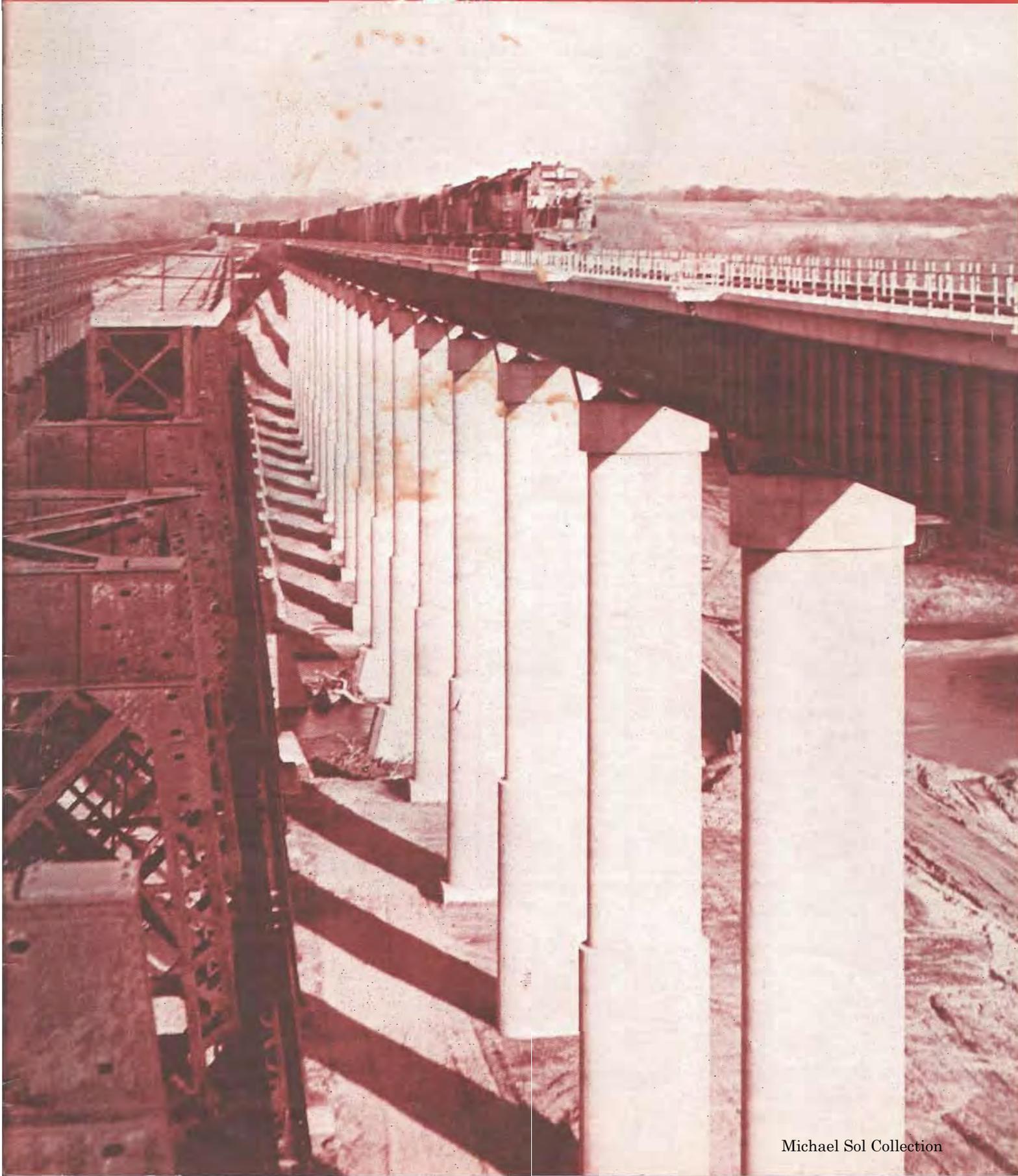


\$2.50

# THE MILWAUKEE ROAD MAGAZINE

JANUARY  
●  
FEBRUARY  
1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



# Social Counseling, Chief Surgeons' Offices Are Now Part of Personnel Department

Citing a need to match current railroad activities with the proper department in terms of reporting responsibilities, Milwaukee Road President Worthington L. Smith has transferred the offices of the company's Chief Surgeons and recently-formed Social Counseling service to the Personnel Department, effective Jan. 1. Both the medical and social counseling staffs had previously been part of the Operating Department.

