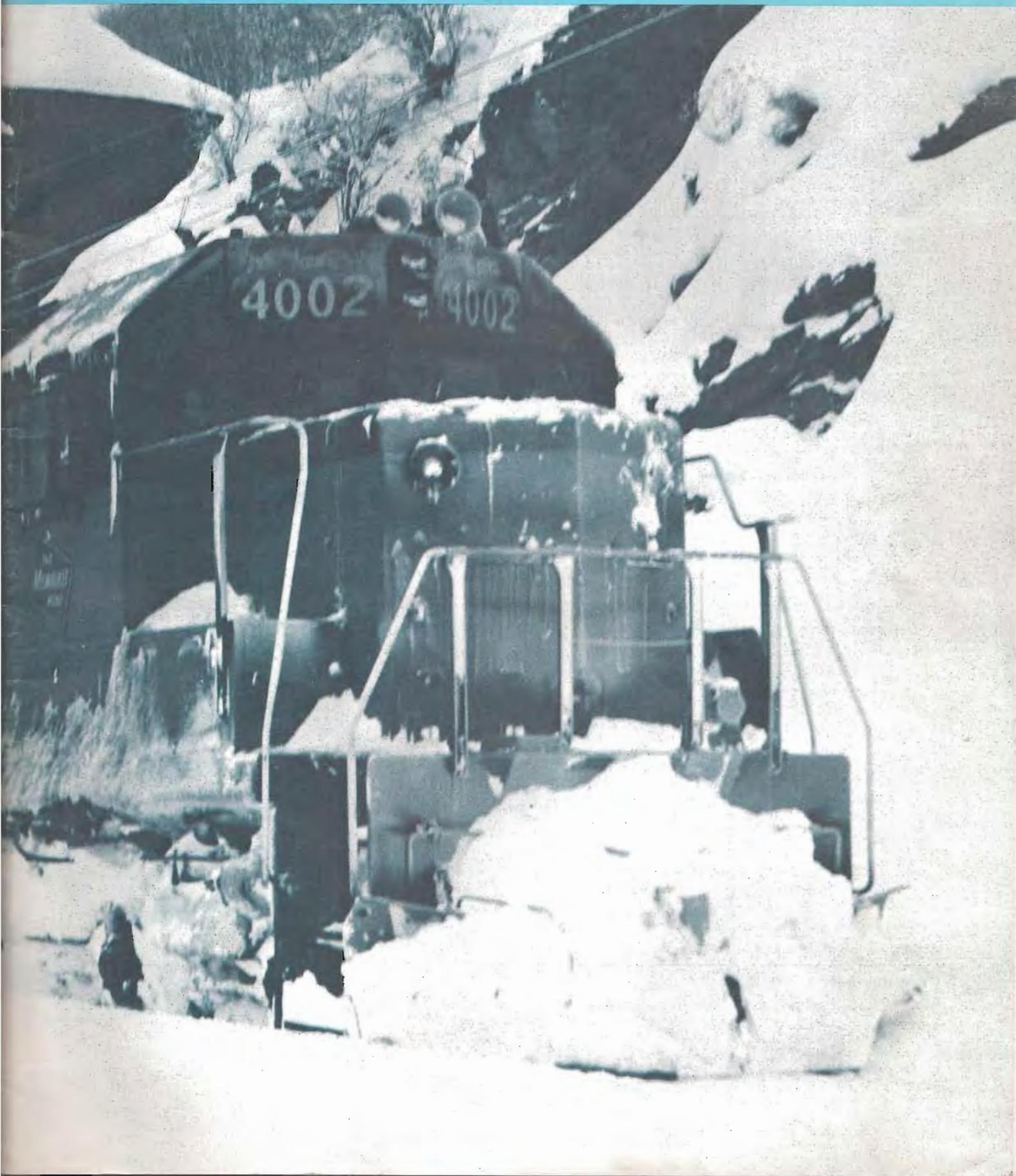


**THE
MILWAUKEE ROAD
MAGAZINE**

DECEMBER, 1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD





To my fellow employees:

1974 has been a year of progress for the Milwaukee Road. It has also been a difficult year in many ways because of an unsettled economy here in our country, and the direct effect on our well-being resulting from decisions often made a half a world away. The coming year looks like a continuation of many of these trying circumstances.

In spite of this, I think we can take some measure of encouragement from what has been accomplished and look at the year to come with the expectation that our strengthened position will help us in working through some difficult conditions. Our physical plant has been improved, we have had a good program of acquisition of new equipment, and we have made several strong steps in further improving our ability to anticipate and respond to the needs of our customers.

In the final analysis, we all know that real progress in accomplishing our objectives comes not so much from machinery and equipment, but rather from the combined working relationships of Milwaukee Road people. If we are a better or stronger company at year end, as I think we are, the real strength results from a higher degree of mutual respect and basic human decency between people.

I would like to take this opportunity to say "thank you" for your past year's efforts and to extend to you and your family my very best wishes for a Merry Christmas and a Happy New Year.



**THE
MILWAUKEE ROAD
MAGAZINE**

VOL. 62 DECEMBER, 1974 No. 10
PUBLIC RELATIONS DEPARTMENT

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Magazine Editor

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Member,
Association
of Railroad
Editors

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Cover

Extra freight train arrives eastbound in the Milwaukee Road yard at Avery, Idaho, with Engineer Ronald Olinger at the throttle. Photo by Wade Stevenson.



transport briefs

ICC conditionally approves UP-RI merger

The Union Pacific (UP) has been conditionally authorized by the Interstate Commerce Commission (ICC) to acquire the Chicago, Rock Island and Pacific Railroad (RI) by merger. The action came 11 years and 4 months after the case began with the filing of a petition by the Chicago and North Western seeking control of the RI. The ICC order conditions the UP acquisition of the Rock Island on the transfer of certain portions of the RI to the Santa Fe, the South Pacific and the Denver and Rio Grande Western. Protective conditions attached to the approval would affect nearby railroads, including the Milwaukee Road.

Rail earnings inadequate, AAR says

Although operating revenues for the nation's railroads rose to a record high of \$12.6 billion for the first nine months of 1974, the industry's level of earnings continued to fall below adequate levels, the Association of American Railroads (AAR) said. The industry's rate of return for the 12 months ended Sept. 30 was 3.71%, far short of the 10% needed by railroads to keep up with rising prices and to establish a sound financial base, according to an AAR spokesman. While industry-wide operating revenues climbed to a record high of \$4.4 billion in the third quarter of 1974, operating expenses, taxes and rents also set a record high of \$4.1 billion.

FRA issues tank car order

The Federal Railroad Administration (FRA) has ordered the nation's railroads to stop the free-roll switching of tank cars containing flammable pressurized gas. The order went into effect on Oct. 27.

Railbox starts car fleet

RBOX is the new freight car reporting symbol appearing on box cars belonging to the Railbox car pooling plan. Railbox, short for the American Rail Box Car Co., is a wholly-owned subsidiary of the Trailer Train Co., which in turn is owned by railroads. About 9,000 of Railbox's new yellow-and-black 50-foot box cars will be in service by the end of next year and will be used in a free-running car pool available for loading to any destination. Under present rules an empty car must be returned in the direction of its owning road. So far, 137 railroads have asked the ICC for approval to join the Railbox plan.

Social Counseling Program helps 200 people during first 2 years

Two years ago Bob Hickle moved into an office in Milwaukee, Wis., and opened the railroad's Social Counseling program for employees. Since that time the scope of the program has widened and more than 200 people have been helped by it.

Today the Milwaukee office is staffed by Bob and his assistant, Jack Mulhollon. A second office was opened this year in the Seattle-Tacoma area, manned by Counselor

Jim Moss. Bob hopes to see additional offices set up to serve other railroad locations, although he and his staff are available now to respond to calls anywhere on the railroad, day or night. In two years social counselors have been to each of the railroad's 16 states to see employees who needed help.

More than half of the people referred to Bob's office were counseled for problems related directly to

alcoholism. Others sought help for financial or marital problems or were counseled on drug problems and other personal matters. Regardless of the problem involved, Bob's biggest task has been to get people to admit that they need help and then get them to seek it.

"People have come to us from all walks of life on the railroad," he says.

While Bob and his staff have impressive credentials in their field, they are also familiar with community and private programs that can help employees with problems that require special attention. But, they admit, they can't be of use to an individual unless he comes to them.

Asking people why they came to the Social Counseling program for help, Bob found that most were referred by supervisors or union representatives. But in the past several months, more and more people have been sent by fellow employees. Bob sees a significant trend developing. "This means that people are out beating their buddies on the back, trying to get them to seek help," he concludes.

Although Bob still finds employees who have not heard of his program, he thinks that most railroaders have learned about the service during its two years of existence. Getting people familiar with the program, he feels, is only the first step towards getting people to realize that its success is really up to them.

Social Counseling Offices:

Seattle-Tacoma: Suite 175, Airport Center Office Building, 18601 Pacific Highway, South, Seattle, Wash. 98118. The 24-hour telephone number is (206) 246-5285.

Milwaukee: Suite 107, 7441 West Greenfield Ave., Milwaukee, Wis. 53214. The 24-hour telephone number is (414) 475-6757, or call company extension 227 in Milwaukee.

GENERAL CHAIRMEN'S ASSOCIATION

C. M. ST. P. & P. RAILWAY



Savanna, Illinois
November 5, 1974

To the Editor:
Milwaukee Road Magazine
516 West Jackson Blvd.
Chicago, Ill. 60606

Dear Sir:

During the Milwaukee Road General Chairmen's Association semi-annual meeting of September 19, 1974 it was unanimously agreed that; in view of the extension of Mr. Bob Hickle's social counseling services by way of establishing the West Coast office, the General Chairmen of this Association reaffirm their support of, and encourage the use of, this service by any of our fellow employees who may need help with problems in the fields of problem drinking, mental illness, marital problems, financial planning, use of drugs, job counseling, or advice in these areas for members of the employees' immediate families. With best wishes, I remain—

Very truly yours,

J. E. Brodbeck
Secretary/Treasurer



Newly-appointed assistant vice presidents and area managers, left to right, are Lee I. Larson, William R. Bickley, Arthur E. Bourgeault, George A. Sansverie, Douglas A. Keller, M. E.

"Mac" McCarrell, Douglas C. Workman, Claire M. Barnard, George V. Valley, Gail F. Meintzer, Harry A. Sauter, J. Harold Mitcham and Van Dunfee.

Three sales zones to be created on Jan. 1

Three assistant vice presidents will take charge of newly-created sales zones in a major reorganization of the Milwaukee Road's field sales force on Jan. 1.

The change is the first phase of a four-year plan to restructure the sales and service section of the Traffic Department, according to Donald M. Wiseman, vice president of sales and service. Mr. Wiseman said that the current change is a response to changes in the economy and reflects an attempt to delegate more authority to the field sales staff.

Each assistant vice president will be in charge of one of three new sales zones that divide North America into three geographic areas.

Assistant vice president-east sales zone, headquartered in New York, N.Y., will be George V. Valley, presently regional manager-sales in New York. Douglas C. Workman, who is presently regional manager-sales in Detroit, Mich., will become assistant vice president-central sales zone with headquarters in Chicago. Douglas A. Keller will leave his post as assistant vice president-sales to become assistant vice president-west sales zone in Seattle, Wash.

The position of assistant vice president-sales and all eleven regional manager-sales posts will be replaced by the new organization structure on Jan. 1.

New sales zone assistant vice presidents will report directly to Mr. Wiseman and will manage the activities of ten area sales managers. Area managers will coordinate the work of district sales offices, with only minor changes taking place in district office personnel and locations.

New area managers in the east sales zone will be:

George A. Sansverie, area manager-New York; M. E. "Mac" McCarrell, area manager-Atlanta, and Lee I. Larson, area manager-Pittsburgh.

Central sales zone area managers will be Van Dunfee, area manager-Chicago; William R. Bickley, area manager-Milwaukee; Arthur E. Bourgeault, area manager-Minneapolis, and Gail F. Meintzer, area manager-Des Moines.

West sales zone area managers will be Harry A. Sauter, area manager-Seattle; Claire M. Barnard, area manager-Spokane, and J. Harold Mitcham, area manager-Portland.

Explaining the reorganization, Mr. Wiseman said that he expects a greater amount of decision-making to be done in the future by managers closer to field sales operations. He said that each sales zone assistant vice president will take on some responsibilities formerly held at railroad headquarters in Union Station in Chicago, enabling top-level managers to concentrate on short- and long-range planning activities.

E. W. "Jake" Jacobson will become the Milwaukee Road's director of sales in Tokyo, Japan, on Jan. 1, succeeding George F. Flynn who will retire.

Mr. Jacobson is a 38-year Milwaukee Road veteran and will leave his present position as district manager of sales at Tacoma, Wash. He brings to his new job a background in international shipping as a result of his railroad sales work with the Ports of Tacoma and Longview, Wash.

New Signalmen must complete 10 months of training



Class 5 of Basic Signal Training was held in Tacoma, Wash., where the class was graduated on Nov. 2, 1973. Seated, left to right, are W. G. Anderson, signal inspector; Daniel L. Pegram; Joel R. Boren; Edward J. Carter; Jerry L. Brown, and C. L. Imhauser, supervisor. Standing, left to right, are Waldo E. Kuchling, Mike A. Sealund, Chuck M. DeNune, Chris E. Lange, Larry F. Owings, Elton E. Trieble, Roger A. Hinthier, and Loren Sandstrom, staff engineer.



