retirement after 37 years of service. Many of his friends and co-workers joined in wishing him many years of good health. Nolan was presented with a handsome traveling bag which will come in handy for a trip to Australia which he and his wife Charlotte plan to take this winter.

Warren Thorpe, sales representative, and his wife Gertrude recently returned from a marvelous European Tour. They traveled to Vienna, Belgrade, Budapest, Dubrovnik, the Greek Islands and Istanbul. They have some lovely pictures as mementos of their trip.

Congratulations are extended to Sales Representative Bill Herrick and Sandra



J. Bernard DePree (left), secretary-treasurer of the Milwaukee Hospital Association for 25 years, retired on June 28 in Seattle, Wash. With him at the retirement party held in his honor are his wife and Dr. and Mrs. J. F. DePree. Dr. DePree is chief surgeon and president of the Association.



Seattle, Wash., retirees Jim Hartery (left) and Jewell Campbell (center), both of the Agent's Office, display their retirement gifts as they talk with E. Nolan King, who retired recently from the District Sales Office. Jim retired with 42 years of service with the railroad and Jewell retired with 36 years of service. Both were honored at a June 28 retirement luncheon.

Meabon who were married on June 23 in the First Baptist Church in Ellensburg, Wash. Sam Graf, manager-international sales, was Best Man. Bill's three children were in attendance, Bryan acting as ring bearer, Leslie as flower girl, and his youngest, seven-month-old Heather, giving her support too. We all extend Bill and Sandy our best wishes. Among the Milwaukee guests attending from Seattle were Judi Sawyer, secretary in international sales, and Audrey Hotten of the Pricing Department.

District Manager-Sales and Mrs. Jack L. Werner, Sr., recently celebrated their 25th wedding anniversary. We all wish them many more happy anniversaries.

Teri Spielman just returned from a fabulous vacation in Southern California. Teri was Maid of Honor at her girl friend's wedding in Carmel, Cal., and then went on to visit her brother and sister-in-law in Van Nuys. She saw Disneyland and the Johnny Carson Show, and had an all-around marvelous time.

Russ and Gertie Gates hosted a family retirement party for his brother John, who just retired from the Office of Regional Manager-Sales. Both Russ and Gertie used their gourmet touches for the event.

INTERNATIONAL SALES

Irene Carlton, assistant import clerk, traveled to Reno with her sister during her June vacation.

Jim Hartery, waterfront checker, and Mrs. Hartery motored to Minneapolis, Minn., in June to attend Mrs. Hartery's class reunion. Sales Representative Steve Hicks spent a week of his July vacation visiting his parents in Great Falls, Mont.

As a member of the Hillwood Hawks Soccer Team of Seattle, 13-year-old Scott Sawyer, son of Judi Sawyer, secretary to manager-international sales, flew to Germany on a chartered "747" on June 27. The team's itinerary included visits to more than 20 German cities and towns to compete in eight games, including an international tournament. They will stay most of the time with the players and families of the

opposing teams. A boat trip on the River Rhine and a sightseeing tour of Heidelberg, Munich, the Black Forest and the Bavarian Alps will also highlight their trip. Scott, who started playing soccer when he was seven years of age while living in Naples, Italy, will return to Seattle with the team on July 17. And while Scott is in Europe, his sister, Stacy Roxanne Sawyer, age 8, is visiting with friends in The Dalles, Ore.

LOCAL FREIGHT OFFICE

Recent retirees from the Agent's office, Jewell Campbell and Jim Hartery, were honored at a luncheon at the Golden Door on June 28. Jewell, a Milwaukee employee for 36 years, has worked on the TOFC desk the last several years. Being an ardent fisherman, he was presented with a fishing pole.

Jim, whose Milwaukee Road service totals 42 years, the most recent having been spent as waterfront checker, received a handsome clock-radio for his mobile home at Westport, Wash. Mrs. Campbell, her daughter and Mrs. Hartery were on hand when Freight Agent A. E. Swanson, on behalf of some forty employees in attendance, made the presentation and conveyed best wishes to the retirees.

Assistant Agent Lee Hopkins and his family just returned from a two-week vacation on the Oregon Coast and northern California.

MILWAUKEE HOSPITAL ASSOCIATION

After 25 years as secretary-treasurer for the Milwaukee Hospital Association, J. Bernard DePree was honored at a gathering of employees to mark his retirement on June 28. Among those on hand to wish him well were his wife and Dr. and Mrs. J. F. DePree. Dr. DePree is chief surgeon and president of the Association. Mr. DePree's future agenda includes golfing and traveling.

REGIONAL DATA OFFICE

Vicki Olsen was married on June 15 to Cole Gaultney. Vicki's parents, Mr. and Mrs. Wayne K. Olsen of Ephraim, Utah, journeyed to Seattle for the wed-

ding. Vicki's co-workers held an office party and presented her with a lovely gift and best wishes. After a honeymoon in Victoria, B. C., the newlyweds are now at home in Seattle.

Mike McManus spent his vacation in Freeport, Texas, with his mother and other relatives. Cleo Wilson and family spent a week vacationing in various parts of California and Utah. Ronald Wingfield spent his vacation in Los Angeles and San Diego, Cal. Trucia Tureman and daughter Kitty are vacationing along the Oregon Coast.

Rollie J. Symicek, assistant manager, was honored at a luncheon at the Four Seas Restaurant on June 18. The next day he left for Minneapolis where he will be assistant manager to M. G. Kutz, formerly regional data manager in Seattle. Rollie was presented with a lovely painting of Mt. Rainier.

REGIONAL SALES OFFICE

Employees of the Milwaukee Road said goodbye to L. E. Fancher, regional manager-sales, Seattle, at a coffee and cake party on May 31. Mr. Fancher returned to Chicago to become manager-pricing services.

Lee Derr, secretary to the regional manager-sales, Seattle, was honored by radio station KIXI and Northwest Orient Airlines on May 16, as "Businesswoman of the Day."

John S. Gates, chief clerk in the office of the regional manager-sales, Seattle, was honored with a cake and coffee party on the occasion of his retirement on Friday, June 28. John was presented with a slide projector to help him pursue his picture-taking hobby. Presentation was made by H. A. Sauter, assistant regional manager-sales. John, who has served the Milwaukee Road for over 32 years in Tacoma and Seattle, carries the best wishes of us all for a very happy and pleasant retirement.

In closing this column, I would like to add a word of thanks to all those who



Sales Representative E. Nolan King (left) says farewell to Seattle, Wash., District Manager-Sales Jack L. Werner, Sr. Nolan retired on June 28, ending a 37-year railroad career that began in Tacoma, Wash.

have read my correspondence the past ten years with the hope that I have brought them some interesting highlights in the lives of their friends, co-workers and members of the Milwaukee Road family. It has been an interesting assignment and now, since I am looking forward to my retirement in August, I wish to extend my best, not only to you readers but to my successor who, beginning with the next issue, will keep you informed of interesting happenings taking place among our employees in the Seattle area.

Thank You,
 Laura K. Schaub

Spokane

Ethelyn Calavan, Correspondent
 Office of Assistant Superintendent

Car Foreman Louie Walker of St. Maries, Idaho, has been transferred to Tacoma, Wash., and Paul Liholtz has taken his place at St. Maries.

V. D. Bell, Spokane agent-yardmaster, recently became a grandfather for the second time. The Bell family spent their vacation visiting their daughter in Bozeman, Mont., who gave birth to a boy, Eric.

David Werner of the Spokane Traffic Department, bought a home to better enable him to raise his foster sons. David recently added to his present household a second foster son, Frank, 11 years of age.

Warren Carroll (Pinky) retired as conductor on April 30 after 31 years of service. He started with the Milwaukee as a brakeman in 1943, was promoted to conductor in 1948 and worked and lived at Malden, Wash., most of his career. His two sons, Tom and Harry, are also Milwaukee Road conductors. Warren was given a retirement party at Malden and received a monetary gift. He and his wife Grace plan to just relax for the present.

Conductor John Bowen retired from service June 30. John started as a brakeman in 1943 and was promoted in 1947. John and his wife Norma are presently building a home in Costa Rica where they plan to spend their winters.

Dan Stapleton, section man at St. Maries, married Debbie Willard on May 25. Debbie comes from a long line of railroaders. The knot was tied at the home of Debbie's parents and the happy couple are residing in St. Maries. Dan is the son of Dean Stapleton, section foreman at McGuires, Idaho. Our very best wishes Dan and Debbie.

Jay Pierce, former sales representative, and Swede Moore, retired roadmaster, were two recent visitors to Spokane to see our World's Fair. It was so nice of both of them to visit the office



Engineer Percy Gregory (left) receives good wishes on his retirement from Conductor M. H. Bennett (second from left), Brakeman Bill Mitchell and Bob Mann, traveling engineer-trainmaster.

and remember us. The fair attendance, incidentally, has been averaging 35,000 daily, which is well above the attendance figure originally predicted. We have heard many favorable comments on the fair and we hope many more of you still plan to attend.