The move came about after a study of the activities of these offices. President Smith and other top railroad managers agreed that the two Chief Surgeons' Offices and the Office of Social Counseling belong in the Personnel Department because these offices were intended to provide services directly to employees on the entire system.

The Labor Relations and Personnel Departments, under Vice President L. W. Harrington, bear the responsibility of coordinating and administering company-wide "people-related" services. These services—

commonly labeled as industrial relations in other companies—deal with employee matters that affect all departments. The Operating Department is basically involved in the business of running trains and providing freight and passenger services—functions referred to as including all of the "line" activities of the railroad.

Early Milwaukee Road medical programs grew up as extensions of the Operating Department and remained there, even though these medical services were provided to employees in other departments.

Two chief surgeons administer these programs today, each supervising separate medical activities for the railroad's western and eastern territories. Chief Surgeon Myron J. Tremaine administers the eastern region, with headquarters in Chicago, Ill. Chief Surgeon James F. DePree administers the medical program for the Milwaukee Hospital Association in the Pacific Northwest, with headquarters in Seattle, Wash.

This division of medical services

dates from the early 1900s when the Milwaukee Road was operated as two railroads, with the Missouri River at Moberly, S.D., as the geographic boundary between the two. Employee health plans were developed independently at both ends of the railroad, and survive today as two different hospitalization programs administered separately for employees on Lines West and Lines East.

Under the supervision of the two Chief Surgeons there are 355 doctors whose services are paid for by the railroad on a contractual basis, and who provide these services in conjunction with employee health benefits and physical examinations.

Placing the two medical offices under the authority of the Personnel Department is consistent with their function as corporation-wide resources and could facilitate uniform application of services, President Smith said.

The other office affected by the change is that of Social Counseling. This office was opened just over one year ago in Milwaukee, Wis., as a pilot project to help area employees and their family members deal with alcoholism, financial problems, drug abuse and other personal problems. The social counseling program was initiated under general supervision of the office of the superintendent of safety in the Operating Department.

Mr. Smith has credited much of the program's early success to the efforts of Superintendent of Safety George Barry and members of the Labor Advisory Committee who laid the groundwork for the program. The director of Social Counseling is Robert Hickle.

"We believe we are at the point where Social Counseling should be more visible as a corporate resource and that there will be an increasingly more effective use of Bob Hickle and his talents by locating this activity in a corporate service department," President Smith explained. He added that he felt that the new program would continue to expand under its new departmental relationship.

## Magazine Goes Monthly In March

Starting in March, *The Milwaukee Road Magazine* will be issued once each month instead of once each two months. This change will enable the magazine to get information about the railroad to employees sooner and more often.

The March issue will be a small one—about four pages long. This smaller edition will still be known as *The Milwaukee Road Magazine*, and will keep the same magazine appearance. It will be followed by the more-familiar 32-page magazine in April. These two magazine issues will replace the single March-April magazine that was published in past years.

Then, in May, another four-page issue will be mailed to employees. These big and little issues of the magazine will continue to be published on alternate months. The result will be timely news about events on the Milwaukee Road and subsidiaries, and in the entire industry—events that affect all employees.

The new magazine takes the place of *Interchange*, which was sent to employees on a bi-monthly basis and alternated with the bi-monthly magazine.

Interestingly, *The Milwaukee Road Magazine* ceased to be a monthly magazine exactly 16 years ago, when it began its present two-month format.

THE  
**MILWAUKEE ROAD**  
MAGAZINE

VOL. 61 January • February '74 No. 6

PUBLIC RELATIONS DEPARTMENT

Union Station / Chicago

C. C. DILLEY, Director  
Public Relations and Advertising

PATRICK O. HEINAN  
Magazine Editor

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



Member,  
Association  
of Railroad  
Editors

## CONTENTS

- 4 New Bridge Near Madrid, Iowa
- 7 Tacoma Bowlers Have Fun
- 8 They Recycle Newspapers
- 9 RTA Approval Urged
- 10 Disability Benefits Explained
- 12 Louisville Service Is Final
- 13 Retirement Benefits Go Up
- 28 Talking To Students

## THE COVER

The first train crosses the new bridge near Madrid, Iowa, on Oct. 24. At left is the old bridge, built between 1912-13, and considered to be one of the largest railroad bridges in the U.S. at that time. The new concrete bridge replaced the old one, which would have been endangered by the flood pool that will fill this part of the Des Moines River upon completion of the Saylorville Dam downstream. Photo courtesy of the Army Corps of Engineers.