Class 6 graduated on Oct. 19, 1973, at Milwaukee, Wis. Kneeling, left to right, are class members Jim B. Hamilton, Steve N. Kuruzovich, Vic R. Weber, and Todd A. Thiede. Standing, left to right, are Tom J. Hanlon, supervisor-signals and communications; Joe C. Budziak; Larry J. Goodman; Chuck R. Jacobson; Joe E. Sobieszcyk; Bill A. Springer, and Donald Wylie, assistant chief engineer, signals and communications.

Fifty-seven students have been graduated since the beginning of formal training for prospective signalmen in 1970.

Training is conducted by the signal and communications section of the Engineering Department and is the result of an agreement between the Milwaukee Road and the Brotherhood of Railroad Signalmen. Successful completion of ten months of training, including six one-week classroom sessions, is now a requirement for all new employees who will some day be installing and repairing the railroad's signal equipment that controls train movements and crossing gates.

Training for western employees was conducted in the relay repair shop at the Tide Flats in Tacoma, Wash. Sessions were held under the direction of Paul Mather, signal engineer.

Tacoma sessions were presented by Staff Engineer Loren Sandstrom of Chicago, Supervisor Charles L. Imhauser and Senior Inspector M. A. Haight.

Training for prospective signalmen is also held at the signal training school in Milwaukee, Wis. Classroom sessions make use of model track layouts to demonstrate track and signal control circuits for automatic block signals, highway crossing signals and interlocking plants. Actual blueprints and signal equipment commonly found on the Milwaukee Road are used in the classroom. During non-classroom weeks, trainees work with signal department employees on actual signal installation and maintenance projects.

Overall goal of the on-going training program, according to Donald Wylie, assistant chief engineer, signals and communications, is to provide uniform training for prospective signalmen and signal maintainers throughout the railroad.

Past training programs often relied upon the trainee's ability to absorb as much knowledge as possible

Milwaukee crews score High on Amtrak runs

Amtrak trains operated by Milwaukee Road train and engine crews between Chicago and Milwaukee logged a 90 per cent on-time performance during September, according to Amtrak.

The Milwaukee Road recorded an on-time performance of 88.9 per cent on the Chicago-Minneapolis run for the month, and the Milwaukee Road shared a 99.0 per cent on-time standing with the Burlington Northern for the Chicago-Seattle passenger run. The Milwaukee operates Chicago-Seattle Amtrak trains between Chicago and Minneapolis.

Number of trains operated on each run during September was: Chicago-Milwaukee: 300. Chicago-Minneapolis: 18. Chicago-Seattle: 102. Average on-time performance for all trains operated by railroads for Amtrak was 83.1 per cent in September.



The first engineer training class graduated at Western Ave., Chicago, Ill., on Sept. 30. Under the direction of Traveling Engineer-Trainmaster Earl A. Stuebner of the Chicago Division, each student successfully passed the training program and machinery and air examinations. Graduates and their instructor, left to right, are Emil T. Huart, Jr., Mark W. Kody, Robert S. Pulford, Daryl W. Mann, Dave R. Williams, Craig L. Flietl, Earl A. Stuebner, Ronald E. Nemeck, Larry R. Ninis, Ray Nelsen and George D. Pulford.



Class 7 of Basic Signal Training, conducted in Milwaukee, Wis., was graduated on Aug. 9. Shown here, left to right, are M. A. Haight, senior signal inspector; Roland Addison; Dan Hammersmith; Dan Pierce; Jim Romandy; Kevin Kriigel; Pat Harrington; Bob Mertens; Mike Maska, and Donald Wylie, assistant chief engineer, signals and communications.

about signal systems while working with other employees. Increasing use of more sophisticated signaling equipment made this apprenticeship method of teaching inadequate, and steps were taken within the signal and communications section to write a technical training course based on a suc-

cessful program in use on the Canadian National Railroad.

The resulting training program is a combination of signal theory and application designed to enable students to approach field assignments with confidence and to prepare graduates for advancement.

Milw. Shops paints Bicentennial engine

Happy Birthday America! To help observe the nation's 200th birthday the Milwaukee Road has painted one of its diesel-electric locomotives in a colorful and appropriate design of red, white and blue. Lettered "1776 — America's Bicentennial — 1976", the freight locomotive rolled freshly-painted from the Milwaukee Shops on Nov. 27. Its first assignment will be to help power the Milwaukee Road's transcontinental freight trains between Chicago and Seattle-Tacoma.

The idea to paint the locomotive was suggested by Arthur N. Danz, Jr., a brakeman at the Bensenville, Ill., freight yard. The engine selected is a 3,000-horsepower model SD40-2 unit and it is representative of the newest and largest diesels in the Milwaukee's fleet.

The bicentennial locomotive will be in service during the balance of this year and throughout 1975 and 1976.

In addition to transcontinental service, the colorful engine will be assigned to trains on mainline routes on the railroad's 10,200-mile system.

Milwaukee

Steam

part two

Early years of the 20th Century saw the use of more steel in the construction of railroad cars, and they became heavier and could carry greater loads. Commerce was growing, and freight and passenger trains grew in size to keep up with the demands. These years were highlighted by the appearance of bigger and more powerful steam locomotives, a trend that continued until almost the end of the steam era. This story concludes a two-part series about the Milwaukee Road's steam engines.

1910: The Pacific

The first Pacific 4-6-2 type used by the railroad was built at the Milwaukee Shops in 1905. This was only an experiment and it was not until 1910 that 70 Class F3 Pacifics and 20 Class F4 Pacifics joined the railroad's engine fleet. By this time the Milwaukee's Atlantic types had be-

come outclassed for heavy passenger service and the 4-6-2 Pacifics were designed to combine the speed of the Atlantics with increased pulling power.

In addition to power, interchangeability of parts was one of the major advantages of the Milwaukee Pacifics. The boilers of the F3s and F4s, for example, were identical to those on

the K1 Prairies. The firebox of the F3s and F4s was the same as that used on the L1 and L2 Mikados. This interchangeability did much to simplify shop inventory and economize maintenance.

Between 1910 and 1912 the Milwaukee Shops built 20 Class F5 Pacifics. Fifty more F5s were produced for the Milwaukee by the American Locomotive Company (ALCO). The F5s were similar to the F4s but had certain refinements that increased their power.

The Milwaukee's 4-6-2s often headed passenger trains operating between Chicago and the Pacific Northwest. But with the completion of the electrification project in the early 1920s, most of the Pacifics were reassigned to service east of Aberdeen, S. D.

In the late 1930s and early 1940s, four veteran Pacifics—two F3s and two F5s—went through major rebuilding and modification programs to become the streamlined power for the Chippewa and Midwest Hiawatha passenger trains. The majority of the Milwaukee's Pacifics were scrapped between the mid-1930s and the end of World War II, although a few of these engines remained in service until the early 1950s.

1920s: The Baltic and Northern

Beginning in the late 1920s, the Milwaukee gradually began to replace Pacifics as the line's premier passenger engines with Class F6 Hudson type 4-6-4 locomotives. The Hudsons were first developed for the New York Central, which generally named its engine types after rivers. On the Milwaukee, however, the 4-6-4s were commonly referred to as



Pacific "F". Powered by a Class F3 4-6-2 Pacific, the Milwaukee Road's famous Pioneer Limited looked like this in 1927. Engine 6123 had 79-inch driving wheels, weighed just under 250,000 pounds, and produced a tractive effort of 31,870 pounds. In 1910 the Milwaukee Shops built 20 Class F4 Pacifics that were intended for use on mountain divisions. These engines were identical to the F3s except for smaller driving wheels. Engine 2163 was built by the American Locomotive Co. in 1910 and remained in service until 1934.



Baltic types. Both the Pacifics and Baltics were designated Class F by the Milwaukee, although they had different wheel arrangements.

The Baltics put out over 2,000 pounds more tractive effort than the most powerful Pacifics, the F5s. They proved to be extremely capable and quick, especially on the 421-mile run between Chicago, Ill., and Minneapolis, Minn. Other Baltics powered passenger trains such as the Olympian at a quick pace over the 914 miles between Minneapolis and Harlowton, Mont.

The best known Milwaukee Baltics were the six Class F7s built by Alco in 1938. Designed for Hiawatha service, these engines carried the distinctive streamlining that came to be associated with this famous passenger train. Over 103 feet long, these 216,000-pound locomotives commonly recorded speeds in excess of 100 miles per hour and they were capable of hitting 120 miles per hour.

At about the same time the F6 Baltics were placed in service, the giant 4-8-4 Northern type Class S1 engines made their first appearance on the Milwaukee Road. Used for both passenger and freight service, the Northerns were designed to have as many interchangeable parts with the F6s as possible. Most of the Milwaukee's 4-8-4s were built by Baldwin in 1937 and 1938 and these engines were classified S2.

In 1944 the railroad acquired 10 Alco-built Class S3 Northerns. Because of wartime demands, these engines were constructed largely from non-critical materials. Although somewhat larger than the S2s, the S3s

Northern "S". Built big to handle big freight trains, this Northern 4-8-4 stands ready for its next assignment in Milwaukee, Wis. Engine 212 was built by Baldwin in 1937 and cost the railroad \$135,787. Typical of the forty units of Class S2, 212 with its tender was more than 110 feet long and weighed almost 900,000 pounds. Its tender held 25 tons of coal and 20,000 gallons of water. This powerful engine was equipped with a superheater, enabling it to produce higher steam temperature and pressure than conventional locomotives. With its eight 74-inch-diameter driving wheels, this engine put out a tractive effort of 70,816 pounds.

were less powerful.

The big Northerns rendered good service until the end of the steam era on the Milwaukee. These engines could haul heavy freight trains and

keep them rolling at a steady 55 miles per hour without losing steam. The 4-8-4s could also handle an 18-car passenger train with ease.

A total of 53 Northerns were used



Baltic "F7". Streamlined Hudson/Baltic F7 charges down the track just south of Elgin, Ill., in 1941. These beautiful 4-6-4s were the pride of the Milwaukee Road's passenger locomotives. Put in service to replace the less-powerful streamlined Atlantic locomotives, these engines also made their bow to progress when they were replaced by diesel engines. The Milwaukee's six F7s were scrapped between 1949 and 1951.



by the Milwaukee Road. All of them were in service when the railroad phased out its steam operations in the early 1950s.

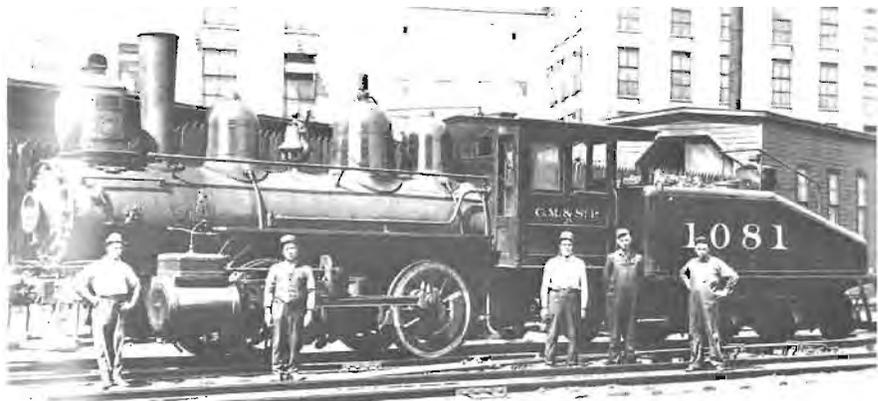
Steam Switchers

Throughout the entire steam era switching engines made up a large and very important part of the Milwaukee's locomotive fleet. These engines were found in every yard and terminal operated by the railroad and they were often assigned to branch line service.

The first switchers used by the Milwaukee had an 0-4-0 wheel arrangement and were designated Class J. During the 1870s and 1880s the railroad acquired almost 90 of these engines. Most of the Class J switchers were scrapped or sold between 1910 and 1920.

Beginning in the 1890s, and continuing until about 1914, the Milwaukee added a large number of Class I 0-6-0 switchers to its engine fleet. Many of the Class I engines remained on the active roster until the

Gear Drive. This Shay pattern engine is shown here in the early 1900s as it pulls a logging train on the Long Lake Line in Wisconsin. The geared driving mechanism can be seen on the side of the eight 32-inch-diameter driving wheels of this unusual locomotive, which was built in 1908 and sold by the Milwaukee in 1927. Engine 1499 weighed 50,000 pounds and was just over 36 feet long, including tender.



Switchers "J" & "D". Limited working space and constant stop-and-go operations in freight yards required specially-built engines. These switch engines had small tenders which gave engineers greater visibility when backing. Since they ran at low speeds, switchers had no pilot and trailing wheels. A typical 0-4-0 Class J3, engine 1081 (above) weighed about 65,000 pounds, was under 30 feet in length and put out a moderate 13,000 pounds of tractive force. This old switcher was built by Grant in 1893 and was retired in 1925. A rare sight was this 0-8-0 Class D1 (below) which was built by Baldwin in 1913. Only two of these big switchers ran on the Milwaukee, and both were acquired through purchase of the Chicago, Terre Haute and Southeastern Railway in the 1920s. This unit was scrapped in 1951.



late 1940s and early 1950s.