Rocky Mountain Division

Deer Lodge Area

Barbara Wales, Correspondent
 Office of Division Engineer

Congratulations are in order for Paula Rainville, daughter of Mr. and Mrs. Blondie Rainville, who was selected to play in the All-State High School Band. The All-State Music Festival is held in Missoula, Mont., and Paula was the only musician from Deer Lodge chosen for the band. She is a sophomore at Powell County High School and plays first chair flute. She was one of the youngest members in the All-State Band.

We are happy to report that Terry Lonam, wire chief at Butte, Mont., has recovered from surgery and is back at work.

Miss Amy Reighard, daughter of B&B Foreman Dale Reighard, was married recently to George Irwen. Both bride and groom are from Deer Lodge and will make their home in San Diego, Cal., where George is stationed with the Navy.

Congratulations on their recent marriage are extended to Mr. and Mrs. Walter Gaskell. Walt is employed as switchboard operator in Deer Lodge. His wife is the former Beulah Slaughtner of Deer Lodge.

Roundhouse Foreman Ralph Hage-

mo became a grandfather again when Christine arrived June 12. Her parents are Ted and Rosemary Hagemo. Ted is employed on the Milwaukee as an engineer.

Delbert Haux, employed in the Store Department in Deer Lodge, has received the Copper Award. It is given to volunteer instructors of Hunter Safety Courses. Congratulations are extended to Delbert for his concern for safety on and off the job.

Russell Romine and Miss Debra Lee were married recently in Deer Lodge. Russell is a brakeman and the newlyweds will reside in Missoula.

The Division Engineer's Office in Deer Lodge has a new employee. Mike Pawlak joined the staff recently as junior engineer. He is the son of Coast Division Engineer Frank Pawlak and was married shortly before moving to Deer Lodge. Welcome to both Mike and Grace.

Ona Lake, secretary to the superintendent and former correspondent for Milwaukee Road Magazine, retired on June 28. She has been with us for 17 years. A picnic honoring Ona and her husband, Dutch, was held in the Deer Lodge Jaycee Park on June 23 and many of her friends gathered to offer their good wishes. A monetary gift was presented to her and she told us it would go towards a lounge chair for their cabin at a nearby lake where she plans to spend most of her time.

The Paul Hofeldt family has moved to Deer Lodge from Omaha, Neb. Paul has become an electrician in the Roundhouse. Paul worked previously for the Union Pacific Railroad in Omaha. He and his wife, Patty, have two children.

Dennis Driessen and his wife Shannon are the parents of a boy born June

East End

R. D. True, Correspondent

Office of Superintendent

Emil Kiemele, an engineer out of Austin, Minn., retired on May 31. Emil started firing steam engines on the Northern Pacific in 1945 before coming to the Milwaukee. Prior to that he served 10 years in the Air Force. After his wife retires from teaching in the Hayfield, Minn., school system in one year, they plan to do some traveling. Emil has been collecting antique wrenches for 25 years and will continue to look for them in his travels. He also plans to do some fishing.

Sympathies are extended to the family of Edward T. Jahren, retired conductor, who died in Austin on June 10. Mr. Jahren retired in 1952 and is sur-

Attention Golfers:

The Ninth Annual Milwaukee Road—MMTC Employees' Golf Tournament will be held at Ramsey Golf Course near Austin, Minn., on Sept. 8. Tee-off time is between 7:00 a.m. and 10:00 a.m. Advance entries would be appreciated but are not required. For further information contact Art Kalland or Howard Rafferty at Austin.

vived by his son and daughter-in-law; four grandchildren, one of whom is Charles T. Jahren who works as relief yard clerk in Austin; a step-daughter, and a sister.

Congratulations are in order to two new papas in the Engineering Department at Austin. Mr. and Mrs. Bob Kutcher are the parents of a baby girl, their first, and Mr. and Mrs. Larry Carroll are the parents of a baby girl, their second.

Twin City Terminals

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

Assistant Car Foreman Ernie Benson and his wife enjoyed an extensive tour through Mexico, including Acapulco, during their vacation.

Art Sorenson, locomotive department clerk, is back from a trip through Canada. He says the fishing was good, but he had no time to fish because he and his wife were too busy sightseeing and visiting relatives.

Paul, son of Repair Track Clerk Mike Gallagher, was accidentally killed while handling a gun. Our sincere sympathy is extended to Mike and his entire family.

Clarence Gaustad, electrician in the



Nick Kosta (left), sales representative at Minneapolis, Minn., was honored at an office party on May 24 to mark his retirement after 38 years of service with the Milwaukee Road. With Nick is L. W. (Vern) Schroeder, regional manager-sales at Minneapolis.

Locomotive Department, has been recuperating after a stay in the hospital. He plans to return to work shortly and our best wishes go to him for a good recovery.

Back at work after their stay in the hospital are John F. Kiley, traveling engineer-trainmaster, and Homer Johnson, regional road foreman of engines. Welcome back to both of you and best wishes for good health.

Car Department Chief Clerk Leroy Samuelson spends each Thursday evening doing volunteer work as projectionist at the Minneapolis Veterans Administration Hospital. He was presented with a service award upon completion of 2,200 service hours.

DGCF Steno-Clerk Lester Broman, member of Zuhrah Temple Shrine Legion of Honor Unit, recently escorted a Gold Star Mother and Marine Guard during Memorial Day services at Navy Rock, Lake Calhoun, Minneapolis, as a wreath was placed in memory of Navy and Marine men.

Car Inspector Walter F. Meihofner was honored at a retirement party on July 1. His service started in 1936 and he has been in the St. Paul Car Department in various capacities during that time. He and his wife will continue to live at 1024 Randolph, St. Paul, Minn.

Two retirees, Bert Roff and Mike Gallagher, were honored at a cake and coffee party on July 5. Bert Roff and wife have built a home at Dassell, Minn., and plan to spend their retirement there. Bert began his railroad work at the Minneapolis Coach Yard in 1947 and then transferred to St. Paul. Mike Gallagher, repair track clerk, reached retirement age and will have time for his many hobbies which include photography and skeet and trap shooting. He started with the Soo Line and after 22 years came to the Milwaukee Road in 1967. Mike will continue to make his home at 217 W. Congress, St. Paul.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

R. M. (Abe) Lincoln retired as chief clerk at the Dubuque Freight Office on May 31 after nearly 40 years of service with the Milwaukee Road at Savanna Yard and in Dubuque. A party was held in his honor on June 8 at Lieser's Supper Club in Dubuque with about 40 of his co-workers and friends attending. He was presented a monetary gift. Abe and his wife, Helen, reside at 2701 University Ave., Dubuque, Iowa 52001. Abe's plans for the future include doing a lot of fishing and hunting. We extend best wishes for a long and happy retirement.

Congratulations to Engine Watchman and Mrs. Bob Squires of Cedar Rapids, Iowa, on the birth of their son, Dustin, on May 7.

Mrs. F. J. Sebetka III, son of Cedar Rapids Yardmaster and Mrs. F. J. Sebetka, graduated from the University of Iowa School of Dentistry this spring and is in practice in Cedar Rapids.

The Marion Chapter of The Milwaukee Road Women's Club celebrated their 50th Anniversary with a luncheon at the Suburban Restaurant in Marion on May 29. Thirty-two members enjoyed the luncheon. The Marion High School Swing Choir, The Patterns, entertained with a program of songs and dances. President Ramona Bunney presided at the business meeting. Membership Chairman Mrs. O. R. Ness reported 86 voting and 53 contributing members. Four charter members in attendance were Hazel McCalley, Mary Kendall, Cecil Kieckhaefer and Garnet Lange. Door prizes were awarded to Mrs. Dewey Lockey, Mrs. Lauri DeDecker, Mrs. Marion Lindley, Mrs. Ramona Bunney, Mrs. Rose Henle, Mrs. Thelma Smeed, Mrs. Ora Chamberlain, Mrs. Ida Moore, Mrs. Della Hughes and Miss Dorothy Slater.

A long career as station agent with the Milwaukee Road came to a close on March 15 when H. F. Zuber retired at Amana, Iowa. Mr. Zuber was appointed agent at South Amana in 1931, and when that station was closed in 1958 he was appointed agent at Amana. In all the 42 years, 4 months, and 15 days that Mr. Zuber worked for the Milwaukee Road, he never missed a full day's work on account of sickness, which is indeed quite a remarkable record. Mr. and Mrs. Zuber reside at South Amana, Iowa 52334, and we extend to them good wishes for a long and happy retirement.

Services were held in Perry for John Vodnik, retired Milwaukee Road Shop employee who passed away June 21 at



MANSFIELD-SPAULDIN. Jane Ruth Mansfield, daughter of Engineer and Mrs. Floyd Mansfield of Perry, Iowa, and Steven Spauldin of Dawson, Iowa, were married at the First United Presbyterian Church in Perry on May 3.

Dallas County Hospital. Survivors include one brother and two sisters.

Roberta Green, daughter of Engineer and Mrs. Earl Green of Perry, returned home recently after spending a year teaching sixth grade in Toronto, Canada. Miss Green plans to return to the University of Iowa to further her education.