## transport briefs

### First Step Taken In N.E. Rail Reorganization

The United States Railway Association was incorporated on Feb. 1 as the first step towards reorganizing 7 bankrupt Northeast railroads. The action came as part of the Regional Rail Reorganization Act which became law recently. The law establishes two Federal corporations, the U. S. Railway Association to finance and plan the new rail system, and the Consolidated Railway Corporation to actually run the new system when it comes into being after a two-year planning period.

### File Rate Hike To Offset Fuel Cost Jump

Railroads have asked the ICC for a 2.1 per cent rate increase to offset increasing fuel costs. The increase proposal was filed on 10 days' notice under new filing procedures set by the ICC and the increase was to become effective Jan. 31. A spokesman for the Association of American Railroads (AAR) said that the price per gallon of diesel fuel purchased by the railroads increased by 7.59 cents between Oct. 1, 1973 and Jan. 10, 1974—a 53 per cent jump. This increase amounts to \$307 million annually, or about 2.1 per cent of the industry's predicted freight revenue for 1974, he said. Meanwhile, the railroads have also requested a 5 per cent general rate increase which would become effective by March 1.

### ICC Sets Rail Passenger Service Standards

New ICC rules intended to improve rail passenger service went into effect on Feb. 1. The rules apply to Amtrak and the railroads that operate Amtrak trains, in addition to railroads that operate their own passenger runs. Commuter service is exempt from the rules. Rules call for full-course meals on certain runs, sufficient equipment to meet normal and peak demands, free food and shelter when trains are late, and a 24-hour-a-day, toll-free, nationwide telephone reservation service. Acting under authority granted by the Railroad Passenger Service Act of 1970 to regulate the adequacy of intercity passenger train service, the ICC said that the new rules will prevent railroads from sidetracking passenger trains to let freight trains go by. The regulations, more stringent than those imposed on airlines by the Civil Aeronautics Board, call for a penalty of up to \$500 for each violation.

### New Fuel Allocation Law Announced

Railroads will receive all of their current requirements of diesel fuel to move agricultural products, fuel and passengers under the Federal Energy Office's mandatory fuel allocation regulations that became effective in January. In addition, railroads are expected to get enough fuel each month to move ten per cent more traffic in other categories than they moved in the same months of 1972. Freight traffic in the first quarter of this year was expected to be 13.5 per cent heavier than in the same quarter of 1972, the base year for allocation.

## To Make Way For Flood Control Project

# New Bridge Takes Over At Madrid, Iowa

**O**n Dec. 11 time and progress finally caught up with the big steel Milwaukee Road bridge that crosses the valley of the Des Moines River near Madrid, Iowa, just north of Des Moines.

At 1 p.m. that day a demolition man pressed two buttons on a small metal box, and explosive charges dropped the two 156-foot long center spans of the bridge to the valley floor 150 feet below. Unharmed by the blast was the bridge's new replacement, a concrete pier bridge just 70 feet away.

When the older 3,000-foot long bridge was completed in 1913 it was hailed as one of the highest and longest railroad bridges in the country. Construction of the east and west approaches had been the largest earth moving project undertaken in Iowa up to that time.

Completion of the 1913 bridge, which is on the Milwaukee's main line between Chicago and Omaha, Neb., was a big step in the growth of the railroad. It replaced a small bridge that crossed the river one-half

mile to the south. The first bridge was built in 1881 when the Milwaukee Road first laid rail across Boone and Dallas Counties in Iowa.

Since the first bridge was river-level, longer trains were broken into shorter strings of cars in order to cross the valley. Engines raced down one side of the valley pulling a few cars at a time, crossed the bridge and, if they had enough momentum, they made it up the grade and sharp curve on the other side. Once there, the cars were dropped off and the engine returned to the other side to repeat the process.

### Flood Pool Formed

The 1913 steel bridge brought a vast improvement in the Milwaukee's operations, but now it has been replaced by a more modern bridge.

The Saylorville Lake Flood Control Project undertaken by the U.S. Army Corps of Engineers called for a flood pool 50 feet deep to be formed in the river valley, and the tower legs of the steel bridge would soon have been covered by water, endangering the foundations of the old structure.