The Mogul

One of the smallest groups of engines used by the Milwaukee was the Class M 2-6-2 Mogul type. Although widely used by other lines, the Milwaukee had purchased only seven Moguls before it obtained 16 more 2-6-2s as a result of the acquisition of the Chicago, Terre Haute & South-eastern Railway Company and the Chicago, Milwaukee & Gary Railway in the early 1920s.

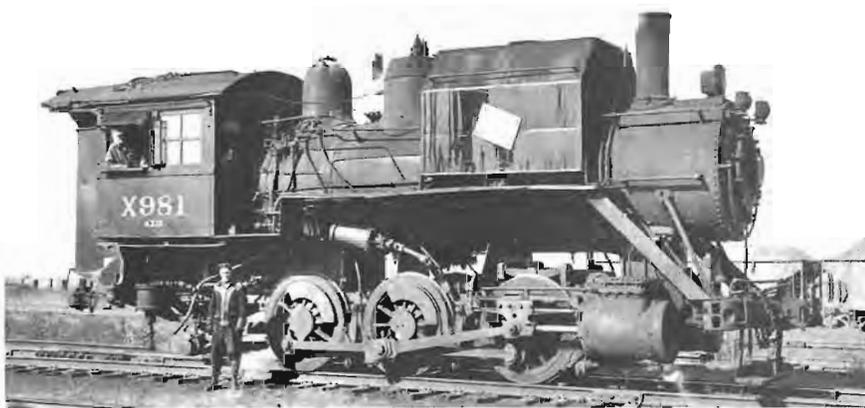
Moguls were relatively light in weight. A 2-6-2 built for the Milwaukee by Baldwin in 1905 weighed just over 113,000 pounds and produced a tractive effort of approximately 20,000 pounds. The few Moguls on the Milwaukee were used mainly for light freight service on branch lines.

Narrow Gauge.

Another small group of unusual locomotives belonged to the Milwau-



Locomotor. Similar in appearance to a baggage car, 594 was one of the Milwaukee Road's two Locomotor engines. Car bodies of the units were built by the Pullman Co. The Ryan Car Co., subsidiary of the Locomotor Co., built the engines and mechanical equipment. Billed as a smokeless alternative to the conventional steam locomotive, the Locomotor did not last long due to its chronic mechanical problems.



Transfer Engine. This small transfer engine was built from a Class I5 0-6-0 switch engine originally built at the Milwaukee Road's shops in 1909. With the addition of a box-shaped water tank mounted saddle-fashion over its boiler and a small coal box attached to the engine cab, this unit ran without a tender, although it needed frequent coal and water stops. X981 is shown here in the Bensenville, Ill., freight yard in 1952, two years before it was scrapped. The "X" designation is used to indicate equipment that is not intended for revenue service or off-line operation.

kee Road's narrow gauge fleet. At one time the Milwaukee operated six of these narrow gauge engines, all obtained with the acquisition of a small Iowa railroad in 1879.

Narrow gauge equipment ran on a 3-foot-wide track rather than the standard 4'8½". Narrow gauge lines sprouted throughout the Midwest in the 1870s because they were cheaper to build than their wider counterparts. These lines were eventually consolidated into major railroads and converted to standard gauge or abandoned.

The Milwaukee's narrow gauge engines were arranged in four classes

according to wheel arrangement: MN-1 (2-6-0), NG (4-4-0), NM-2 (2-6-0) and NC-1 (2-8-0). All were assigned to the railroad's narrow gauge line that ran between Bellevue and Cascade, Iowa. This line was in operation from 1878 until the early 1930s. One of the narrow gauge engines was scrapped in 1918, another in 1926, and the remaining four were sold with the line in 1933.

Gear Drive

Among the most interesting steam engines owned by the Milwaukee were two Shay pattern geared locomotives built at the Lima works. The pistons of these engines drove gear-fitted rods that meshed with cogs on the driving wheels. Both of the railroad's geared engines, designated Class X1 and X2, served in hilly



Baltic "F6". On July 20, 1934, this Baldwin-built F6 Hudson/Baltic broke the world's record for sustained high speed by steam power. On a 53.38 mile stretch of the Chicago to Milwaukee main line, engine 6402 attained an average speed of 92.07 miles per hour. At one point 6402 was clocked at 103.5 miles per hour. During the run this engine was pulling a five-car train that weighed 735.5 tons. This speedy locomotive was scrapped in 1954.



Retirements

Applications Reported During Sept.-Oct. 1974

Loren D. Abbott, conductor, Mitchell, S.D., retired May 18.

Edward J. Adametz, section foreman, Boscobel, Wis., retired Sept. 13.

Reinert J. Amundson, lieutenant of police, Minneapolis, Minn., retired Sept. 30.

Margaret J. Anderson, freight claim clerk, Chicago, Ill., retired Sept. 30.

Lyndon H. Bailly, train dispatcher, Tacoma, Wash., retired Sept. 27.

Edward E. Batko, machinist, Tomah, Wis., retired Sept. 30.

Edward E. Baun, section foreman, Summit, S. D., retired Aug. 23.

John E. Beard, conductor, Terre Haute, Ind., retired Sept. 28.

Anthony J. Becker, carman welder, Milwaukee, Wis., retired Oct. 17.

Merle L. Benzer, chief engineer, Milwaukee, Wis., retired Sept. 10.

Adam Bialorski, electrician, Milwaukee, Wis., retired Sept. 20.

Wilbur L. Birkholz, switchman, Chicago, Ill., retired Oct. 1.

Charles J. Bobage, conductor, LaCrosse, Wis., retired Aug. 9.

Gligic Bogdan, carman, Milwaukee, Wis., retired April 16.

Mike Bosanec, welder, Milwaukee, Wis., retired Sept. 3.

Russell W. Burke, detector car operator, LaCrosse, Wis., retired Sept. 30.

Elmer W. Busse, machinist helper, Chicago, Ill., retired Sept. 30.

James A. Butchcof, conductor, Tacoma, Wash., retired Aug. 31.

Ray W. Byrer, crane operator, Princeton, Ind., retired Aug. 30.

Warren J. Childers, station agent, Enumclaw, Wash., retired Aug. 30.

Rolland Clemmons, trainman, LaCrosse, Wis., retired Sept. 30.

Joseph H. Cole, signal maintainer, Tacoma, Wash., retired Aug. 5.

William E. Corcoran, yard conductor, Madison, Wis., retired Aug. 30.

Jose C. Cruz, laborer, North Bend, Wash., retired Aug. 30.

Cornelius E. Curran, district general car foreman, Chicago, Ill., retired Sept. 30.

Edward J. Deboth, conductor, Green Bay, Wis., retired Sept. 20.

Eben G. Dickinson, conductor, Three Forks, Mont., retired Aug. 28.

Myles Donaldson, cook, Chicago, Ill., retired June 1973.

Robert R. Duell, conductor, Malden, Wash., retired Sept. 25.

James E. Dulski, switchman, Milwaukee, Wis., retired June 21.

Frederick C. Dunow, switchman, Council Bluffs, Iowa, retired Sept. 3.

D. R. Ellinger, carman, Tacoma, Wash., retired Aug. 30.

Alvin C. Erickson, yard foreman, Austin, Minn., retired Oct. 1.

Henry Faerber, carman, Milwaukee, Wis., retired Feb. 22.

John C. Fenno, assistant division engineer, Milwaukee, Wis., retired Aug. 31.

Edmund Fitzpatrick, special officer, Chicago, Ill., retired Sept. 22.

Donald M. Glass, inspector, St. Paul, Minn., retired Sept. 13.

Owen C. Gore, switchman, Milwaukee, Wis., retired April 26.

James F. Hagone, stationary engineer, Deer Lodge, Mont., retired Sept. 30.

Dale M. Haller, operator, Davis Junction, Ill., retired Sept. 30.

Robert H. Hankins, conductor, Malden, Wash., retired Sept. 26.

L. P. Hansen, foreman, Cedar Rapids, Iowa, retired Sept. 25.

Stephanie M. Hargus, suspense clerk, Chicago, Ill., retired Sept. 18.

Bruce R. Harper, crane operator, Chicago, Ill., retired Sept. 10.

W. A. Hilton, assistant roadmaster, Tama, Iowa, retired Aug. 31.

E. A. Houser, machinist, Chicago, Ill., retired Aug. 30.

Lyle D. James, freight sales representative, Chicago, Ill., retired Oct. 1973.

Howard F. Jeglum, conductor, Three Forks, Mont., retired Sept. 3.

Chester H. Johnson, carman, Tacoma, Wash., retired Oct. 1973.

George F. Jones, agent, Pipestone, Minn., retired Aug. 30.

John L. Kampwirth, assistant bridge engineer, Chicago, Ill., retired Sept. 30.

Harry W. King, material manager, Milwaukee, Wis., retired Sept. 3.

Clarence O. Kitzman, roadmaster, Beloit, Wis., retired Aug. 16.

Frank J. Kogelmann, yard conductor, Milwaukee, Wis., retired July 25.

Florian P. Kuklinski, section foreman, Tomah, Wis., retired Aug. 7.

Miner L. Larson, signal maintainer, St. Paul, Minn., retired Oct. 1973.

Alfred L. Marston, locomotive engineer, Sioux Falls, S. D., retired Sept. 30.

Elisha McDonald, stockman, Clinton, Ind., retired Aug. 15.

George H. McKenna, yardmaster, Milwaukee, Wis., retired Aug. 30.

P. M. McLean, trainmaster, Miles City, Mont., retired Aug. 31.

Anton Meier, section foreman, Woonsocket, S. D., retired Aug. 16.

Anthony R. Mesich, general foreman, Milwaukee, Wis., retired Sept. 27.

Frank Michor, blacksmith, Milwaukee, Wis., retired Oct. 2.

James Miklovich, welder, Milwaukee, Wis., retired Aug. 30.

Fred C. Mittelbach, pass conductor, Milwaukee, Wis., retired Sept. 4.

Edgar R. Mohn, locomotive department, Montevideo, Minn., retired Oct. 13.

Philip Moscinski, carman-derick, Bensenville, Ill., retired Sept. 13.

Edgar H. Murphy, conductor, St. Paul, Minn., retired March 31.

Henry W. Niedringhaus, conductor, Moberly, S. D., retired Sept. 27.

Emil J. Oseen, pipe fitter, Milwaukee, Wis., retired Aug. 30.

Chester Pemberton, watchman, Kirkland, Ill., retired June 5.

Edmund C. Petrick, conductor, Minneapolis, Minn., retired Sept. 27.

Albert A. Rabine, machine operator, Austin, Minn., retired Aug. 1973.

Jimmie E. Roberts, maintenance, Chicago, Ill., retired Sept. 30.

Raymond R. Rydlewicz, foreman, Milwaukee, Wis., retired Oct. 7.

Peter Salach, stower, Chicago, Ill., retired Sept. 30.

Donald R. Sangren, switchman, St. Paul, Minn., retired Sept. 9.

Joseph L. Schiffer, yardmaster, LaCrosse, Wis., retired Aug. 31.

Virgil Schurhammer, machine operator, Wabasha, Minn., retired Aug. 26.

Wesley F. Seidel, telegraph operator, Hilbert, Wis., retired Aug. 17.

Raymond H. Siepe, foreman, Milwaukee, Wis., retired March 31.

Daniel K. Smith, chief clerk, LaCrosse, Wis., retired Oct. 4.

Harvey F. Strutz, switchman, Chicago, Ill., retired Feb. 22.

Don H. Stubing, conductor, Milwaukee, Wis., retired Sept. 28.

Harold J. Swank, chief clerk, Austin, Minn., retired Sept. 13.

Morley V. Tubbs, crew caller, Bensenville, Ill., retired Sept. 30.

Lumir Vacek, engineer, Savanna, Ill., retired Aug. 26.

Gordon H. Vanwormer, freight conductor, Portage, Wis., retired Sept. 28.

Q. & A.

What changes will new railroad retirement law bring in 1975?

Congress has enacted legislation to restructure the railroad retirement system beginning Jan. 1. The legislation was based on recommendations negotiated by a joint committee of railroad management and labor representatives. That committee was formed at the direction of Congress to propose a plan that would put the railroad retirement system on a sound financial basis. The new law is intended to remove a number of inconsistencies from the previous law and to preserve the existing equities of career railroad employees.

To this end, the Railroad Retirement Act of 1974 represents a completely restructured system and introduces a two-tier type benefit along the lines recommended by a Presidential Commission on Railroad Retirement.

The following questions and answers illustrate the major changes made in the railroad retirement system:

Q: What is meant by a "two-tier railroad retirement system"?

A: The regular annuity consists of two components. The first tier of a railroad retirement annuity is an amount calculated in roughly the same way as social security benefits are determined and is based on the employee's work both inside and outside the railroad industry.

The second tier is a staff type benefit based solely upon the employee's work in the railroad industry. These two tiers are separate from a supplemental annuity and the so-called "windfall" component described in subsequent questions.