Retired Carman and Mrs. Everett Bell celebrated their 51st wedding anniversary recently. Visiting in Perry for the occasion was their son, Jack Bell, and his family, of Savanna.

Marilee Snyder, daughter of Perry Yardmaster and Mrs. Jack Snyder, and Mr. Michael Fitzpatrick of Iowa City, were married in an outdoor ceremony at Sportsman's Park on June 1. The bride, a graduate of the University of Iowa, will be a teaching assistant at the University this fall. The bridegroom is also a graduate of the University of Iowa. He is employed as a foreman at Amana Refrigeration in Amana.

Graduation brought many honors for Richard Kyras, son of Sonarail Operator and Mrs. Dick Kyras of Perry. He received a \$500 scholarship from the Perry Kiwanis Club, a Webster's Dictionary from the Perry State Bank for being on the honor roll and was one of 13 seniors elected to the National Honor Society. Richard also received a letter and certificate for participating in band for four years. He plans to attend Iowa State University at Ames this fall. Richard received 1st place in architectural drafting in the Vocational Industrial Clubs of America in the state competition at Fort Dodge and traveled with the Perry Chapter to the national contest in San Antonio, Texas, in June. The group toured the Tower of the Americas and the Alamo.

Jane Ruth Mansfield, daughter of

Engineer and Mrs. Floyd Mansfield of Perry, and Steven Spauldin of Dawson were married at the First United Presbyterian Church at Perry on May 3. Both the bride and bridegroom were graduated from Perry Community High School. Steven attended Simpson College and Colorado State University. The couple will reside at rural Dawson.

Mark Harrison, son of Engineer and Mrs. Robert Harrison, an 11th grade student at Perry, was initiated into the National Honor Society for scholarship, leadership, service and character. He also was a delegate to Hawkeye Boys State at Camp Dodge, Des Moines, sponsored by the American Legion.

Miss Debbie Gardner of Kansas City, Mo., daughter of Conductor and Mrs. Robert Gardner of rural Perry, and Richard Carlson, also of Kansas City, were married at the First Christian Church on May 25. The bride is a medical assistant working in Kansas City and the bridegroom is a recent graduate of the University of Missouri in Kansas City, with a degree in business.

Engineer Kenneth W. Hunt started work on the Milwaukee Road in 1922 as a fireman. He was promoted to engineer in 1947, working on the east end in passenger service and on interdivisional runs between Perry and Savanna. Mr. Hunt made his last trip before his retirement on train No. 62 out of Perry on Feb. 26, returning to Perry on train No. 63 from Savanna on Feb. 27. Mr. and Mrs. Hunt reside at 1823 1st St., Perry, Iowa, where Kenneth spends a lot of time doing yard work and raising flowers. He also raises a large garden every year. Best wishes are extended to Mr. and Mrs. Hunt for a long and happy retirement.

Congratulations to Jeff Stewart, son of Engineer and Mrs. Stan Stewart, a Perry High School senior wrestler, who won 5th place in the State Wrestling Tournament. Jeff was the only Perry matman to make it to the state tournament this year.

Mr. and Mrs. Craig Bennett of Ankeny are the parents of a son, Mark Allan, born Feb. 16 at Des Moines. Grandparents are Brakeman and Mrs.

Carman Bert Roff (second from left) and Repair Track Clerk Mike Gallagher (second from right) are the subjects of all of the handshaking. Both men were honored on their recent retirements at a July 5 party at St. Paul, Minn. Congratulating them are Assistant Car Foremen E. Bensen (left) and R. Carlson.



GRADY-EVARTS. Jana Grady and Marion, Iowa, Section Laborer Gary Evarts were married on June 22 at the First United Methodist Church in Marion.

Elmer Bennett of Perry and great-grandparents are retired Machinist and Mrs. Omer Bennett.

Mrs. Helen Connell, widow of Machinist Thomas Connell, was a member of a group from Perry who enjoyed a nine-day Mediterranean cruise and a tour of the Holy Lands. They visited Cyprus, Lebanon and Israel, with a complete walking tour of the old city of Jerusalem.

Welder and Mrs. Jim Houghan were honored at an open house at their home in Herndon, Iowa, in celebration of their 25th wedding anniversary. Hostesses for the event were the couple's daughters, Vickey and Susie.

Services were held at Perry for retired Laborer Arthur T. Johnson who died at the Veterans Hospital in Des Moines. Survivors include his wife and a son, Arthur, of Perry.

Cynthia J. Bohner, daughter of Mr. and Mrs. Richard Bohner of Perry, became the bride of Richard C. Springer, son of Roadmaster and Mrs. Charles Springer, Jr., of Perry, on March 1 at





Freight Agent H. F. Zuber retired on March 15 at Amana, Iowa, ending a railroad career that started at the South Amana station in 1931. Mr. and Mrs. Zuber will continue to live at South Amana.

Mt. Olivet Lutheran Church. Following the ceremony a reception was held at the Moose Hall. The couple will reside in Perry where Richard is employed as a brakeman on the Milwaukee Road.

Former Crane Operator Walter Hawks has returned to his home after being dismissed from the University Hospitals in Iowa City.

Engineer and Mrs. Cliff Heisler of Perry were honored at a reception on their 25th wedding anniversary. Hosts for the occasion were Mrs. Heisler's brother and sister-in-law, Mr. and Mrs. Dwaine Mansfield of Perry. Fifty relatives attended, including the couple's son, Bob Heisler, and his family.

Services were held in Perry for Ann Wagner, wife of Machinist John B. Wagner of Perry. Survivors include her husband and a daughter, Babe Chew, of Linden. Sympathy is extended to her family.

ENFA Jim L. Springer spent a ten-day leave from the Navy visiting in the home of Engineer Roy Springer. Jim came from Great Lakes, Ill., where he attended Navy Enginemen School. He will report to San Francisco and will be flown from there to his ship, the USS Fort Fisher.

Services were held in Perry for retired Engineer Dale Taylor who died



R. M. "Abe" Lincoln and his wife Helen attended a retirement party held in Abe's honor on June 8 at Dubuque, Iowa. Abe retired as chief clerk at the Dubuque Freight Office on May 31.

recently. Sympathy is extended to his wife.

Mr. and Mrs. William Bennett of Perry are the parents of a daughter born April 7 at Dallas County Hospital. Grandparents are Machinist and Mrs. Ed Bennett of Perry and the great-grandparents are retired Machinist and Mrs. Omer Bennett, also of Perry.

Visiting in Perry with retired Engine Watchman and Mrs. Sylvan Powell were her sisters, Mrs. Leah Holtz and Miss Grace DeLano of Rochester, New York.

Roadmaster and Mrs. H. C. Lewandowski and family of Onalaska, Wis., recently spent their vacation visiting relatives and friends in the Perry area.

Mrs. Emma M. Slater, widow of Carman George Slater, was recuperating at Perry Manor following treatment for a broken hip at the Iowa Methodist Hospital. We extend best wishes for a speedy recovery.

Congratulations to Section Laborer and Mrs. William Hamton of Marion on the birth of their daughter, Leslie Jean, on Feb. 18.

Roadmaster and Mrs. Walter E. Behnke of Marion have been vacationing in Germany where they visited their son, Gary, and his wife. Gary is in the military stationed in Germany.

Cedar Rapids Engineer and Mrs. B. B. Wood have returned from a vacation in the Southwest. While in Phoenix, Ariz., they visited retired Conductor and Mrs. Elmer W. Fisher. At Tucson, they visited retired Trainman Tom Danaher who had just returned home from the hospital after suffering a heart attack. We send him best wishes for a speedy recovery.

Cedar Rapids Rate Clerk R. N. (Bob) Moore reports a happy reunion during his recent vacation. Bob and Mrs. Moore stopped in Las Vegas, Nev., to visit former Marion Ticket Clerk Gary Redmon and his wife, and while there, Mr. and Mrs. Bill Oldaker arrived from Des Moines, Iowa. Bob, Bill and Gary had all previously worked together in the Marion Ticket Office. Gary is now an attorney in the District Attorney's Office in Las Vegas. Bill is a



Marilee Snyder, daughter of Perry, Iowa, Yardmaster and Mrs. Jack Snyder, was married to Michael Fitzpatrick of Iowa City, Iowa, on June 1.

Rate Clerk with the C&NW Railroad in Des Moines.

Gene A. Van Sickle, son of Mr. and Mrs. M. W. Van Sickle, general agent at Cedar Rapids, was married to Rita Diane Bless, daughter of Mrs. Aaron Bless, Clear Lake, Iowa, on April 6 in Zion Lutheran Church, Davenport, Iowa. Both Rita and Gene are employed by Younkers Department Stores in the Quad-City area.

Retired Engineer John C. Smith, formerly of Marion, died recently in California. Mr. Smith was an engineer on the Milwaukee Road for 48 years, retiring in 1950. He is survived by a son, Cedar Rapids Engineer John D. Smith, two daughters, seven grandchildren and nine great-grandchildren. Sincere sympathy is extended to his family.