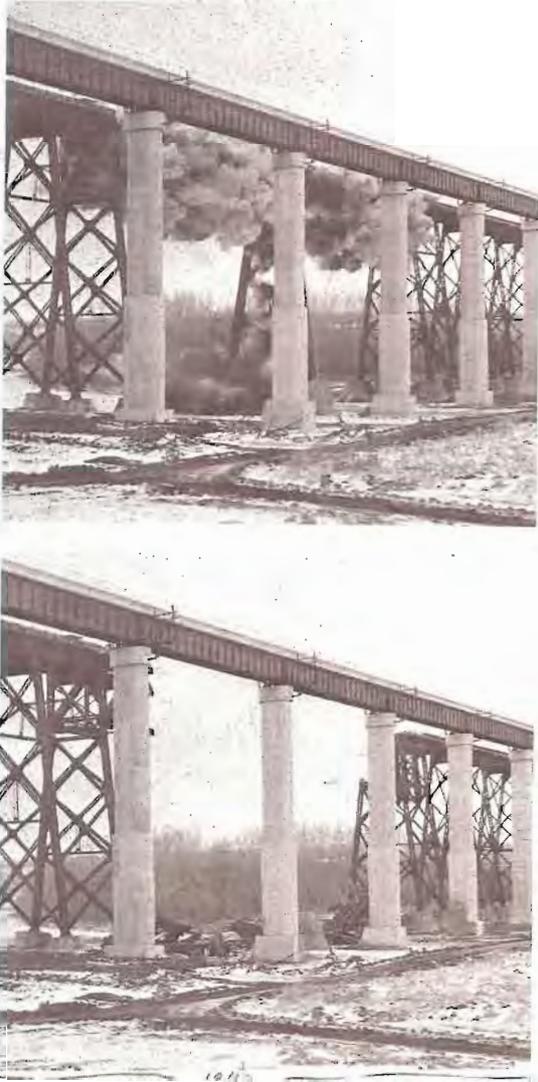
Construction of the new \$5.5 million concrete railroad bridge was undertaken by the Corps of Engineers. A highway bridge was also relocated to make way for the flood pool.

The railroad's Engineering Department approved the design of the new bridge, monitored construction progress, and inspected the finished structure.

The bridge is a vital link in the Milwaukee Road's freight connections between Chicago and the West and Southwest.

### New Bridge Opened

On Oct. 24 the Milwaukee's main line track was diverted to connect with the new single-track bridge 70 feet downstream from the old bridge, and the first freight train rolled across the new viaduct. It consists of twenty-



**Above:** Tons of steel crumple to the riverbed below as the first charge is exploded in the demolition of the old bridge, located just 70 feet from the new bridge in the foreground.

**Right:** Work crew "bends" the tracks from the old bridge to join trackage leading to the new one. Like all section work, the project had to be completed between trains.

More photos on page 29.





**Dedication of the new bridge** on Dec. 7 was attended by representatives of the Milwaukee Road. Holding the plaque that will be mounted on the new bridge are Vice President and Chief Engineer B. J. Worley (left) and Bridge Engineer Freeman P. Drew. Attending the dedication, left to right, are Bill Waldman, industrial engineer in the Real Estate, Economic and Resource Development Department (REERDD); Iowa Division Superintendent J. W. Stuckey; B. J. Worley; Ken E. Hornung, assistant chief engineer-structures; Freeman P. Drew; G. D. Doherty, chief carpenter at Perry, Iowa; Iowa Division Engineer Robert M. Low; Bill H. Bobbitt, director of REERDD, and Jerry D. Chase, assistant engineer at Perry.