Q: I am retired. All my work was in the railroad industry. How does this

new law affect my railroad retirement annuity?

A: You are guaranteed that you will continue receiving at least as much in benefits under the new benefit structure as you previously received.

Q: I am a career railroad employee who never worked under social security. I'm eligible to retire in 1974. Will my benefits be higher if I wait until 1975?

A: It depends on a number of circumstances, but in the great majority of cases, an individual such as yourself would be better off if he continued his railroad work for at least one month in 1975 before he retired. Additional amounts are payable to employees with service in 1975, and your wife may benefit from the change in spouse annuity eligibility requirements effective Jan. 1, 1975. However, if an individual is age 65 in November of 1974 and consequently has a supplemental annuity eligibility closing date of Dec. 31, 1974, he would lose his supplemental annuity by working after Dec. 31, 1974.

In any case, contact the nearest U.S. Railroad Retirement Board office for advice.

Q: I am still working in the railroad industry and won't be eligible to retire until 1977. Will the annuity I get in 1977 be more, or less, as a result of this legislation?

A: There is no one answer to this question that would apply to everyone. Most employees retiring in the three years after December, 1974, will receive somewhat higher amounts. The amount of an individual employee's annuity depends on the amount of his earnings and railroad service, as well as the date he retires. Those retiring in the eight years following the changeover date of Jan. 1, 1975, are guaranteed to receive no less than the amounts that would have been payable under the previous law, excluding social security benefits, because of a grandfather or savings clause.

Q: After the expiration of the eight-year grandfather clause, will the annuities awarded to future retirees be lower than those that would have been payable under the previous law?

A: Not necessarily, since the tier I benefit provided by the new law's formulas will be adjusted automatically for cost-of-living increases, the same way social security benefits are increased after specified rises in the Consumer Price Index, and the tier II benefit is subject to four smaller cost-of-living increases. While annuities paid under previous law were also increased because



Appointments

Personnel Dept.

Effective Sept. 1:

Earle D. Adamson appointed director of organization and manpower planning, Chicago, Ill.

Operating Dept.

Effective Sept. 1:

Raymond L. Laszkiewicz appointed general foreman, freight shop, Milwaukee Car Shops, Milwaukee, Wis.

Edward D. Wacker, station agent, Choteau, Mont., retired Sept. 6.

William H. Walton, dining car steward, Chicago, Ill., retired Sept. 22.

Ulysses S. Wigfall, clerk, Chicago, Ill., retired Sept. 13.

William A. Wilkinson, locomotive engineer, Austin, Minn., retired Sept. 28.

Arthur B. Winkels, carman, Austin, Minn., retired Aug. 20.

Norman A. Wright, switchman, Chicago, Ill., retired Aug. 31.

Howard R. Young, switchman, St. Paul, Minn., retired Aug. 29.

Max J. Zielinski, checker, Chicago, Ill., retired Oct. 11.

Ronald H. Zuehl, engineer, Milwaukee, Wis., retired March 1971.

Effective Oct. 1:

Gorden A. Jonasson appointed assistant superintendent, LaCrosse Division, LaCrosse, Wis.

Jack L. Hummel appointed trainmaster, Twin City Terminal Division, St. Paul, Minn.

Effective Nov. 1:

Ernest F. Buchholtz appointed general car foreman, Chicago, Ill.

Effective Nov. 4:

Gerald E. Vogtli appointed assistant traveling engineer, Bensenville, Ill.

Traffic Dept.

Effective Oct. 1:

Vincent M. Clarke appointed manager-customer relations, Chicago, Ill.

Michael J. Coomes appointed manager-pricing-lumber, Chicago, Ill.

Gorden T. Sims appointed assistant district manager-sales, Madison, Wis.

Effective Nov. 1:

Dennis R. Owens appointed director of equipment and service planning, Chicago, Ill.



Here's how we're doing...

	Third Quarter Ending September 30,		Nine Months Ending September 30,	
	1974	1973	1974	1973
RECEIVED FROM CUSTOMERS:				
for hauling freight, passengers, mail, etc.	\$105,771,107	\$90,198,152	\$301,358,433	\$268,813,905
PAID OUT IN WAGES:				
(Labor in operating expenses)	45,595,827	42,467,643	130,339,988	122,739,117
Per dollar received (cents)	43.1	47.1	43.3	45.7
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	7,838,502	5,061,979	22,267,355	14,490,550
Per dollar received (cents)	7.4	5.6	7.4	5.4
ALL OTHER PAYMENTS:				
for operating expenses, taxes, rents and interest.	53,209,422	44,091,872	145,338,746	129,544,201
Per dollar received (cents)	50.3	48.9	48.2	48.2
Ordinary Income (loss)	(872,644)	(1,423,342)	3,412,344	2,040,037
CARLOADS OF REVENUE FREIGHT CARRIED:				
Number of cars.	239,723	249,203	724,508	757,530
1974 under 1973	9,480		33,022	

New railroad retirement law

(continued from page 15)

of the rising cost of living, these increases in the regular formulas required legislation; they were not automatic. The formulas provided by previous law included three increases aggregating 52 per cent which were granted on a temporary basis only. Congress had indicated that these increases could not be made permanent until the railroad retirement system was put on a sound financial basis.

In any case, employees retiring after changeover can benefit from the more liberal requirements for supplemental annuities, and their wives may benefit from changes in the requirements for spouse annuities. Survivor annuities were also substantially increased.

Q: What type of annuity increase will a retired employee get in the future?

A: There are two types of annuity increases for retirees — one for each tier.

The tier I part of your annuity will be increased automatically under cost-of-living provisions as explained above. At present it appears the first such tier I increase will be effective in June, 1975.

Starting in June, 1977, the tier II part of your annuity is also subject to a separate cost-of-living increase, but it will be based on only 32.5 per cent of the preceding year's increase in the Consumer Price Index.

Q: What changes are there in supplemental annuity age requirements?

A: Under previous law, no supplemental annuity was payable until age 65. Effective Jan. 1, 1975, an employee with 30 years of service whose regular annuity begins after June 30, 1974, can receive a supplemental annuity as early as age 60.

However, employees who retired before July 1, 1974, and those with less than 30 years of railroad service, must still be age 65, as in the past, before they can receive a supplemental annuity.

Q: What about wives' annuity age requirements under this new system?

A: In 1975 a full spouse annuity is payable at age 60 to the wife of a retired employee age 60 or older with 30 years of service, if the employee's regular annuity began after June 30, 1974. Under previous law, every employee had to be age 65 before his wife could

be eligible for a reduced spouse annuity at age 62, or an unreduced annuity at age 65.

For an employee age 62 to 64 with less than 30 years of service whose regular annuity begins after Dec. 31, 1974, the new law lowers the age required of such an employee for his wife to be eligible for a spouse annuity. In 1975 the employee need only be age 62 for his wife to receive a reduced annuity at age 62 or a full annuity at age 65.

If an employee meets the appropriate age requirements, his wife is eligible for an unreduced spouse annuity at any age when she is caring for a minor or disabled child, as under previous law.

Q: My husband retired a few years ago. Is there any change in eligibility requirements for me?

A: The eligibility requirements for wives of 30-year employees who retired before July 1, 1974, and for the wives of 10 to 29-year employees who retired before 1975 were not changed. Your husband must still be at least 65 years old and you must be at least 62 for a reduced annuity, or be age 65, or have a minor or disabled child in your care, to be eligible for a full annuity.

Take train ride now, Amtrak advises

Holders of Amtrak passes have been advised by Amtrak to plan their vacations during the off-season in order to take advantage of greater space availability. With the heavy summer travel season over, Amtrak has announced that restrictions on the use of the Amtrak pass, known as the Rail Travel Privilege Card, have been eased.

For example, it is now possible for eligible pass-holders to use their cards to obtain most classes of accommodations on all trains in the Amtrak system. The only trains still restricted are the Silver Meteor between Dec. 13, 1974 and April 30, 1975, and all Metroliners and New York-Boston Turbo trains.

In addition, the four-hour limit on advance reservations has been lengthened to 24 hours prior to train departure time. The following four restrictions still govern the use of the

Rail Travel Privilege Card:

Metroliners and Boston-New York Turbo trains: Present policy continues. These trains are prohibited to all free and reduced-rate travel unless the pass document contains an endorsement reading "Restricted" or "Good for Metroliners and Turbo trains."

Silver Meteor: Between Dec. 13, 1974 and April 30, 1975, this train is prohibited to all free and reduced-rate travel. No pass document, regardless of endorsements, will be honored for transportation on this train.

Coach Space on Other Reserved Trains: No person riding on a free or reduced-rate pass may make a reservation more than 24 hours prior to his scheduled departure time. The purpose of the 24-hour limit is to insure that the traveling public is not preempted by pass-holders.

Sleeping Cars: All sleeping car space must be secured through a reservation made within 24 hours of the passenger's scheduled departure time. No sleeping car space may be secured on any train by a pass-holder once he has boarded.

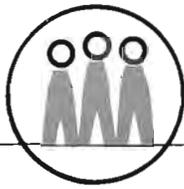
Amtrak also recommends that retirees allow adequate time for renewal of their Rail Travel Privilege Cards. Retired employees, unlike active employees, must renew their cards annually.

About two months prior to the expiration date appearing on their cards, retirees should file form NRPC-93 with the railroad's pass bureau in Chicago. In most cases, the form can be obtained from the office of the supervisor under whom the individual worked just prior to retiring. That office will assist in preparing the form and in submitting it to the pass bureau.



With a 40-foot long trailer as their canvas, a group of young Chicago, Ill., artists painted this colorful mural portraying endangered animal species. The trailer was one of several provided by Clipper Express for the group to paint. The Milwaukee Road and its motor carrier subsidiary, Milwaukee Motor Transportation Co. (MMTC), have been providing space at the Peoria Street piggyback terminal where the artists have been working on the trailers. The group, headed by Richard Alonzo, has painted murals in the Chicago area, and undertook the trailer

project through the West Town Community Art Center. Harold Davis, MMTC supervisor at Peoria Street, was impressed with the artists' work and arranged to have the trailer appear in the Mt. Vernon-Washington Heights Community Organization's parade in Chicago. The unique trailer is shown here after the parade as it undergoes scrutiny by area youngsters. MMTC driver Ralph Mars volunteered his time to drive the MMTC tractor which pulled the trailer in the parade.



About people on the railroad

Coast Division

Portland

Bee Biehler, Correspondent

Office of Regional Manager-Sales

Sales Department

Leaving Dec. 1 for an 18-day European educational tour and cruise are Cindy, Sheri and Brad Smithson, teenage children of Una Smithson, secretary to District Manager-Sales R. E. Hollingsworth of Salt Lake City, Utah. They will fly to London and be joined there by other youths from six countries. The program, sponsored by the International Consortium of Education, allows full school credit and only honor students are eligible.

The Transportation Club of Portland held their annual Fall Golf Outing at the Forest Hills Golf Club at Cornelius, Ore., on Sept. 27. Tied for second low gross was District Manager-Sales R. D. LaHatt and tied for third low net was L. W. Cashner, sales representative.

Enrolled at Oregon State University, Corvallis, Ore., as a freshman is Robyn Biehler, daughter of your correspondent. Robyn is majoring in Physical Education. She has pledged Delta Delta Delta sorority and has been elected treasurer of her sister pledges.

Other students enrolling in colleges include Bob Gordon, Jr., son of Agent and Mrs. R. M. Gordon, at Portland State University; Russell Tripp, husband of Darla Tripp, secretary to Agent R. M. Gordon, at Portland State University, and Cindy Smithson, daughter of Una Smithson, secretary to District Manager-Sales R. E. Hollingsworth, at the University of Utah, Salt Lake City.

District Manager-Sales and Mrs. R. H. Fortney of our Eugene, Ore., office traveled via Amtrak recently to vacation in San Francisco.

Seattle

Lena J. Derr, Correspondent

Office of Regional Manager-Sales

Regional Data

Brooke Henderson, former switchboard operator for the Milwaukee, is the new comptometer operator in the Regional Data Office. Teri Winters was presented with a lovely charm bracelet from her co-workers on her last day of work, July 15, after six years with the Milwaukee. During that time she held various rate positions in the office.

Bill and Betty Whalen vacationed for a month, visiting relatives and friends in Iowa, Wisconsin and Minnesota. Cora Webster and her husband vacationed at various towns in Alaska, taking the narrow gauge railroad from White Horse to Skagway and returning home by ship via Vancouver, B.C. Barbara King spent her vacation in Anchorage, Alaska, with friends. Barb recently underwent back surgery and will be recuperating at her home for some time. Lee Tillman took advantage of his short vacation to make home improvements.

Real Estate Department

Due to installation of the new Centrex System, Astrid Norman, former switchboard operator, has become a member of this department. She is assisting in the secretarial department. On Oct. 7 Karl E. Jensen joined the department as real estate and industrial research analyst. Karl and his wife have two children and they live in Bellevue, Wash.

International Sales

Wendee Werner returned to the International Sales Department on Aug. 12, and Jayne R. Blackstock joined the department on Oct. 16.