RADLOFF-HEBBE. Brakeman Harlen Hebbe was married on June 15 to Ruth Radloff at St. Stephen Lutheran Church in Wausau, Wis. The couple will make their home in Rib Mountain, Wis., after a wedding trip through southern Wisconsin.



STURM-WOLF. Jeffrey Wolf, son of Engineer and Mrs. Dennis Wolf, was married on June 29 to Sandra Sturm at First English Lutheran Church in Wausau, Wis. The couple will make their home in Wausau.

LaCrosse Division

Valley District

Naomi Cline, Correspondent

Roundhouse Office, Wausau

The Milwaukee Road Women's Club held their annual Luncheon on May 14 at Palm's Supper Club. Forty-one members were present. Chairwomen were Mrs. Victor Robinson and Mrs. Ralph Chamberlain.

At the business meeting, President Marie Callahan introduced the new



TIETZ-HACK. James L. Hack, son of Conductor and Mrs. James Hack, was married to Patricia Tietz on June 22 at Immanuel Lutheran Church in Wausau, Wis. The couple will live in Wausau after a wedding trip to northern Wisconsin.



Russell O. Bakkum (seated) displays his retirement cake at a party held in his honor at the LaCrosse, Wis., Freight Office. Standing, left to right, are Rate Clerk R. L. Pluntz, Assistant District Manager-Sales G. T. Sims, Chief Clerk A. MacCaulay and Agent Frank E. Daley. Russell retired on June 28 as OS&D clerk, ending a 33-year career with the Milwaukee Road. He started as a trucker at the LaCrosse LCL Freight House, worked as janitor at the Milwaukee Road Depot, and in 1964 became cashier-OS&D clerk at the Freight Office.

members: Mmes. Jeanette Richter, Jo-Ann Wunch and Vivian Kuehl. She also announced that the 50th anniversary party of the Women's Club at Wausau would be held at the Hoffman House on July 9 at 12:30 p.m.

Your correspondent had surgery in June and is feeling much improved at this writing. Also hospitalized were Bert Leney, a retired conductor, and Mike Petterson who received a back injury in an auto accident.

Our congratulations to Janice LePage, daughter of Car Foreman and Mrs. R. L. LePage, who was awarded a scholarship from the Wisconsin Association of Legal Secretaries. Miss LePage, while a student at Wausau East High School, worked for a law firm and intends to continue her education in the secretarial field.

Our deepest sympathy to Mrs. Brostrom and the family of retired Roadmaster Harold Brostrom who died on June 7 at Wausau. Mr. Brostrom began working for the railroad in 1928 as a section laborer and spent nearly 30 years on the east end on various track gangs. He was promoted to foreman in 1939. In 1957 he became roadmaster on the Valley with headquarters in Wausau. Harold will be missed by his many railroad and camping friends.

Congratulations to Bonnie Draeger, daughter of Sectionman and Mrs. James Draeger, who was chosen as one of the Gillick and Woman's Club Scholarship winners. This is our second year with a winner from our area and we are very

proud of our young people.

We wish to welcome Rodney Newman to our railroad family. Rodney recently started as a roundhouse laborer. He is the son-in-law of Carman Clarence Rasmussem who took over



JOHNSON-KLEMME. LuAnn Johnson, daughter of Wausau, Wis., Assistant Roundhouse Foreman and Mrs. K. L. Wilcox, was married to Steven Klemme on June 22 at Immanuel Baptist Church in Wausau. The couple will live in Stratford, Wis., after their Canadian honeymoon.

when James Maher left for Austin, Minn., to attend the engineers' training program.

Congratulations to Mary Margaret Sydow, daughter of Rate Clerk and Mrs. Clarence Sydow of Wausau. Mary was married to Kenneth Fisher at First United Methodist Church. The reception buffet and dance were held at the Beehive.

Milwaukee Division

First District

James E. Boeshaar, Correspondent

J. Edward LeClaire, who retired as freight agent at Merton, Wis., in 1965, died on June 10 at Rhinelander, Wis. Burial was at Oshkosh, Wis. His son, Jerry, was a J. T. Gillick Scholarship winner who attended Harvard University and has recently completed research work in northern Argentina.

Sympathy was extended to Ross Ketchpaw, retired traveling time inspector, on the death of his wife on April 3. Ross was well known in Accounting Department offices and in division offices throughout the system.

Second District

Jerry Magnuson, Correspondent

Asst. Superintendents Office,
Green Bay

This month's news is about some of our retired employees. They have been coming into the office to renew their Amtrak passes and we have had the opportunity to talk to some of these "Old Timers."

Tom Wade who retired as master mechanic in 1967 stops by and visits us quite often since he has a home in Green Bay. He and his wife were in Las Vegas spinning wheels. Every year Tom enjoys his fishing expeditions into Canada.

John Doctor, retired conductor, was also in to see us, and Emmet Cain who started with the railroad as a fireman in 1923 and retired in 1966 stopped by. Emmet is kept busy maintaining a two-family unit in Green Bay and a cottage

Receiving congratulations on his last day of work is Roy Wolfersdorf (center), passenger carman in the Forge Shop at Milwaukee, Wis. Congratulating him are Ray Baum (left), general foreman-forge shop, and Joe Prelec, assistant blacksmith foreman.



near Townsend. He spends his spare time fishing.

Edward Lindberg, who retired in 1965, stays in the area enjoying his family. Ed hopes to be able to get out to the West Coast to visit his brother-in-law this year.

Our most recent visitor was Charles Patterson, conductor, who retired in 1965. His last job, as he remembers, was the 69-74 west end with Millard, Bordeleau and Jay Thorse. Charles said he has spent too much time in the hospital and with doctors. We were sorry to hear that both he and his wife have had heart attacks, but he still has managed to fish for lake trout at his cottage in Door County.

We are always happy to visit with or hear from the retirees and sure enjoy hearing some of the stories they remember.

Regional Data Office

Pearl Freund, Correspondent

The following news may be considered my swan song since your correspondent retired June 28 after 31 years of service and 26 years as magazine correspondent. It has been a hard but satisfying experience with not many dull moments. I look forward to hobbies that have been pushed into the background to make way for practical, necessary duties.

Your new correspondent will be June Stanlee, outbound revising clerk. June

is a perennial student, attending classes at the University of Wisconsin in transportation, marketing and philosophy. She is a member of Delta Nu Alpha, a transportation fraternity, and the National Association of Railway Business Women. June has two married daughters and a five-year-old granddaughter, Susanne.

Keypunch Operator Barbara Voight is on a leave of absence following major surgery. Also on leave are Rosemary Fernbach, code clerk, and Barbara McPhee, revising clerk. Barbara suffered a fractured pelvis after a fall in the parking lot.

Ruth Kerr, carload bill clerk, her daughter, son-in-law and granddaughter, and Sharon Rakowski of the Material Division, flew to Disneyland, Fla., for one week. Ruth summed up the trip with one word, "Fantastic". A tour through an English destroyer was a highlight of the trip.

Congratulations to Enrico Franco, chief revising clerk, inbound rates, who was married in June to Barbara Gieraltowski of Lewiston, Mich. Barbara is from Rick's hometown of Iron Mountain, Mich.

Billing Clerk Allan Foster has been accepted at the Franciscan Monastery at Philadelphia, Pa. A cake and coffee party was held in the office May 31 to honor both Al on his departure and Rick on his marriage. A billfold and gift of money was presented to Al. A large box of miscellaneous unlabeled can goods was presented to Rick. The future should hold many surprise meals.

George Grant, bill clerk, terminated his employment July 5. George is a journalism school graduate and will be touring Europe before embarking on a future career. Our secretary and timekeeper, Mary Ann Neuman, just completed a European tour with her sister.

Lois Crittenden reports a new addition to her farm, a pony and cart, which should provide many thrills for her little granddaughters. The many beautiful spring bouquets sprouting around the office are from Jerome Hofkes' garden.



Earl Hohenadel (second from left), assistant car foreman at Davies Yard repair track in Milwaukee, Wis., is congratulated on his retirement by Jack Sands (second from right). Also wishing him good luck are Erv Becker (left), wrecking foreman, and Marv Weishaar, car foreman.



Pearl Freund, magazine correspondent and chief revising clerk in the Regional Data Office in Milwaukee, Wis., was honored at a surprise retirement party on June 28. Shown with her (left to right) are several of her many friends who attended the party: R. J. Casey, district manager of sales; Dorothy Blask, retired secretary to the regional manager-sales; T. Kleist, assistant regional data manager at Milwaukee; J. D. Feiereisen, superintendent of stations and yard offices; Pearl Freund; Ira Wallace, retired superintendent of stations and yard offices; George Roessger, retired chief clerk; Dan Heron, sales representative for Navajo Freight Lines and president of Delta Nu Alpha Transportation Club; Don Crittenden, assistant district manager-

sales, and Joseph Hoerl, retired head of the outbound rate department at Milwaukee.