District Sales

Sales Representative Mike James and his wife Nancy became the proud parents of Amy Michelle on Oct. 2. Gerri Egan, secretary to District Manager-Sales Jack Werner, left the Milwaukee to move to Wenatchee, Wash., on Oct.



Vern L. Shipley, retired roadmaster at Tacoma, Wash., shows how he hopes to be spending much of his retirement. Vern made this salmon catch at Westport, Wash.

15. Gerri was presented with a gold bracelet and three charms at a coffee party held in her honor. Judi Sawyer took the position of secretary to the district manager-sales.

Sympathy is extended to the family of Herman (Mike) M. Hermann and his brothers Ted Hermann, chief clerk in the District Sales Office, and Stony Hermann, who recently retired from the Milwaukee. Mike's accidental death on Oct. 12 was a tragedy to all and he will be missed by those who knew him.

L. R. Gates and his wife Gertie recently vacationed in Oregon. Doug Nighswonger and his wife Ona moved into a large house in the Renton, Wash., area. Doug is the assistant clerk in the District Sales Office.

Marketing and Pricing

Arthur Smith and his partner, George Lewis, placed first in a duplicate bridge tournament on Oct. 6. In December they will represent Seattle against Vancouver, B.C. Congratulations, Art!

The Pricing Department had their annual picnic at Hi-Dive Resort in Puyallup, Wash. Kay Miller, secretary to general manager-marketing and pricing, recently spent a few days in Oregon and California.

Retirees

Laura Schaub and her husband Hilary are taking advantage of her extra time now that she has retired. They left Seattle on Oct. 23 to visit relatives in Wisconsin, Illinois, Louisiana and Florida.

A. J. (Woody) Woodward, retired demurrage inspector, died at his Seattle home on Sept. 19. Mr. Woodward entered the service of the Milwaukee Road in 1915 and retired at Seattle in 1950. He is survived by his widow, Edith, one son and one daughter.

Local Freight Office

Ruth Taisey, secretary to Freight Agent Al Swanson, left the Milwaukee Road Oct. 31 to begin a new career. A luncheon was held in her honor. Good luck, Ruth.

Assistant Agent Lee Hopkins entered the hospital for surgery on Nov. 4.

Adjustment Services

Mr. and Mrs. Roy Jorgensen spent the last two weeks of August touring British Columbia, Canada, and the Okanogan area. They especially enjoyed the old gold mining town of Barkerville, B.C.

Blood Bank

Do you know that for more than 25 years an account in the name of the



Ellensburg, Wash., Section Foreman Delbert Fifield (center) receives a safety award from Roadmaster Cecil W. Geelhart (left). Attending the presentation is Robert J. Finnegan, Coast Division safety engineer. The award cites Mr. Fifield's 35 years of service without an accident.

Milwaukee Service Club has been maintained at the King County Blood Bank. Seattle? The account name has recently been changed to Milwaukee Railroad. During those 25 years, several hundred units of blood have been dispensed through this account for the benefit of employees and their dependents. Sixteen employees met at the bank recently to donate blood for an employee scheduled for surgery. The need for blood becomes increasingly great and any employee or family member able to donate is urged to do so—specifying that it is for the Milwaukee Railroad account. Employees in need of blood should contact Harold Emel, Roy Jorgensen, Harold Whatmore or Bernie Johnson.

Spokane

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Everyone on the Coast Division has been busy making arrangements for the interdivisional runs, which became effective Nov. 1. Cle Elum, Malden and Avery were eliminated as terminals and St. Maries was established as a terminal in place of Malden. Crews now operate from Tacoma to Othello, Othello to St. Maries, and St. Maries to Albion.

Congratulations to Earl Winther, district manager-sales, who was recently elected to the Board of Directors of the Spokane Transportation Club.

Retired Yard Clerk Melvin L. Thoreson died on Oct. 24 in a Spokane hospital at the age of 74. He started with the Milwaukee in 1944 and worked 25 years before retiring. He is survived by his widow, Pauline, and his brother.

Our World's Fair ended Nov. 3. Fireworks, a torchlight parade and special musical performances were highlights of the closing program. It all ended with the lights of the Fair being turned out as the band played "Til We Meet Again." An invitation was extended to President Ford to participate in the closing ceremonies.

Rocky Mountain Division

Deer Lodge Area

Barbara Wales, Correspondent
Office of Division Engineer

H. S. Knowles, substation foreman, was recently presented with a Superior Service Award in recognition of 19 years with no reportable personal injuries to employees under his jurisdiction. We are grateful to men like Hank, who have helped to keep the Rocky Mountain Division in first place this year for the President's Safety Trophy contest.

Time Revisor Denise Gransbery was honored on her birthday at a luncheon attended by Superintendent Office clerks Vicki Carlson, Kathi Coughlin and Helen Jovick. She also received one yellow rose from one of the men in Train Service.

Retired Substation Operator George K. Friend died recently in Deer Lodge. He retired in 1954 after working at Morel for 33 years as substation operator. He is survived by his widow; a son, George M. of Richmond, Cal.; a daughter, Mrs. David Bogut of Deer Lodge; five grandsons, and eight great-grandchildren.

D. F. "Budd" Corneil, chief carpenter,

underwent surgery recently, but he expects to return to work very soon.

Friends of Clerk Jerry Bensch at Missoula, Mont., will be happy to learn that he is back at work after his recent illness.

Sympathy is extended to the family of retired B&B Foreman Floyd Damschen on the loss of his father-in-law, Ernest Hanson.

Oct. 31 marked the end of an era for the small town of Avery, Idaho, as trains began running from Albion, Mont., to St. Maries, Idaho, without stopping in Avery to change crews. With the run-through, came the closing of the Avery Beanery at 1:00 a.m. on Nov. 1. This will be the first time in more than 50 years that this landmark has not been open to feed the incoming and outgoing train crews at any time, day or night.

Trainmaster Clerk Kathy Coughlin's last day at work was Nov. 5 and she was treated to lunch by some of her co-workers.

Retired Conductor Rex E. Logan died in a Missoula hospital recently. He was a brakeman and conductor for the Milwaukee for over 38 years, retiring in July, 1974. He is survived by his widow Loretta, a son and daughter-in-law, three sisters and a brother.

Helen Jovick is filling in as relief clerk in the superintendent's office for vacationing Time Revisor Bruce Hamblin.

Carman Tom McGuire and his wife Jeannette are the proud parents of a girl, Angela Marie, born Sept. 25. Angela's grandmother is Donna McGuire, yard clerk at Deer Lodge, and Clarence A. Murphy, conductor at Three Forks, Mont., is Angela's great-grandfather.

Missoula Section Foreman Mike Monaco received his Silver Pass in Octo-



Section Foreman Gilbert C. Morgan (right) of Smyrna, Wash., receives best wishes for his retirement from Othello, Wash., Roadmaster Elmer G. Lottes. Gilbert retired on July 15 with 46 years of service on the Milwaukee Road.



Substation Foreman H. S. Knowles (left) receives his Superior Service Award card from A. E. "Rusty" Landers, general foreman-substations, at Deer Lodge, Mont. The award salutes Mr. Knowles for his 19 years of service without a disabling injury to any of his crew members.

ber. He started working for the Milwaukee as section laborer in April, 1929, and was promoted to section foreman in October, 1936. He has worked the entire time around Missoula and west to Avery. He and his family reside in Missoula.

Harlowton - Great Falls

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Electric locomotive E-57-B, which worked in the Harlowton yards for many years, has been donated to the city of Harlowton by the Milwaukee Road. After a new paint job, E-57-B will be placed in City Park.

Wheatland County Memorial Hospital received a bequest of over \$10,000 from the estates of former Engineer and Mrs. Roy Gee of Harlowton.

Harry Morrison, 86, a resident of Geraldine and Lewistown, Mont., for many years, died after a long illness. He retired from the Milwaukee in 1953.

Over 30 friends attended a retirement party for Section Foreman Tony Peccia of Judith Gap, Mont. Tony retired after 38 years of service with the Milwaukee.

Fred Hillson died recently in Lewistown. Mr. Hillson retired in 1961 after 25 years with the Milwaukee. Charles L. Lane died at his home in Roundup, Mont. Mr. Lane retired from the Milwaukee in 1964.

Retired Engineer and Mrs. Ed Hahm of Checkerboard, Mont., a small resort area west of Harlowton, entertained at a dinner for retired Milwaukee Roaders. This has become an annual event. Some of those attending were Don Keeler, Rusty Coward, Earl Burrows, George Phillippe, Ernie Stein and Tex Cox, all of Harlowton. Roy Rank of Colusa, Calif., and Bill Beaver of Miles

City, Mont., also attended.

Section Laborer Fred R. McIntyre of Judith Gap retired after 31 years with the Milwaukee Road.

Stationary Fireman George Harris died recently at his home in Harlowton. George began working for the Milwaukee Road in 1940. He is survived by his widow, two daughters and two sons.

There was a large attendance representing over 2000 years of railroading at the Harlowton Milwaukee Road Women's Club's 50th Anniversary dinner. At least two families were represented by one or more of five generations on the Milwaukee.

Holdred Pemberton furnished background music, President Irene Davis gave the welcome and invocation, Bea Trapp MC'd the affair, Berniece Fake composed and gave the highlights of minutes of the Club since its inception and Allen Tovey gave each attendant a beautiful paperweight of a 50 year gold seal set in plastic. Musical numbers were presented by Elaine Hanzlik, Holdred Pemberton, Martha and Sarah Davis, and Richard and Jim Knudson. Speakers for the event were H. J. Mahoney and E. H. Mielke.

Locomotive Engineer A. L. Marston of Sioux Falls, S.D., retired on Oct. 1 after 33 years of service.

We extend our deepest sympathy to Agent J. B. McGuire and family of Sioux City on the death of Mrs. McGuire on Sept. 28 in the Hawaiian Islands. She was on an educational tour for United Air Lines. Survivors include Mr. McGuire; a son, John; two daughters, Mrs. Pattie Heinke and Jayne Ellen, and one brother, Lewis Hayden



GRIFFITH-HILL. Janet Griffith, daughter of retired Yard Clerk and Mrs. Homer Griffith of Harlowton, Mont., and Switchman Keith Hill were married at Wesleyan Church at Harlowton. Janet is a graduate of Eastern Montana College and is now employed at Harlowton Clinic.



Section Laborer Don Fellows (right) receives membership in the Wise Owl Club from Harlan Johnson, district safety engineer at Deer Lodge, Mont. Don received the distinction by wearing safety glasses and avoiding a serious eye injury. The glasses were struck by a small rock dislodged from the roadbed while Don was applying rail anchors with a maul.

of Oxford Junction, Iowa.

Retired Telegrapher Raymond L. McNertney died Sept. 17 at a Sioux City hospital after a long illness. Mr. McNertney retired in 1964 after 43 years of service. He is survived by his widow.

Dr. K. "Tom" Casey, son of Roundhouse Foreman and Mrs. K. S. Casey of Sioux City, has received his degree of doctor of chiropractic at Palmer College of Chiropractic at Davenport, Iowa. He and his family will live in Davenport where he will become assistant professor of X-ray at the college.

East End

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

Wayne Hill, son of Brakeman and Mrs. V. A. Hill, was married on July 7 to Peggy Pettigrew. The couple will make their home in Miles City where the groom is employed.

Rod Slater, son of Conductor and Mrs. Kermit Slater, was married to Vickie Ranae Heck in Bozeman, Mont., on Sept. 7. The couple will make their home in Bozeman. Rod is a brakeman for the Milwaukee and works out of Three Forks, Mont.

Judy Slater, daughter of Conductor and Mrs. Kermit Slater, was married on Aug. 31 to Leigh Goodrich. The couple will make their home in Kennewick, Wash.

Michele Virag, daughter of Engineer and Mrs. William Virag, was one of two students picked at Custer County High School to perform with the 100-member All-State Band in Billings,



Three recent retirees honored at Miles City on Aug. 16 are shown here receiving congratulations from Agent M. H. Heiser (right). Left to right, they are, Conductor Bob Beauchot, Yardmaster John McElroy and Brakeman Vern Hill. Bob started as a switchman at Harlowton, became a brakeman in 1941 and conductor in 1944. Bob and his wife will continue to live in Miles City. John joined the railroad in 1938 and became a yardmaster in 1948. John and his wife Liz will continue to live at their home in Yellowstone Valley. Vern started with the railroad in 1938 and transferred from yard to road service in the 1960s. Vern and his wife Louise have no immediate retirement plans.

Mont. Michele plays clarinet and is a junior.

Congratulations to Brakeman and Mrs. Dennis Hafra on the birth of a son on Oct. 19. Galen is the couple's first child. Grandparents are Conductor and Mrs. W. H. Beever.

Retired Dispatcher and Mrs. Earl Farr celebrated their 68th wedding anniversary on Oct. 28. They were remembered by many of their friends with calls, cards and flowers. Pearl and



Retired Section Foreman and Mrs. Dewilma H. Guy celebrated their 50th wedding anniversary on July 28 at Missoula, Mont. About 170 friends and family members attended the reception and buffet supper. Mr. Guy started working for the Milwaukee Road at Bonner, Mont., in 1927. During his career he worked as foreman at many Montana locations, including Ringing and Garrison. He came to Missoula in 1954 and retired there in 1968.