Pearl joined the railroad as a comptometer operator and tonnage clerk in 1943. She worked on a number of jobs in the Milwaukee Agent's Office and became head outbound rate clerk in 1962. In 1964 she moved to her most recent job as chief revising clerk. She remains an active member in the Christian Mothers Society, Marketeers Investment Club, Delta Nu Alpha, Railroad Business Women of Chicago, Railroad Business Women of Milwaukee and the Railroad Christophers. For her immediate retirement she plans to do gardening and catch up on some needle work.

Margaret Hagberg has returned to work after being hospitalized with apparent phlebitis, according to last diagnosis. Though still recovering, she is managing quite well.

AGENCY

Chief Clerk John Brower and his wife Patty are grandparents the second time around. Joel Andrew Powers was born May 2 to daughter Joanne. John is wearing one big grin these days, especially since this newcomer is closer to home. Number one grandchild lives in Texas.

The Muskego Yard is having a face lifting. The Car Record and PFI Departments are moved to the lower level. Head Car Record Clerk A. Joseph Wuerl, Per Diem Car Record Clerk Sy Kluck and Inspector R. E. Miskimmins will now be located in this office. Former space will be given to the computer, jovially dubbed, "Big Bertha".

Women's Club Milwaukee Chapter

Mrs. John Farence, Correspondent

Our annual picnic will be held on Monday, Aug. 19 at the Washington Park Senior Center at 11:30 a.m. Members should bring their own lunch. Coffee will be served, cards played and prizes given. We all look forward to this yearly event.

Our President, Mrs. Herman Reuter, was a delegate to the V.F.W. State Convention held at Janesville, Wis., in June. Mrs. Kate Rathbun, our former president (1961-1971), and her husband, Robert, retired passenger ticket agent at the Milwaukee Depot, celebrated their 40th wedding anniversary on June 9. They were hosted at a dinner at the Gung Ho Restaurant and a Mass was celebrated at St. Rose's Church, Milwaukee, with their immediate family and relatives in attendance. Relatives came from as far as Minneapolis, Minn., Denver, Colo., Toledo, Ohio, and Ipsilanti, Mich.

Mr. and Mrs. Charles Rintelman

drove to Memphis, Tenn., during June. They spent some time visiting Nashville and Opryland. Charley was a sign painter in the Car Department. Another member visiting the southland recently was Mrs. Frank Shively. She and her husband did a lot of sightseeing as they drove to Charlotte, N. C.

Mrs. Catherine Baird, sunshine chairman, took off for a month's vacation out East visiting her sister in Easton, Md. Her itinerary included a tour to Washington, D. C., the Kennedy Art Center, a ride down the Potomac to Mount Vernon and to Annapolis for a one-week stay at her nephew's home. Mrs. Lydia Wiselus attended the wed-



The happy-looking fellow is Henry Ufken (second from left), who retired as passenger carman in the Air Brake Department at Milwaukee, Wis. His well-wishers are Gerry Wendt (left), general foreman-passenger shop; Ralph Beitzinger (second from right), assistant foreman; and Charlie Pollock, air brake foreman.

ding of her grandson in Phoenix, Ariz. on June 1.

Mrs. Agnes O'Day is now a resident at the Lutheran Home for the Aged at 7500 West North Ave.

Mrs. Lydia Swan reports that she is on the mend after a glaucoma seizure and ulcerated right eye. Mrs. Eleanor Petrie was hospitalized at St. Joseph's Hospital in West Bend, Wis., for eye surgery on July 1.

Milwaukee Shops

Car Department

Pat Hoye, Correspondent

We are happy to report the promotion of Dan Barry to foreman in the Freight Shop. Dan was a technical inspector in the Test Department at the time of his appointment on April 24. He started in the Freight Shop in 1964 as a carman helper, then moved up to carman and carman welder before going over to the Test Department in 1973. Dan's father is Len Barry, general foreman in the Freight Shop, and we would like to congratulate both Dan and Len. Good luck in your new duties, Dan.

Gary Siepe completed his three-year blacksmith apprenticeship on June 26 and received his diploma certificate. Gary, who has been with the Milwaukee since June of 1972, is the son of Ray Siepe, foreman in the Freight Shop. Gary is working in the Forge Shop in his new capacity of blacksmith. Congratulations to you, Gary.

Would like to send greetings to Norm Pfenning, forge shop foreman, and Ray Siepe, freight shop foreman, who are on leave of absence at the present time. We hope to see you soon, but meanwhile take it easy and keep us posted on yourselves.

Roman Westphal (right), carman at the Milwaukee, Wis., Shops, is obviously enjoying the prospects of retirement as he receives congratulations from Arnold Grube, assistant foreman in the Passenger Shop.



A new foreman's position was created in the Freight Shop due to increased forces and a greater volume of work. George Kissler was appointed to fill this foreman's position on June 16. George had been a carman in the Freight Shop since 1962, keeping track of the incoming and outgoing cars.

Previously, he was a car inspector in the Milwaukee Train Yard and a carman helper at Davies Yard Repair Track. He began at Davies Yard in 1951, after serving in the armed forces. George was born and raised in Milwaukee and has a brother working at Davies Yard. Congratulations to you, George, on your promotion, and good luck from all of us.

Retiring after 39 years of service as a steamfitter in the Passenger Shop, Henry Reinecke completed his last work day on June 14. He plans to enjoy his retirement and take a trip to Hawaii in the near future. His other plans include fishing, painting his house, working around his yard and pursuing his hobby of upholstery. Sounds like you'll have a busy time, Henry! Henry's address is 13120 West Cameron Ave., Butler, Wis.

The Forge Shop was the scene of the

retirement of Roy Wolfersdorf, passenger carman, on June 28. He started with the Milwaukee in 1936, chalking up a total of 48 years. During that time he was a cabinetmaker in the Passenger Shop, a freight carman in the Freight Shop and a passenger carman in the Forge Shop. Roy will take it easy at his home at N37W26685 Kopmeier Dr., Pewaukee, Wis. We all wish Roy and his wife a happy retirement.

Congratulations are in order for Henry Ufken who retired on July 1. Henry was a passenger carman in the Air Brake Department of the Passenger Shop at the time of his retirement. He was with the Passenger Shop during all of his 45 years of service. Some of Henry's leisure time will be spent fishing. Henry and his wife will continue to live at 2354 South 92 St., West Allis, Wis.

After 47 years of service carman Roman Westphal retired on June 5. His service dates back to 1927 when he started as a helper in the Oil House. He spent the greater part of his service in the Freight Shop as a carman and in the Caboose Shop as a carpenter. Roman's plans during retirement include a lot of resting, golfing, and taking care of the many things he didn't have time for while working. At the present time he and his wife reside at 3031 South 56 St., Milwaukee, Wis.

MIDDLE DISTRICT CAR DEPARTMENT

Davies Yard Repair Track in Milwaukee was the scene of several retirements during June.

June 28 marked the last day of work for Earl Hohenadel, assistant car foreman. He had a total of 48 years with the railroad, starting as a carman apprentice at Dubuque, Iowa, in 1926. He held positions of carman, carman cutter, carman welder, and car inspector in Dubuque, Milwaukee and Madison, Wis. In 1947 he became equipment maintainer at Wisconsin Rapids, and after two years he was appointed assistant car foreman at LaCrosse, Wis.

From there he moved to Madison as car foreman in 1953 and then to Mil-



Two veteran employees retired at Davies Yard in Milwaukee, Wis., at the end of June. They are Carman Charlie Pikalek (second from left) and John Kleewein (second from right), carman cutter. Wishing them good luck are Marv Weishaar (left), car foreman, Erv Becker (center), wrecking foreman, and Jack Sands (right), district general car foreman.



Henry Reinecke (second from left), steamfitter, retired on June 17 with the good wishes of his supervisors, **Gerry Wendt** (left), general foreman-passenger shop; **Vern Waterworth** (second from right), shop superintendent, and **Charlie Pollock**, air brake foreman.

waukee Terminal in 1954 as assistant car foreman. In 1967 he transferred to Davies Yard as assistant car foreman.

Earl and his wife plan to do a lot of traveling during retirement. The World's Fair and Canada are two of the places they will visit in the near future. When at home, they can be found at 234 South 92 St., Milwaukee, Wis.

Two more retirements took place on June 28. **John Kleewein** retired as a carman cutter, completing almost 36 years of service. John started as a laborer at Davies Yard in 1938. After spending 1942 to 1944 in the Armed Forces he returned to the railroad and became a carman.

The Kleewein name stays on at the railroad in the person of his brother, **Martin**, a carman at Davies Yard. John has a cottage at Wind Lake and he and his wife plan to spend a lot of time there. Fishing will be one of the major activities at the lake. The Kleeweins' home is at 7902 West Whitaker Ave.

Also retiring on June 28 was **Charlie**

Pikalek, carman painter, after 28 years of service. **Charlie** joined the railroad in 1946. He spent about four years in the Freight Shop of Milwaukee Car Shops as a carman and carman painter. In 1950 he transferred to Davies Yard and served there for 13 years as carman painter. Returning to the Freight Shop in 1963 he filled the position of assistant foreman for about ten months before moving back to Davies Yard. During his remaining ten years at Davies, **Charlie** was one of the most efficient, knowledgeable, and likable employees. He will be missed by many co-workers. He and his wife will continue to make their home at 2551 North 39 St.

Our best wishes go with all these gentlemen as they start their retirement!

Vernon J. Sands, retired maintenance of way yard foreman, died on May 4 at Manchester, Iowa, at the age of 76. **Mr. Sands** retired in 1963 after 45 years of service with the Milwaukee Road. At the time of his retirement, he

held the position of yard foreman at Council Bluffs, Iowa. He worked for the Maintenance of Way Department his entire career, starting as a section laborer at Delhi, Iowa, and working at various points in Iowa, Minnesota and Indiana. **Mr. Sands** is survived by his widow, who will continue to make her home in Manchester, Iowa, and two sons. His son **Jack V.**, is district general car foreman of the Middle District Car Department in Milwaukee.

Locomotive Department

Nancy Stark, Correspondent

MILWAUKEE DIESELHOUSE

Walter Brookins, second shift labor foreman, received a City of Milwaukee Police Department Award of Merit from Police Chief **Harold Breier** on June 12 for his actions in helping the police with an incident that took place on March 6. Congratulations are extended to **Walter**.

Machinist **Tim Paccagnella** and his wife **Bridget** celebrated the birth of their son, **Kevin**, on May 28. Best wishes are extended to both parents and **Kevin**. **Tim** has since been promoted to foreman at Portage, Wis.

Machinist Maintainer **Ewalt Zastrow** is convalescing at home from a hip injury.

Machinist **George Kleser**, son of Chief Clerk **Clarence Kleser** and **Gerry Kleser**, secretary to Chief Engineer of Tests, was married to **Louise Haddon** on June 7. After a honeymoon trip to Los Angeles, Cal., and a visit with the groom's sister, **Mary Ann Krehl**, the couple plan to make their home in Milwaukee.

LD SHOPS

The following Back Shop men attended Summer Camp at Virginia Beach, Va.: **Machinists J. Migliaccio,**



Angelo ("Joe") Mancinie (right), section foreman at Racine, Wis., is congratulated by **Roadmaster C. O. Kitzman** after receiving a 45-year safety award pin for his years of work without a reportable injury. **Joe** retired on June 30, ending a career that began with the Milwaukee Road in 1928 at Ladd, Ill. **Joe** became section foreman in 1937.



John Albanese, boilermaker apprentice at the LD Shops at Milwaukee, Wis., receives an outstanding Apprenticeship Certificate and congratulations from Assistant Chief Mechanical Officer **A. W. Hallenberg**. Also shown are **Henry Keller**, boilermaker foreman; **Marvin Steinrad**, president of Boilermakers and Blacksmiths Local 1077, and **George Winter**, secretary of Local 1077.



Three employees of the Milwaukee, Wis., LD Electric Shop retired on the same day. They are Crane Operator E. West (second from left), Electrician J. Adamczewski (center) and Electrician E. Rohrbacher (second from right). Wishing them well are J. B. Maquire (left) and R. Seifert (right), electrician foremen.

K. Bunney, F. Zittel, G. Brusewitz, Electrician Helper K. Henderson and Machinist Helper R. Ahrendt. They also reported that the fishing was very good! Machinist J. Zingler attended National Guard Camp at Tomah, Wis., and Painter J. Sykes enjoyed the sunny skies of Fort Bliss, Texas, for his tour.

The following men are contemplating retirement in the near future: Boiler maker Jim Miklovich, Pipefitter I. J. Bulowicz, Machinist C. Zbyszynski, Electrician J. Adamczewski, Electrician E. Rohrbacher and Crane Operator E. West.

Ensign Lawrence J. Pierzchalski, son of Foreman Robert Pierzchalski, was a June graduate of the U. S. Naval Academy at Annapolis, Md., where he received his Bachelor of Science degree. Larry graduated with honors for being in the top 10 per cent of his class of 900 midshipman. He will follow further studies in San Francisco and Idaho on nuclear power plants. Larry, 21, is stationed in Milwaukee until the fall semester starts. He is a former Milwaukee Road employee.

John T. Albanese, boilermaker apprentice on the LD Erecting Floor, was

recently selected as an outstanding apprentice by the Milwaukee Road and the International Brotherhood of Boilermakers and Blacksmiths. The award acknowledges outstanding achievement and accomplishment in his trade.

MILWAUKEE WHEEL SHOP

Harry Hutchins and his wife Cora recently celebrated their 27th year of married bliss. Mr. Hutchins is a laborer in the Wheel Shop.

TEST DEPARTMENT

Congratulations and best wishes were extended to C. L. Heinold, Chief



Mr. and Mrs. Edward TeBrake celebrated their sixtieth wedding anniversary on May 26. Over 200 guests came from as far away as New York and California to attend the celebration at the Hoffman House in Milwaukee, Wis. Ed retired as superintendent of the Machine Shop in Milwaukee in 1960, a job his father had held previously. Between them they had over 100 years in the Machine Shop and it eventually earned the name "TeBrake's Machine Shop."

metallurgist in the Test Department, by his friends and co-workers at a party held for him on June 12. Carl began employment with the Milwaukee Road in 1936 and on his retirement he had performed 38 years of accident-free service. Mr. and Mrs. Heinold will be enjoying their retirement in Birmingham, Alabama.

Chicago Division

Galewood

Eleanor P. Mahoney, Correspondent

Among our retirees in the month of June were Ed Lemke, Joe White and Rocco LaGrano.

Ed Lemke started with the Milwaukee Road in 1928 as a miscellaneous clerk in the Galewood Office, and for many years worked as slip bill clerk. Then he became a rate clerk in the Regional Office. His final position was cashier, handling export and import business at Galewood. He wound up



William K. Peterson (center), assistant to the vice president-operating, displays the traveling trophy he won at last year's Accounting Department golf outing. The trophy will soon go to the winner of this year's outing, which starts at 9:00 a.m. on Sept. 28 at Bartlett Hills Country Club near Bartlett, Ill. Shown here are outing committee members James M. Conway (left), manager-equipment accounting, and Norb Bondi, assistant manager-equipment accounting. The trophy is awarded to the winner of the second outing held each year. The outings started while accounting offices were located in the Fullerton Ave. Office Building. After offices were moved to Union Station the golf outings began to draw golfers from all departments. Scoring for the competition is based on the Peoria System. Applications for this year's outing will be made available in early September.

his services at the Bensenville Office handling customs work. Ed and his wife plan to live in Sun City, Ariz., where they bought a new home. He will have the company of friends and relatives there and we wish them much happiness. A monetary gift was presented to Ed from the employees of the combined offices of the Agency, Regional and Bensenville.

Joe White started working for the Milwaukee as a call boy in 1937. He then became a clerk in the Car Record Department and advanced in that department to car record supervisor. He remained on this position until he transferred to the Regional Office as a rate clerk. The Regional Office and Agency Office presented Joe with a monetary gift. Joe and his wife hope to move to Kenosha, Wis., where his parents live.

Rocco LaGrano began working for the Milwaukee Road in 1934. He worked as a stower, caller and check clerk at the Galewood Freight House. He was presented with a monetary gift from his co-workers. The LaGrano family is still serving the Milwaukee Road. Rocco's son, Gerald, is employed in the office of Manager-Regional Data Offices.

James E. Hanscom arrived here from Cedar Rapids, Iowa, 17 months ago. At Cedar Rapids he was assistant agent to M. V. VanSickle. At Galewood he became assistant agent until June 30 when he was promoted to agent at Winona, Minn. He was very happy about this because Minnesota is his home state, and his daughter, grandchildren and relatives in Faribault will be happy to know Jim and Adeline are not far away.

On July 29 a farewell party was celebrated at the Galewood Office and employees of the combined Regional and Agency Offices presented Jim with an attache case. Everyone wished him much happiness in his new job.

Conrad M. Wencka, who succeeded Jim Hanscom at Cedar Rapids, has now succeeded Jim as assistant agent at Galewood. Connie is happy with his transfer. He likes the hustle and bustle of a large station. Welcome back, Connie!

Sympathy is extended to the family of John Jakubowicz, checker, who died June 4. He worked at the Milwaukee Road Freight House for almost 40 years.

Our sympathy is also extended to Bill Seniw, a clerk at Union Street, whose mother died June 21.

At this writing our BRAC Representative, Walter Zielen, is reported to be in Resurrection Hospital for a series of tests.

New faces in our Agency Office are Lansing Kent who is working as a clerk for the summer, and Joyce Brown



Art Berry (left) retired as assistant regional manager-sales in Chicago, Ill., on May 31 after more than 38 years with the Milwaukee Road. Helping Art celebrate his retirement at an office party are his wife Evelyn (second from right) and Regional Manager-Sales and Mrs. Van Dunfee. Art is spending his retirement working as a tour guide for Amtrak and enjoying his granddaughter Michele.

who transferred from the Bensenville Office. She is working the demurrage-detention position.