Earl have been blessed with reasonably good health during their many retirement years.

Melita Taggart, daughter of retired Store Helper and Mrs. H. H. Taggart, has been employed by Montana Social Rehabilitative Services in Billings. She has 28 counties under her jurisdiction and works with the deaf and hard-of-hearing. Under her program, three persons have been placed in jobs and she hopes that more will find jobs soon. Melita graduated from Custer County High School in Miles City and received her B.A. at North-Central Bible College in Minneapolis, Minn.

Mr. and Mrs. Doug Kulesa announced the birth of a son on Aug. 28, and have named him Ky DeWitt. Ky is the couple's third child. Proud grandparents are retired Shovel Operator and Mrs. L. J. Kulesa. Doug and his family live in Denver, Colo.

Mrs. Emma Wright died at the age of 80 in Cheyenne, Wyo. Mrs. Wright was the widow of retired Machinist Helper W. W. Wright. Burial was in the Custer County Cemetery in Miles City.

IM&D Division

Sioux City Area

Marie B. Franken, Correspondent

Office of District Manager-Sales
Sioux City

The twelfth annual retirement banquet for employees of the old SC&D Division was held on Oct. 6 at Sioux City. About 140 persons attended to honor employees who retired during the past year. Entertainment was provided by the Music Maids and by Conductor

and Mrs. Kenny Knoernschild. Door prizes were contributed by Engineer C. F. Willett.

East End

R. D. True, Correspondent

Office of Superintendent

Chief Clerk H. J. "Babe" Swank retired on Sept. 30 after 45 years of service with the Milwaukee Road at Austin. Babe started with the Milwaukee Road in the Superintendent's Office, working in various positions until 1953 when he was appointed chief clerk to the Superintendent.

Babe was born, raised and graduated from school in Austin and has been active in community affairs, especially the Junior Chamber of Commerce. He and his wife Hazel have two sons, Richard in Amado, Ariz., and Fred in Eugene, Ore.

They were honored at a luncheon in Sioux Falls, and at a coffee party at Austin.

The couple plans to travel to see their sons and friends in the Southwest and South, and do some golfing and perhaps some fishing.

Golf Tournament

The 10th Annual Milwaukee Road Golf Tournament was held at the Ramsey Golf Course at Austin on Sept. 8, with 89 entries. Guests included Marie Fairfield, widow of former Assistant Superintendent Dick Fairfield, in whose memory the Dick Fairfield Memorial Trophy was donated, and two of her sons-in-law, Tom Maddox and Steve Guckeen.

Winner of the championship flight and the trophy donated by Western Railroad Supply Co. was Quinn Johnson, a member of our Section Forces at Oakland, Minn. He shot a 75 to take the honors and will have his name placed on the Dick Fairfield Memorial Trophy. Runner-up in the championship flight with a 78 was Gene Smith, yard clerk at Austin. Gene won a playoff to break



Section Foreman Mike Monaco (right) receives his Silver Pass from Division Engineer F. L. Striebel at Missoula, Mont.



Quinn Johnson (second from right) shot a 75 to capture the winner's trophy at the 10th Annual Milwaukee Road Golf Tournament at Ramsey Golf Course at Austin, Minn. Shown here, left to right, are Gene Smith, championship runner-up; Bill Ban-

non, division superintendent; Mrs. Marie Fairfield; champion Quinn Johnson, and Roger Lotto, representative of the Western Railroad Supply Co.

a tie with Phil McKeown of Minneapolis.

Roger Lotto, representative of Western Railroad Supply, presented the trophy to Quinn Johnson. Mrs. Fairfield was on hand with the Memorial Trophy. Noel McGuire from the Milwaukee Motor Transportation Co. at Austin took fourth place.

First flight winners were Larry Carroll, Perry, Iowa, first; Buzz Miller, Twin Cities, second; Chub Newberry, Onalaska, Wis., third, and Bob Johnson, Lake Crystal, Minn., fourth.

Second flight winners were Gene Groh, Farmington, first; E. W. Benson, Milwaukee, second; Craig Bradash,

Austin, third, and Greg Williams, St. Paul, fourth.

Third flight winners were H. J. Rafferty, Austin, first; Art Kalland, Austin, second; Ray Neve and Bill Bannon, Austin, third and fourth, respectively.

Fourth flight winners were John Rains, Minneapolis, first; R. McAlister, Austin, second; Garth Seavey, Austin, third, and R. Siebel, Rockford, fourth.

Fifth flight, Jack Malek, Decorah, first; Tony Palaia, St. Paul, second; F. R. Stanley, Spencer, third, and Mike Shannon, Mason City, fourth.

Sixth flight, Connie Masyga, Austin, first; Ared White, Mason City, second; Howard Wytaske, Austin, third, and Ed Carroll, Austin, fourth.

Milwaukee Road employees and retirees from a good portion of our system were present and the tournament committee hopes to make the 11th Annual Road Golf Tournament even bigger.

Austin, Minn., Chief Clerk H. J. "Babe" Swank is presented with a \$100 bill from employees by Superintendent Bill Bannon (right). Babe and his wife Hazel were honored at a retirement luncheon in Sioux Falls, S. D.



Twin City Terminals

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

M. J. "Bud" Miller of the B&B Department was honored at a retirement party on July 12. Bud had 36 years of service with the Milwaukee Road.

Douglas Gadiant of the Materials Division resigned his position so that he can return to school. He plans to become a lawyer.

Benny Lubow and his wife celebrated their 40th wedding anniversary on Aug. 12.

While Car Foreman Max Knospe and his wife vacationed in the West, his home was ransacked and several valuable items were taken.

Minneapolis Car Department Laborer C. J. Olson retired on July 12. Mr. Olson started with the Milwaukee Road



Miles City Conductor Ruskin "Rusty" Golden (left) receives best wishes for his retirement from Agent M. H. Heiser. Rusty and his wife Ruth have done some traveling since his retirement and Rusty expects to stay busy with his carpentry jobs. He began his career as a brakeman in 1943 and became a conductor in 1947. The Golden's will continue to live in Miles City.

in 1945. He will continue to live at 1713 15th Ave., S., Minneapolis, Minn.

Congratulations to Electrician Dennis Leonard and his wife on the birth of a girl. Locomotive Department Laborer and Mrs. John Romie are the parents of a boy, born Sept. 23.

Daughter of Locomotive Department Chief Clerk Paul Biedrzycki, Kay Reinke and her husband Ray, have returned to the United States after a stay with the Army in Germany. They will be stationed in the state of Washington.

Car Department Shop Schedule Engineer Kenny Beck and his wife enjoyed a visit to Milwaukee and attended the annual Veterans Association Reunion.

The Twin City Chapter of the Women's Club held their annual Christmas party with catered dinner on Dec. 11 at the Halvorson Bowers V.F.W. Hall. Each one attending brought food for welfare families.

Women's Club Twin City Chapter

Forty-eight members attended our Golden Anniversary luncheon held in the Solarium Room of the Curtis Hotel, Minneapolis, Minn., on Sept. 11.

Before luncheon was served, Mrs. Clarence Knoblauch, president, welcomed everyone and introduced Mrs. R. E. Melquist, mistress of ceremonies. Entertainment was provided by pianist Peter Warren, and special recognition was given to charter members, Mrs.



Retired employees who were honored at the twelfth annual retirement dinner for the old SC&D Division at Sioux City, Iowa, on Oct. 6 are shown with the golden spikes presented to them. Left to right, front row: Engineer Francis Madsen, Chief Caller W. J. Leach, Revising Clerk L. R. Hosking, Yardmaster C. K. McClaren, Switchman E. R. Wagner. Second row: District Manager-Sales R. A. Kolhoff, Conductor Ray F. Leahey, Switchman Clarence Lovell, B&B Foreman R. R. Clough, Engineer H. G. Dimmitt, Sectionman A. A. Grade.

Ernest Palmer and Mrs. R. E. Melquist. Mrs. Melquist is a past president of our chapter and past president general of the General Governing Board.

Mrs. L. G. Ellis, president general, joined us on this occasion, and Mrs. Marvin Brown, a past president who has lived in California for many years, arranged her vacation so that she could join us.

A mini-history of our club in the

form of a scroll tied with gold ribbon was at each guest's place. The histories were compiled by Mrs. Ernest Palmer, historian, and Mrs. George Benz, past president. The floral centerpiece was awarded to the oldest member in attendance, Sadie Palmer, 82 years young.

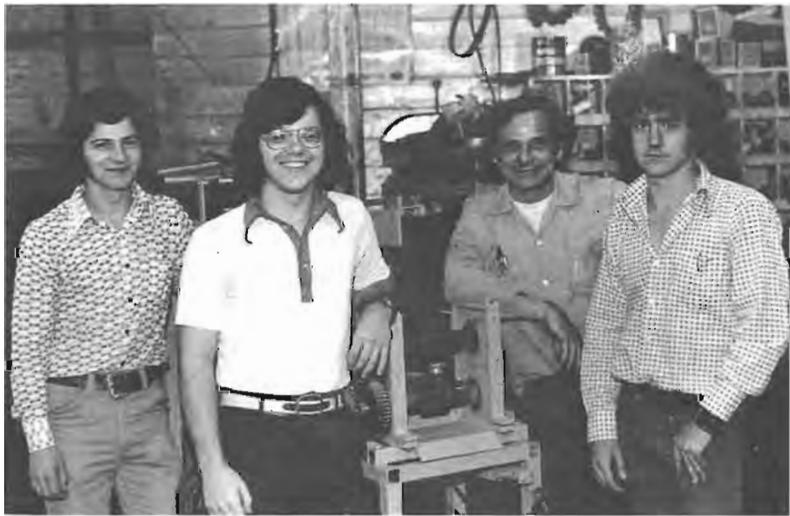
Committee members responsible for planning this memorable occasion were: Mrs. Kenneth Beck, Mrs. Carl Matzoll, Mrs. Einar Hauger, Mrs. Margaret Ettel, Mrs. Ernest Palmer, Mrs. George Benz and Mrs. H. L. Anderson, general chairman.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

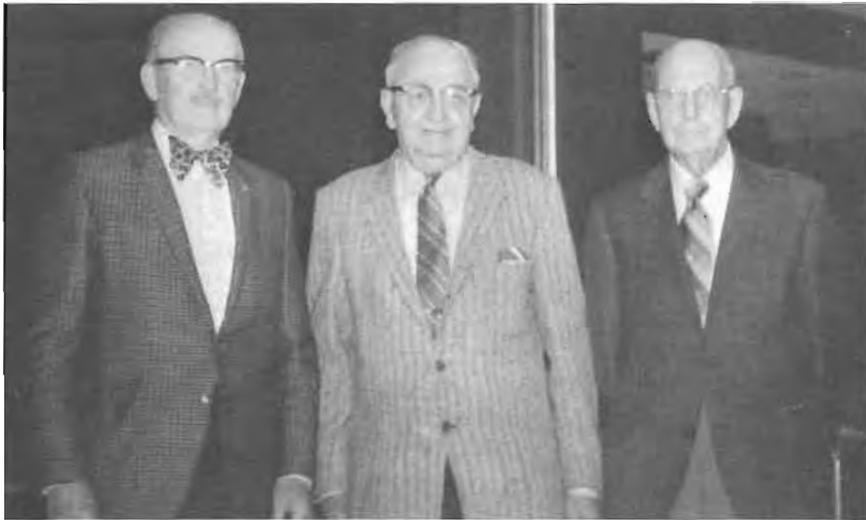
A career and an era ended simultaneously in Bagley, Iowa, on Aug. 26. Agent Raymond J. "Bob" Burns com-



There's no lack of communication—electronically speaking—in the Keairns family. Four sons of Engineer and Mrs. K. P. Keairns of Sioux City, Iowa, are now electronics communications graduates of Western Iowa Tech Community College. Their instructor reported that all four were honor graduates and have first class Federal Communications Commission licenses and associated certified electronic technician certificates. The brothers (left to right) are: Kenny Jr., 21, communications technician for a Sioux City television station; Bill, 23, research and development laboratory technician in Cedar Rapids, Iowa; Don, 40, electrical maintenance technician for a Sioux City Company, and Jim, 19, field engineer for Burroughs Corp. Don is the oldest in a family of 15 children



Minneapolis Car Inspector Charles Smith (right), is congratulated by Car Foreman R. K. Rodin on his retirement on Aug. 15 after 44 years of service.



"It's a great gang of retired rails," says Louis V. Schwartz of the Milwaukee Road Veterans Luncheon Club. Louis (center) is president of the club, which has 68 members and meets the fourth Thursday of every month for a noon lunch. Rudy Beier (left) is club secretary-treasurer and Ellsworth Braun (right) is vice president. The club was started ten years ago and gives retired employees a chance to meet and talk about old times.

pleted 50 years in the railroad business and the Milwaukee Railroad closed the Bagley Depot. Bob started his career with the Milwaukee Road as a section hand at Minden, Iowa, and has worked out of Manilla, Dedham and Manning, Iowa. Bob's brother Gene, now serving as agent for Bayard, Coon Rapids, Dedham and Templeton, Iowa, inherited Bagley and Herndon on Aug. 27. When the Burns brothers' father retired in 1950, he had served the railroad for 47 years. Add this to Bob's 50 years and Gene's 33 years, and you find the Burns family has a combined 130 years of employment. Bob and his wife Marie are making their home in Manning and

plan to do some traveling. We wish them a long and happy retirement.

Retired Conductor Russell Helms died recently. Survivors include his widow; a daughter, Mrs. Cecil Perkins of Perry, Iowa, and two grandsons.

Sectionman DeWayne Lewis, Sr., of Perry, Engineer Bill Baker of Perry, and Mrs. Harold Rankin, wife of Engineer Rankin of Perry, were hospitalized recently. We wish them each a speedy recovery.

Congratulations to Mr. and Mrs. Jack Harris of Hiawatha, Iowa, on the birth of their son, Timothy John, on Oct. 10. Congratulations also to grandparents Chief Clerk and Mrs. John Harris of



Lieutenant of Police R. J. Amundson (center), Minneapolis, Minn., is congratulated on his retirement and presented with a Retired Lieutenant of Police Badge by Captain of Police S. E. Walker (right) and Assistant Captain K. M. Domier. Mr. Amundson was honored at a retirement party on Sept. 30.



Miles City, Mont., Agent M. H. Heiser (right) congratulates Conductor Earl Steiner on his recent retirement. Earl began as a brakeman in 1943 and became a conductor in 1947. Earl and his wife Elsie will continue to live in Miles City.

Perry. Mr. and Mrs. Eugene Peel of Perry are the parents of a daughter, Amy Elizabeth. Mr. Peel is employed in the Engineering Department at Perry.

Conductor Robert Peterson retired on Sept. 23 after 47 years of service with the Milwaukee Road. He hired out as a brakeman in June, 1927, just five days after graduating from high school. Mr. Peterson is a third-generation railroader. His grandfather, Lewis Peterson, worked in Marion, Iowa, and his father, Fred W. Peterson, had 50 years of service with the railroad when he retired. Mr. Peterson lives at 1002 Park St., Perry, Iowa, where he cares for his home and huge yard, and still has time to go fishing, trapping and hunting.

Mrs. Dorothy Porter, wife of Call Boy Don Porter of Perry, recently underwent a cornea transplant. We extend good wishes for a complete recovery.

Division Engineer and Mrs. R. M. Low announced the marriage of their daughter, Barbara Diane, and Dr. Rob-



Car Foreman Warren A. Davis of Cedar Rapids, Iowa, was elected president of the Metropolitan Kiwanis Club at Cedar Rapids.

ert E. Lemmon. The wedding took place on Oct. 20 in the John Wesley United Methodist Church of Charleston, S. C. The couple lives in Charleston, where Dr. Lemmon is a professor of geology at The Citadel and Mrs. Lemmon is a registered nurse.

Retired Conductor Lee Lones was in the Dallas County Hospital following an accident in his workshop. His hand was badly injured.

Congratulations to B&B Foreman L. P. "Pete" Hansen of Marion on his Sept. 25 retirement after 47 years of service in the B&B Department. Pete started with the Milwaukee Road in June, 1927, and was made foreman in March, 1940. Both his father, H. P. Hansen, and brother, A. E. Hansen, have retired with 47 years service. Two other brothers, Lyle Hansen and M. C. "Babe" Hansen, are still working in train service. Pete and Mrs. Hansen reside at 835 3rd Ave., S.E., Cedar Rapids, Iowa 52403. We wish them a happy retirement.

Services were held at Marion for retired Baggage man Fred C. Newlin, 93, who died on Oct. 13. Mr. Newlin resided in Marion since 1911 and was employed by the Milwaukee Road for over 50 years before retiring in 1954.

Car Foreman Warren A. Davis of Cedar Rapids was installed as president



B&B Foreman L. P. "Pete" Hansen (right) retired on Sept. 25 after 47 years of service. Wishing him well during his retirement is Chief Carpenter G. D. Doherty.

of the Metropolitan Kiwanis Club in Cedar Rapids on Oct. 10. Warren has been an active Kiwanis member for eight years. Although it is a small group, they have accomplished unusual service in the community. They purchased land and members constructed a cabin on it. It is used free of charge by Boy Scout groups and other organizations. They have also made money available at each of the Cedar Rapids schools for the use of children in need. Their theme for the year is "Show You Care".

DECEMBER, 1974



Twin Cities Engineer Tom Quinn (right) is offered congratulations by John Kiley, traveling engineer-trainmaster at St. Paul, Minn. Family portrait in the background shows Tom's wife and 15 children.

"He got the scare of his life"

Engineer Tom Quinn saw a small child outlined by the beam from the locomotive headlights one night last July. In an instant his left hand pulled hard on the emergency air brake valve and his right hand worked the sander valve.

Wheels locked and ground across the steel rails on a layer of sand thrown down by the locomotive sander. Tom's train, known as the East Side Run, halted just feet short of two-year-old Amanda Kay Cermak who had wandered onto the tracks and between the rails.

Tom Quinn, 62, carried the child to the nearest house, where Amanda's family lived. They had not yet noticed the child was missing.

"He got the scare of his life," Tom's wife said. "It was a frightening experience for him. When he got home, it really hit him."

Tom's friends and supervisors heaped praise upon him when they finally learned the full story. Tom's

Congratulations to Assistant Roadmaster and Mrs. Robert Garian of Atkins on the birth of their daughter, Billie Jo, on Oct. 9. Grandparents are Section Foreman and Mrs. John J. Smith of Monticello, Iowa.

Retired Clerk Harry Murphey of Marion was honored recently at a party

modest reply was that he didn't do any more than anyone else would have done.

"Tom Quinn is one man in 1,000," said John Kiley who as traveling engineer-trainmaster directly supervises Tom. "Maybe having 15 kids of his own made him the marvelous man he is."

"Through Superintendent B. J. McCanna and our Operating Department officers here, I have learned of the emergency that confronted you recently, and of the alertness on your part which gave it a happy ending," Milwaukee Road President Worthington L. Smith told Tom in a letter.

"I realize that the real reward for what you did in saving Amanda Kay's life was simply in being able to do it, and that an expression of appreciation from me is somewhat beside the point. The fact remains, however, that your actions did credit both to you and to the Milwaukee Road," Mr. Smith said.

on his 90th birthday. We join his family and friends in extending good wishes.

Louie C. Christisen, retired locomotive engineer, died Oct. 22. He is survived by his widow, Bernice; one son, Gordon, a locomotive engineer on the Iowa Division, and a brother Herbert,



Raymond J. "Bob" Burns (seated), station agent at Bagley, Iowa, is shown on his last day of work with his brother Gene who became the Bagley agent.

retired Milwaukee locomotive engineer at Perry. Mr. Christisen was an employee of the Milwaukee Road for 46 years before retiring in 1959.

The arrival of Train No. 64 at Savanna, Ill., on Aug. 26 marked the end of 31 years of railroading for Engineer Lumir Vacek. Engineer Vacek recalls that as a boy he watched the engines pass his farm and dreamed that one day he would run one. He didn't know of Savanna then, but with the dream still in mind, he began his railroad career in 1943 as a fireman on the Iowa Division. In the fall of 1948 he and his family moved to the Savanna area. On hand to welcome Mr. Vacek home after his final run from Perry, Iowa, were his wife, Thelma; his 83 year old mother, Mrs. Rose Vacek of

Oxford Junction; his three daughters; his three sons-in-law, and his nine grandchildren. A family retirement dinner was held on Aug. 28 with retired Engineer Jesse Brock and his wife Anna also attending.

LaCrosse Division

Valley District

Naomi Cline, Correspondent
Roundhouse Office, Wausau

The Milwaukee Road Women's Club annual fall dinner was held Oct. 27 at For the Good Times Supper Club in Wausau, Wis. Mrs. Marie Callahan introduced the master of ceremonies, Trainmaster Robert Richter, who introduced this year's retirees, Paul Richey,



Gwen Stoneking, grade A revising clerk at the Minneapolis, Minn., Regional Data Office, receives a monetary gift from Manager M. G. Kutz at her retirement party on Aug. 27. She started with the Milwaukee Road in 1961.



Daniel K. Smith, chief clerk in the Engineering Department at La Crosse, Wis., retired on Oct. 4. During his 38-year career he held various clerical positions in the Stores and Engineering Departments at Milwaukee, Wis., and La Crosse.

Oliver Knauf and Leonard Allorie.

Honored guests were Mr. and Mrs. Raymond Kentner of Chicago. Mrs. Kentner, secretary-treasurer of the governing board for the Women's Club was the speaker. Entertainment was provided by the Newman High School Singers.

Our sympathy is extended to Engineer Gene Schmidt on the death of his father; to the family of retired Trainmaster and Mrs. Henry Obermowe on the death of their daughter, Mrs. F. W. Robshaw of Green Bay, Wis., and to the family of retired Engineer Arthur Janz who died Oct. 8. Mr. Janz retired in 1967 after 49 years of service.

It's finally a boy for Conductor and Mrs. Allan Waldburger. Peter Allen was born on Sept. 22 and he has four sisters to see to his every need.

Miss Margaret Hack, daughter of Conductor and Mrs. James Hack, was married Sept. 7 to Thomas Kittel at Mt. Calvary Lutheran Church, Rothchild, Wis. The reception and dance were held at the American Legion Clubhouse at Wausau.

Congratulations to retired Machinist William Farrell on his recent marriage to Mrs. Ruth Brown of Mosinee, Wis.

Milwaukee Shops

Car Department

Pat Hoye, Correspondent

Frank Michor put in his last eight hours on Oct. 2 after 28 years with the Milwaukee Road. Frank started with the Milwaukee in 1946 as a blacksmith in the Forge Shop. He was a heavy fire blacksmith at the time of his retirement. Frank and his wife, Johanna, live at

3856 N. 53 St., Milwaukee, Wis. They plan to take a trip to Europe next summer. Frank was born in Austria, and he's looking forward to that trip.

Retiring after 38 years of service, Carman Welder Tony Becker emptied his locker on Oct. 17. Tony started with the Milwaukee Road in Sept., 1936, in the Freight Shop as a laborer, then helper, tractor driver, carman, carpenter, cutter and welder. Tony and his wife live at 12735 Falcon Drive in Brookfield, Wis.

Carman Henry Faerber retired on Oct. 10. Henry has a total of 14 years of experience as a laborer and carman. He served most of this time in the Freight Shop. Henry's current address is 4477 N. 66 St., Milwaukee, Wis.

Machinist Helper Mike Heyden and his wife, Colleen became the parents of a boy, Michael Bryan, on Oct. 25. This is their second child.

We have lost Henry Husting to the Office of General Superintendent of the Car Department. Hank is well known in the car shops, having held the position of clerk in both the Freight Shop and the Forge Shop, and most recently, chief clerk in the Office of Shop Superintendent.

Replacing Hank is Harold Buchholz, who has been with the Milwaukee Road since 1968 and has worked in a clerical capacity in the car shops the entire time. Harold's father, August, worked for 37 years as an upholsterer for the Milwaukee until his death in 1929.

Welcome to Don Dollarhide who joined the clerical staff at the Milwaukee Shops in September. Don is handling the many duties and responsibilities of clerk in the Freight Shop.

Mike Bosanec, carman welder in the Freight Shop, retired on Sept. 4. Mike accumulated almost 39 years on the railroad working in the Passenger Shop as well as the Freight Shop. He has held positions as laborer, helper, carman, cutter, trucksmith, and welder. Mike and his wife live at 9415 W. Adler St., Milwaukee, Wis.

Tony Endes was promoted to foreman in the Freight Shop on Sept. 5.



Tony Becker (left) is shown on the day he retired as carman-welder at the Freight Shop in Milwaukee, Wis., with Matt Plamenig, Freight Shop foreman.

After 48 years of service, Wilmot Ray (right), receives congratulations on his retirement from Agent Arthur O'Rourke, in Minneapolis, Minn., on July 15. Mr. and Mrs. Ray were honored at a dinner by many of his friends and co-workers.



Tony joined the Milwaukee Road in 1966 and first worked in the Milwaukee Train Yard at the old Stock Yard 9 facility as a car inspector. He came to the Milwaukee Shops in 1967 and has worked since then in the Freight Shop as a cutter and a welder.

We are very sorry to report the death of Al Oertel, carman welder in the Freight Shop, on Sept. 14 after a brief illness. Funeral services and interment were in Milwaukee. Al was with our railroad for 38 years and he will be missed by the many friends and acquaintances he had made during that time. We all join together in expressing our sympathy to his widow Benita.

Richard Calland, Jr., joined our supervisory staff as assistant air brake foreman on Sept. 16. Dick worked at the Milwaukee Shops during 1972 and

1973, then served at Green Bay and Madison, Wis., as Locomotive Department foreman.

Congratulations to Pat Whalen on his promotion to Freight Shop Foreman on Sept. 24. Pat began working for the Milwaukee Road in Nov., 1963, and has been in the Freight Shop since that time. He was a carman welder at the time of his promotion but has worked as a helper, carman, chauffeur, and carman cutter during the past 10 years.