Glanz Dierking, formerly a rate clerk in the Regional, has transferred to Bensenville to work the cashier position.

Howard Kay, formerly a demurrage-detention clerk in the Agency, transferred to the Regional as rate clerk.

Edward J. Glowczewski, Sr., retired demurrage inspector, stopped in the office to visit his former co-workers. Ed has been retired three years and looked very dapper in his gold suit, yellow shirt and tie. Retirement agrees with Ed, as everyone remarked when they saw him.

Terry O'Brien, regional data clerk, enjoyed her vacation in Europe. She visited the Netherlands, England and Ireland. Relatives in England were happy to see her. While in Ireland she didn't kiss the Blarney Stone.

Evalyn Wealer, rate clerk in the Re-

gional, is back on the job after major surgery,

New faces in the Regional Office are Robert O'Brien, a clerk for the summer, and Sandy Groves Klein, who started work June 4 and became Mrs. Klein on June 28.

Bensenville

Delores Barton, Correspondent
Office of the Superintendent

Frank F. Born, First District engineer, retired on June 30 with 46 years of service with the Milwaukee Road. Frank and Mrs. Born will continue to make their home in Bensenville, Ill.

Sympathy was extended to the family of retired Engineer Charles Moss who died on March 19. Mr. Moss retired in 1958. Surviving are his widow Pearl, his son Melvin, who is a machinist at the Bensenville Diesel House, and a granddaughter and three great-grandchildren who live in Guam.

Section Foreman Stanley Larson (center) of Fox Lake, Ill., retired on July 12 after 43 years of service on the Milwaukee Road. Wishing him well during his retirement are Traveling Engineer-Trainmaster A. C. Block (left) and Signal Maintainer L. Ross.



Raymond C. Mueller, son of retired District Master Mechanic Eugene J. Mueller, was granted a scholarship by the Navy for the three remaining years of his schooling at the University of Illinois. Ensign Mueller is studying to be a dentist and graduated tenth in his class of 270.

Retired Engineer Elmer "Hap" Nummer and his wife flew to Lake Tahoe, Nev., as a part of their 50th wedding anniversary gift from their daughter Yvonne. They also had a celebration on June 15 at the VFW Post in Elk Grove, Ill., and upon their arrival at San Francisco daughter Mary Lou is hosting another celebration. Our congratulations to the Nummer's, who live in Bensenville.

Second District Brakeman P. B. McFadden retired June 30 after 38 years of service working between Faithorn and Bensenville. Mr. McFadden will continue to make his home in Crete, Ill.

Superintendent Fred A. Barton's son John spent 10 days at home recently after "boot camp" and has left for further training in Germany.

Former Division Engineer H. T. Paton resigned to accept a position with the Federal Railway Administration at Indianapolis, Ind. A party was held to honor Mr. Paton on June 21 with 50 guests in attendance. Robert T. Pearson has been appointed division engineer, Chicago Division. Robert comes to us from LaCrosse, Wis.

Switchman Raymond Siebert and his wife have announced the engagement of their daughter, Virginia Rae, to James Gerard Cooney, son of Mr. and Mrs. Raymond Cooney of Chicago, Ill. Miss Siebert is a graduate at Loyola University School of Nursing and is a member of Sigma Theta Tau, Alpha Beta Chapter, and is scheduled to be inducted into the National Jesuit Honor Society, Alpha Sigma Nu. Ray works as a switchman at Galewood, Ill., and has been



Three veteran carmen at the Bensenville, Ill., Yard recently received safety award pins for their years of service without reportable injuries. Charlie Jones (left) was presented with a 40-year pin and Walter May (center) and Wilbert Blume each received 35-year safety pins.



Mr. and Mrs. Milburn K. Lynn recently visited the Elgin, Ill., area to celebrate their 50th wedding anniversary with friends and family members. Mr. Lynn started with the Milwaukee Road in freight service in Savanna, Ill., and transferred to Elgin in 1942 where he worked as a conductor on commuter trains in the Chicago area. He retired in 1968.

with the Milwaukee Road since 1939.

Sympathy was extended to General Yardmaster Les Whalen and his family on the death of son Michael on June 2. Michael was a fireman for the City of Elgin, Ill., and he and his partner were drowned attempting to save another man's life.

Women's Club

Savanna Chapter

Clara A. Cush, Correspondent

The Savanna Chapter of the Milwaukee Women's Club began the first semi-annual activities for the year 1974 with a meeting held on Jan. 14. President Dorothy Mitchell was in charge of the



Steve Mongelluzzo (second from left), chief freight car distributor in the Transportation Department in Chicago, Ill., retired on July 1 after almost 45 years of service with the railroad. Among those attending a cake and coffee party held in his honor were F. B. Cederholm (left), superintendent of transportation; Steve's wife Dolly, and R. E. Beck, general superintendent of transportation. Steve was presented with a monetary gift at the June 14 party and on June 17 Mr. and Mrs. Mongelluzzo left for their home in Port Isabel, Texas.

meeting. The membership drive was the main item of business, and by May there were 206 voting and contributing members.

The annual spring luncheon was held on May 13 in the Moose Hall. A delicious beef luncheon was served by the Ladies of the Moose.

The business meeting was held in the Knights of Columbus Hall and members voted to make a donation to the Memorial Day Fund program held in Savanna on May 30. At the close of the June meeting the club recessed its activities until October. Have a good summer.

Purchases and Material Department

Roger W. Ruchti, Correspondent

Retired Chief Treatment Inspector T. H. Patrick died on April 20. Services were held at Waupun, Wis.

Retired Purchasing Agent A. E. Johnson and Mrs. Rozelle Caldwell Graham were married at Highland Park, Ill., on May 11.

Chuck Adams had four wisdom teeth removed in June.

Janice Ross raises birds in her spare time. Interested in birds? Contact Janice on Ext. 552.

Pat Frangella, RM clerk, and her husband, Jim, are in the process of moving into their new house in Bolingbrook, Ill.

Gary Stojek spent one week of his vacation in Wisconsin fishing, swimming and camping.

Material Division

Sharon M. Rosinski, Correspondent

Condolences were extended to the family of Janitor Norbert Backes, who



F. G. McGinn (right), vice president-operating, says goodbye to his administrative assistant, **Ashley Wilhite** (center), who retired on July 1. With them is **Bob Tisdall** who succeeds Ashley as administrative assistant. Bob worked in the Operating Department in South Dakota and Minnesota before coming to Chicago in 1963. Ashley began his railroad career in 1927 and has worked at various Operating Department offices in Chicago. In 1966 he became office assistant to the vice president-operating and in 1972 he was appointed administrative assistant. Ashley has also served as Secretary-Treasurer of the Milwaukee Road Veterans' Employees' Association since Jan. 1, 1973. Replacing him as secretary-treasurer is **William B. Braheny**, chief clerk in the office of vice president-operating in Chicago.

died on May 29, and **Vivian Amick**, retired storehelper, whose son died recently. He was also a railroad employee.

Sectional Stockman **Glen Lang** and his wife celebrated 25 years of married life at a surprise party on June 22 attended by many relatives and friends. Happy 25 more, Glen.

Hats went off to **Frank Koch**, stationery storekeeper, and **Steve Reiter**, stock clerk, at a noon coffee and cake get-together on June 28. The retirement party was attended by many co-workers

and retired friends.

Welcome and best wishes go out to **Thomas Melzer**, our new stationery storekeeper.

Engineering Department Signals and Communications

Marilyn Stypa and **Judy Lamarca**,
Correspondents

The coming of the warm weather has aroused the gypsy spirit in our depart-



Carpenter Stanley Ruzewicz (center) retired on May 31, ending 23 years of service with the Milwaukee Road. Saying goodbye to Stanley are Chief Carpenter **Harold E. Schrab** (left) and Assistant Chief Carpenter **James Flachmeyer**. Friends and co-workers held a luncheon in Stanley's honor at **Petricca's Restaurant** in Chicago, Ill., and presented him with a tackle box, fishing pole and a sleeping bag.

ment. Several members of our office have taken to the road in search of high adventure.

First to bid farewell was **Janice Sellards**, chief clerk-communications. Jan and her husband, **Bob**, manager of training for the Milwaukee, flew to San Francisco April 5 for one week of fun in the sun and sightseeing. The thing that Jan loved the most was the exhilarating combination of mountain and shore while driving along the West Coast.

Next was **Raymond Stuckey**, general supervisor S&C Lines, who visited the Hawaiian Islands during the week of April 14. Ray, his wife and youngest son, **Dennis**, toured the Islands of Oahu and Hawaii. Ray couldn't decide what he liked most about Hawaii since the

Office of Manager Equipment Accounting

Kitty Capoccia, Correspondent

Welcome to **Diane Link** and **Laurie Harrington**, who are newcomers to the railroad, and to **Sam Serritella** and **Tom Kane** who have just joined our office staff.

Get well to **Linda Kahler**, who is on sick leave again. Hope you're feeling better and are back with us by the time you're reading this.

Jane Marski, secretary in our department, went on a maternity leave June 28. A party in the office and a luncheon at **Cafe Bohemia** were held in her honor.