Locomotive Department

Nancy Stark, Correspondent

Milwaukee Dieselhouse

John Teichmiller and Cheryl Henke were married at St. John Church in Wauwatosa, Wis., on Oct. 5. John is a pipefitter on the third shift in the Dieselhouse and Cheryl works at the Credit



Four longtime track department employees on the old Northern Division were honored at a retirement picnic on June 22 in Beaver Dam, Wis. Shown here, left to right, are Section Foreman Louis Glasnapp, who retired with more than 50 years of service; Mrs. Joseph Schmid; Section Foreman William Hein, who retired with more than 33 years of service; Vernon Beitz, who retired with more than 38 years of service; Section Foreman Joseph Schmidt, also with 38 years of service, and Mrs. Louis Glasnapp. Louis, William and Vernon retired on June 30 and Joe retired on May 1. Fellow employees congratulated the four men on their long railroad careers and presented them with monetary gifts.



Milwaukee Shops Carman-Painter J. J. Biksacky (second from left), receives a 20-year safety award pin from Car Department General Superintendent G. L. Wood. His well-wishers are General Chairman of the Brotherhood of Railway Carmen J. C. Clementi (left) and General Car Foreman L. P. Barry.

Union Office in the Milwaukee Shops area.

Pipefitter Bob Nelson's wife gave birth to Mary Frances on Oct. 31.

Machinist Tim Paccagnella received his Certificate of Apprenticeship recently.

CD-9 Wheel Shop

Machinist John Reikowski has been convalescing at St. Mary's Hospital, 2320 N. Lake Drive, Milwaukee, Wis. 53202, and he would like to receive post cards or letters from other railroad employees.

Women's Club

Milwaukee Chapter

Mrs. John Farence, Correspondent

Our annual election meeting was held on Oct. 21 and the present officers were re-elected for the coming year. The installation meeting took place on Nov. 18. The officers are: Mrs. Herman A. Reuter, president; Mrs. Lillie Blanck, first vice president; Mrs. Ann Ludington, second vice president; Mrs. Elsie Haggerty, treasurer; Mrs. Sylvia Duty, recording secretary; Mrs. John Farence, corresponding secretary; Mrs. Charles Rintelman, historian, and Mrs. Walter Geipel, first assistant recording secretary (membership secretary).

Five new members attending the meeting were: Mrs. Doris Abfalder, Mrs. Fred Loften, Mrs. Pearl Freund, Mrs. Hazel O'Brien and Mrs. Vincent Freihofer. The attendance prize was won by Mrs. Ethel Langley. Mrs. Caroline James was sick and unable to attend.

Mrs. Sylvia Ballard enjoyed a recent visit from her sister and brother-in-law from Portland, Ore.

Sylvia Duty, Charlotte Schultz, Ann Ludington and Irma Enwright took a two-day trip to the Mississippi River.

They boarded the La Crosse Queen, a paddle-wheeler, and they traveled through the locks and back, past Onalaska and the Egret Island Sanctuary. They also toured Rocky Arbor State Park.

Mrs. Catherine Baird vacationed for one week in October at the Sands Hotel in Las Vegas, Nev.

Chicago Division

Galewood

Eleanor P. Mahoney, Correspondent

Dominick Boyle died on Oct. 4. He had 61 years of service with the Milwaukee Road when he retired in January of 1965 at the age of 80. His son, Stanley, a per diem clerk, retired on July 31 with 39 years of service. Their combined years total a century of service for the Milwaukee Road.

Bill Stotz, yardmaster at the Galewood Control Center, has been transferred to Bensenville, Ill., where he will be phone director. The Yard Office had a farewell party for Bill with sandwiches, cake and coffee for everyone.

Milwaukee Shops Electrician Roger Rasmussen (center) receives his certificate of apprenticeship from District Master Mechanic E. A. Rogers (right). Electrician Committeeman R. Schneider is present to congratulate Roger on the accomplishment.



Chicago Division Engineer Joseph E. "Bud" Winkler (right) is presented with a tie tac safety award by District Safety Engineer L. E. Wickler. The award cites Bud's 45 years of service without a disabling injury.

Congratulations to Wally and Sabina Ciesielski, revising clerk in the Regional Data Office, upon the birth of their first child, Mark Walter, born Sept. 27.

Lawrence Howard Kay was promoted to Cadet Major in the ROTC. Lawrence is the son of Howard C. Kay, a rate clerk in the Regional Office, and is in his senior year at Foreman High School in Chicago.

Mike Komar, machine operator clerk, was in Hines Hospital at this writing. The address is Roosevelt Road & 5th Ave., Ward 51-A, Hines, Ill.

Max Zielinski, check clerk, retired from the Chicago Candy House on Oct. 11, following in his brother's footsteps. Joe Zielinski retired last July. Max had 38 years of service with the Road. He was presented with a monetary gift from his co-workers.

Due to the changing traffic patterns, the Division Street Control Center was consolidated with the Galewood Control Center, resulting in some assignment changes. C. G. Doyle is now chief yard clerk at the Galewood Control Center, Al Diduch is per diem clerk in the Galewood Freight Office, R. L. Egan is train clerk at Bensenville and Frank Fricano is train clerk at the Galewood Control Center.

Eddie Myers, chief yard clerk at Di-



MAHONEY-CASTELAZ. Kieran Mahoney, daughter of Galewood, Ill., Magazine Correspondent Eleanor Mahoney, was married to Daniel M. Castelaz on July 27. Kieran's niece, Terri Ann Mahoney, was junior bridesmaid and Daniel's brother, Mark, was junior groomsman at the wedding at St. Celestine's Church in Elmwood Park, Ill.

vision Street, retired in October after 35 years of service. He worked during all of those years at Division Street.

Chuck Robison, utility clerk at Division Street, also retired in October. He spent 12 years as a freight handler in the old House #4. He left the Milwaukee Road for a while and in 1956 he was rehired and worked for the Road as freight handler and auto messenger. Chuck accumulated a total of 30 years of service for the Milwaukee Road.

J. A. Dahlin, clerk at Grayland Station, is now a train clerk at the Galewood Control Center due to the closing of Grayland.

Assistant Vice President-Mechanical F. A. Upton (left), presents a 45-year safety award pin to Milwaukee Shops Wood Mill Foreman Leo Kuokkanen (center). Car Department General Superintendent G. L. Wood offers his congratulations.



P. J. Lasky, chief yard clerk at the Galewood Control Center, was formerly rate clerk at Bensenville.

Lee Murphy, Galewood yardmaster, suffered a heart attack and is in Central DuPage Hospital, Winfield, Ill., at this writing.

F. Pollak, check clerk at the Candy House, retired on Oct. 31 after 33 years of service on the Milwaukee Road.

Olive A. Zahn, clerk in the Regional Data Office, is in St. Anne's Hospital at this writing as the result of a serious accident.

Bensenville

Delores Barton, Correspondent

Office of the Superintendent

Caller Morley V. Tubbs retired on Sept. 30 after 20 years of service. Morley lives in Elgin, Ill., and will continue to make his home there. He was presented with a monetary gift and other gifts from his co-workers. Cake was served at the Caller's Office.

Machinist Helper Elmer Busse retired at the Bensenville Diesel House on

Sept. 30 after 38 years of service. Mrs. Busse attended the party held in honor of the occasion. Elmer's fellow employees presented him with a gift of cash. Mr. and Mrs. Busse will continue to reside in Itasca, Ill.

On Oct. 1 Switchman Wilber L. Birkholz, known as Glasshouse Bill, retired with 30 years of service. Mr. and Mrs. Birkholz have moved to their new home in Delta, Colo.

Retired Hermosa, Ill., Agent-Operator Albert G. Sittler died on Oct. 8 in a Quad Cities hospital at the age of 88. Mr. Sittler worked at Hermosa from 1911 until his retirement in 1951. Survivors include a son, Robert G. Sittler of Rock Island, Ill.

Mr. and Mrs. Leo J. Denz celebrated their 60th wedding anniversary on Sept. 15. In the morning Leo and Theresa, with their children, attended Mass at Our Lady of Victory Church in Chicago, Ill. After Mass they enjoyed a



Milwaukee, Wis., Shops Electrician Adam Bialorski (second from left) is congratulated on his retirement by F. J. Donovan (right), supervisor of diesel electric maintenance, system, and by Electrician Foreman R. Seifert (left) and Foreman Dennis Ramm. Adam retired recently after 18 years of service with the Milwaukee Road.



Ulysses S. Wigfall (left) celebrated his retirement at an office party on Sept. 13. He is shown here with Mrs. Wigfall as he slices his retirement cake. He began his railroad career in the Laundry Department of the Sleeping and Dining Car Department at Western Ave., Chicago, in 1936.



Joseph H. Schmidt (right), manager-pricing in Chicago, Ill., retired on Sept. 30 with more than 49 years of service. President Worthington L. Smith presented Mr. Schmidt with a framed retirement certificate from railroad employees during an office party on Sept. 27.

family breakfast and the sons and daughters held an open house in their honor at Leo Jr.'s residence on the Fox River in St. Charles, Ill.

Leo retired in 1954 after 50 years of service in the Bridge and Building Department in the Chicago area. He worked the last 35 years as chief carpenter.

Western Avenue

George O'Donnell, Sr., a retired switchman from the Western Ave. Coach Yard, died on Oct. 14. Interment was at Queen of Heaven Cemetery, Hillside, Ill.

Toronto Sales Office

Arthur H. Becker, resident sales representative in Montreal, Can., recently passed his final year examinations for the Canadian Institute of Traffic and Transportation. He received the Institute's award for highest marks in English and was runner-up for the J. Stuart



Locomotive Engineer Wayne W. Smith (left) is congratulated on his retirement on May 29 by Savanna, Ill., Roundhouse Foreman K. D. Gage.

Employees interested in joining the Milwaukee Road Employees' Association have been invited to contact John Rogers, Room 792, Chicago Union Station. The group recently met at the Cabriolet Restaurant in Libertyville, Ill., for a dinner-theater party. The association conducts social functions throughout the year for employees and their friends in the Chicago and Milwaukee area. John's telephone number is 236-7600, ext. 421.

Robertson Memorial Award for outstanding achievement in Law.

Mr. Becker is former chief clerk in the Winnipeg, Can., sales office and was promoted to his present position on Jan. 1, 1974.

Office of Manager-Capital Expenditure Accounting

Marion J. Kuniej, Correspondent

Best wishes for a speedy recovery to Janet Johnson, bill and analysis clerk, who recently had eye surgery.

Dorothy Thielgaard, claim investigator in the Office of Manager-Revenue Accounting, and William R. Freyberg, valuation engineer in the Office of Manager-Capital Expenditure, were married in Las Vegas, Nev., on Oct. 24. The couple honeymooned in Hawaii.

Dorothy retired on Nov. 4.

Welcome to Jacquelyn Superson who recently became a clerk in the bill and analysis section.

Office of Manager Equipment Accounting

Kitty Capoccia, Correspondent

Welcome to newcomers Rochelle Roscoe, Len Cederholm and Jay Carpenter who have joined our office staff, and welcome back to Maureen Findley who took a maternity leave last year.

Loretta Popernick won \$1,000 in the September Welfare Club drawing. Loretta retired earlier this year. Mike



Margaret Anderson, adjuster in the Freight Adjustment Department in Chicago, Ill., receives retirement congratulations from K. D. French, general manager-freight adjustment. Fellow employees and retired freight claim personnel wished her well at a retirement party on Sept. 30. Margaret was the first woman to hold an adjusting position in the office. She started her career 37 years ago as a temporary typist and has held various typing and clerical jobs in the O.S.&D. and salvage sales sections. Margaret lives in Edgebrook, Ill., and will devote much of her time to gardening.

Andrews, car record clerk, won \$150 in the same drawing.

Congratulations to Don and Jane Marski who became the parents of Dana Lynn on Oct. 3.

Office of Manager Disbursement Accounting

Frani Field, Correspondent

Esther Golden and Gertrude Walsh were both in the hospital for a short time. Esther attended a family reunion over the Labor Day weekend.

Our condolences go to Sophie Kustron whose sister died on Oct. 7.

Julie Petersen has a new cocker spaniel puppy named Shelly.

Congratulations to Shirley Center. Shirley won \$20.00 in the state lottery.

The staff of the Disbursement Accounting Office wishes everyone a very Merry Christmas and a Joyous New Year.



Carman Eugene Iwaszuk holds the Wise Owl Club certificate he received recently for wearing safety glasses on the job—an action which probably saved him from a serious eye injury. It all happened last winter at the Piggyback Strip at Bensenville, Ill., when he was driving the unit shown in the picture. A piece of ice was picked up by the rear wheels of a trailer he was following and hurled into his face, striking the left lens of his safety glasses. The glasses were broken, but Eugene was not hurt.



Galewood, Ill., Per Diem Clerk Stanley Boyle (second from left) is presented with a retirement gift from fellow employees by Agent Joseph P. Kalasmiki (second from right). Also present to bid farewell to Stanley, who retired on July 31 with 39 years of service, are Assistant Agent Conrad M. Wencka (left) and Chief Clerk Ray Bishop.



Morley V. Tubbs (seated) puts in his last day as caller at Bensenville, Ill. Congratulating him on his retirement are (left to right) Caller Roy M. Jones, Assistant to the Superintendent-Personnel Russ Kirchoff and Caller C. Don Hicks.

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