We're all going to miss **Les Bunge**, **Danny Babich**, **Mickey Carbone** and **Helen Ewald**. **Danny Babich** and **Mickey Carbone** left our office and joined the Operating Department at **Bensenville**. **Helen Ewald** retired May 31 after 47 years of service. Good Luck to all of you.



LIDSTROM-LUNT. **Linda Lidstrom**, daughter of System Telephone Supervisor **Ed Lidstrom**, and **Daniel Lunt** of **Elmhurst, Ill.**, were married at the **First Baptist Church** in **Elgin, Ill.**, on April 13. A reception was held at the **Blue Moon** in **Elgin**.

entire trip was so enjoyable. It was a real treat, however, to see Dennis participate native-style in the ceremony surrounding the removal of the pig from the roasting pit at one of the luaus they attended.

Donald Wylie, assistant chief engineer, and his wife Pat followed with two glorious and hectic weeks of sight-seeing in Portugal and Spain. His most memorable experience was their stay in an authentic 10th Century castle in Portugal. Each day was filled with "mucho" history, art and culinary delights.

Once again that elusive little fellow Cupid has aimed his arrows in our direction. First casualty was Arthur Leonard, senior communications inspector. Art and Dorine Schmidt of Genoa, Ill., were married on March 8. We wish the best of luck to them.

Wedding bells also rang out for Linda, the eldest daughter of System Telephone Supervisor Ed Lidstrom. Linda and Daniel Lunt of Elmhurst, Ill., were married on April 13 in the First Baptist Church in Elgin, Ill.

Alex Grattoni, assistant engineer-communications, and Stephanie Reisenbuchler of Palatine, Ill., were engaged on April 5.

Congratulations to Grampa M. A. "Andy" Haight, senior signal inspector, on the birth of his third grandchild—a little boy. Jamie was born to Andy's daughter Candice and son-in-law Randy Bush on May 5.

Farewell and good luck to R. A. "Al" Farrow who was promoted from signal inspector to testman with territory in



Strengthening the Milwaukee Road's ties with overseas shippers, four railroad representatives completed a May business trip to Far Eastern nations to talk with governmental and business leaders. Shown here attending a reception in Tokyo, Japan, are, left to right, George H. Kronberg, vice president-traffic; William J. Quinn, Milwaukee Road chairman and chief executive officer; Glenn F. Reynolds, vice president-market development and pricing, and George F. Flynn, the railroad's director of sales in the Orient. The trip took members of the group to other cities in Japan, to Hong Kong, and to cities in Korea and Taiwan, where they met with industrialists and governmental officials to discuss the Milwaukee Road's rapidly-growing import and export traffic with these nations. One goal of the visit in Japan was to set up movements of grain for export through Pacific North Coast ports served by the Milwaukee Road, Mr. Kronberg said.

his home state of Iowa.

Calvin M. Reed died on May 11. Cal began working for the Milwaukee Road in 1907 as a telegrapher in Chicago's Relay Office. In 1967, after almost 60

years of loyal service, Cal retired from his position as chief operator in that same office. Services were held at the Smith-Corcoran Funeral Home on May 15. He is survived by his son, James.



Ruth McKelvey (center), chief clerk in the Pass Bureau, and **Maurice P. Burns** (second from right), manager of passenger services, retired recently from the Milwaukee Road's Passenger Department in Chicago, Ill. Shown with them are, left to right, Valerie Belmonte, secretary, now with the Freight Department; Karen Neely, secretary; Bill Kohl, assistant to manager-passenger services; C. C. Dille, general manager-passenger services, and Robert Cermak, passenger sales representative, now with the Freight Department. Ruth started with the Milwaukee Road in 1957 as a clerk in the Pass Bureau. In 1970 she was promot-

ed to chief clerk and retired from that position on May 31. Mr. Burns began his railroad career in the Passenger Rate Department in Chicago in 1926, and held various positions there and in Seattle, Wash., and Butte, Mont., prior to becoming district passenger agent in Tacoma, Wash., in 1947. In 1960 he became general agent in the Seattle Passenger Department and in the same year became assistant manager of passenger services at Chicago. He came to his most recent position in 1968, retiring on June 30. Mr. and Mrs. Burns live in Schaumburg, Ill.

The Corporate Planning Department

(continued from page 2)

ance as needed in developing the planning abilities in individual departments.

Economic factors play a major role in the work of our department. We develop, coordinate, review and revise methods of analysis for major capital budget programs. This involves the establishment, constant evaluation and, if necessary, the reassessment of company priorities. We are also involved in developing five-year projections of revenue and asset needs.

Another of our areas of activity is to assist in developing improved forecasting techniques for monthly, annual and longer-range revenue estimates. In addition, we guide and assist in the development of reporting systems which are needed for improved budgeting and control of expenses and for the measurement of performance and achievement.

Our department has a wide range of responsibilities. A brief discussion of some of our recent activities will help show how these responsibilities are translated into programs and policies.

We have recently completed an assessment of the relative importance of the railroad's line segments as they relate to the revenue-generating capacity of the company. This assessment can serve as a basis for marketing, operating and maintenance activities.

A new budgeting and responsibility reporting system is under development and should be in effect in 1975.

Our department is now the center of the coordination of annual capital expenditures programs for fixed property and equipment.

We have assisted in developing five-year programs for the acquisition of locomotives and freight cars. These long-term programs can serve as the base for detailed planning for the acquisition and maintenance of those assets which support the railroad's services and revenue-generating capacity.

As part of our support function we also have the responsibility for all activities involving computer operations. A staff of twenty-eight is involved in developing new major computer support functions for all departments. This staff also maintains close liaison with the data processing activities conducted by the operating systems section in the Operating Department.

An even larger staff is required to provide computer operating support for all departments. This involves the daily operation of two major computer hardware systems and the data entry support required for these systems. At present our computer hardware consists of two IBM 360/50 systems. Plans, however, are being implemented to replace this equipment with the latest model IBM 370 hardware. One 370 system will be in operation by October, and the second system will go on-line by July, 1975. The 370 systems will provide the company with the latest in computer hardware as well as with the capacity to expand our data processing functions.

Office of Manager Disbursement Accounting

Frani Field, Correspondent

We welcome our new clerks Julia Petersen and Carol Schneider.

Sincere condolences to Dolly Scholtes whose father died suddenly and to Shirley Center on the death of a dear aunt.

A big thank you and congratulations for a job well done to Dolly Scholtes,

Marilyn Bottigliero, Buddy Moore, Julia Petersen and Diane Larsen, who were not able to sit at their desks during the week of May 20 because on May 19 they rode their bicycles 30 miles to collect money for the American Cancer Society. We also congratulate Vicky Mackreth for doing such a great job selling poppies for the Veterans.

We welcome back Ellen Bonini who, with her husband, took a Caribbean

cruise and toured San Juan, Curacao and St. Thomas. Welcome back to Chris Ward who went to Kentucky for a joyous and gala event, the celebration of her mother's 94th birthday.

Helen Munding, who has been with the Road for 30 years, retired on July 12, and Thelma Doyle, who has been with the Road for 20 years, retired on July 19. Congratulations and best wishes for a long, healthy retirement, Helen and Thelma.

Office of Manager-Capital Expenditure Accounting

Marion J. Kuniej, Correspondent

Dorene, the daughter of Irene Stasiak, bill and analysis clerk, was married to Thomas Wackerfuss at Sheil Center at Northwestern University Campus on Aug. 17. A reception was held at William Tell Restaurant. The young couple will live in Northbrook, Ill., after a European honeymoon. Irene's cousin from St. Louis, Mo., officiated.

Dolly Kochanski, accounts clerk, and her husband Joe vacationed in Hawaii recently.

Welcome to Sharon Kusnerz who joined our office as a comptometer operator. Sharon previously worked in the Office of Manager-Equipment Accounts.



Cashier Vince Rundgren (second from right), who has more than 45 years of service with the Milwaukee Road, receives a handshake and a silver pass from Treasurer Charles L. Schiffer (right). Vince started with the railroad in 1927 in the Ticket Auditor's Office at the old Fullerton Ave. Office Building in Chicago, Ill. He came to the Treasurer's Office in Union Station in 1941 where he has worked since. Shown here are several of Vince's co-workers. They are, left to right, Assistant Treasurer Fred Voss, Voucher Clerk Roni Schneider, Steno-clerk Ida Gotti and Assistant Cashier Marge Egan.

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Expo '74 pays tribute to Milwaukee Road

Expo '74 President King F. Cole (left) congratulates William J. Quinn, chairman and chief executive officer of the Milwaukee Road, on behalf of the world's fair in Spokane, Wash. The ceremony took place on July 11 at the Washington State Pavilion at Expo '74, where a permanent plaque will soon be in-

stalled honoring the Milwaukee's contribution of land to the City of Spokane which helped make the Expo possible. The Washington State Pavilion is located on the site previously occupied by the Milwaukee Road's Freight House. The land is located near the bank of the picturesque Spokane River.