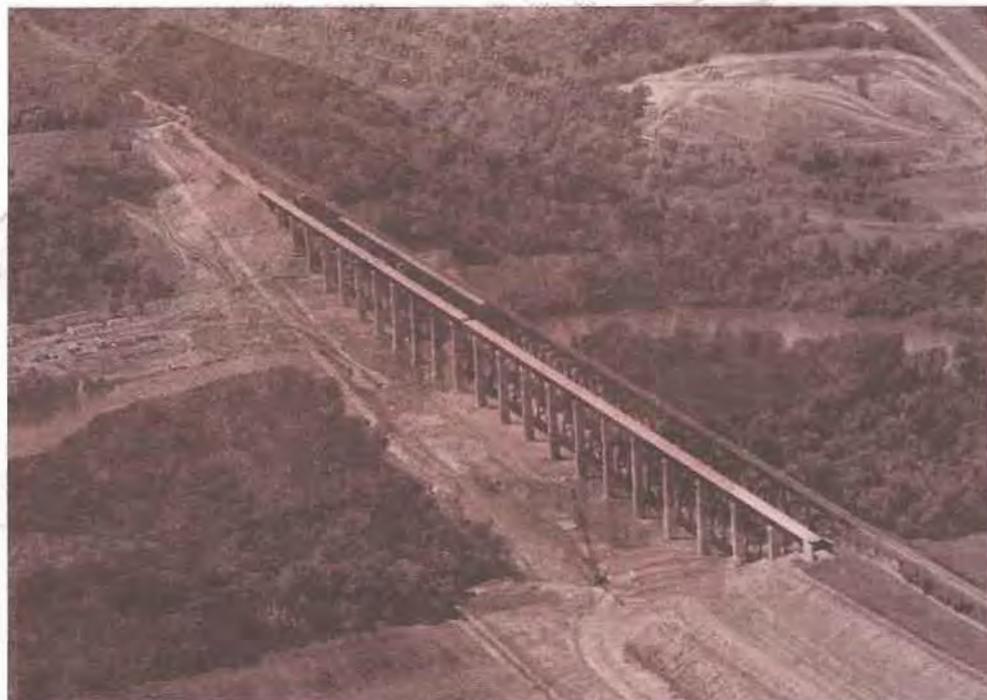
three 110-foot-long deck girder spans built from 2,000 tons of steel. The 22 reinforced concrete piers which rise an average height of 120 feet above the river bed support the bridge. Concrete ballast pans support the track and ballast, and trainmen's walkways line both sides.

The huge supporting piers of the new bridge contain 22,000 cubic yards of concrete and 2.5 million pounds of steel reinforcing. Approximately 68,000 feet of steel piling were driven into the ground to provide a foundation for the piers — compared to some 4,000 creosoted wood pilings that were driven to support the 1913 bridge.

Representatives of the Milwaukee Road's Engineering Department, the Corps of Engineers, and the Jensen Construction Co. gathered at the construction site on Dec. 7 to dedicate the new structure and unveil a plaque that will be mounted on a wall of the

*(Continued on page 6)*

**Seen from the air** in spring of 1973, the new and old bridges parallel one another very closely as they cross the valley of the Des Moines River between Woodward and Madrid, Iowa.



east abutment of the new bridge. Jensen Construction Co. of Des Moines was the general contractor for the bridge and the Corps of Engineers designed the structure. At the dedication, Milwaukee Road Vice President and Chief Engineer B. J. Worley commented that the 60-year old steel bridge still had many years of service left in it.

The old bridge was systematically brought down with a series of explosions. The precision explosion tech-



**Explosives** and wires attached to a footing of the old bridge await the push of a button which will topple the 150-foot tall structure.

niques that were used were considered to be faster, less expensive and safer than conventional demolition techniques.

Since the new bridge was located only 70 feet away, factors such as weather were carefully considered before selecting a time to drop the bridge. Heavy cloud cover, for example, would have increased the risk that shock waves from a blast could damage the new bridge. In addition, demolition had to be timed between train operations.

The steel towers of the west and east approaches to the old bridge were dropped separately, the east span being the last to topple to the ground on Jan. 7. The twisted steel remains were then cut into small pieces and removed by the demolition firm, and a new chapter was begun in the history of the Milwaukee's river crossing at Madrid, Iowa.



**New Ramp Opens.** Darrell W. Severson, Milwaukee Motor Transportation Company's terminal manager at the Tacoma, Wash., TOFC ramp, learns how to handle the paperwork for the new Tacoma facility from Tony Kilvinger, MMTC Seattle terminal manager. Severson came to Tacoma from the Bensenville, Ill., piggy-back yard where he was assistant manager of container services. The new Tacoma terminal opened on Nov. 1 and is operated for the Milwaukee Road by the railroad's wholly-owned trucking subsidiary, MMTC. The new facility, complete with new highway tractors and two portable ramps, was opened to better accommodate the growing amount of import freight that has been attracted to the Port of Tacoma, according to MMTC Assistant Vice President-Operations C. E. Goldsmith. The ramp is located in the Milwaukee Road's Tacoma freight yard at 1102 Milwaukee Way, Tacoma, Wash., 98421.

## Cowling Elected To Additional Posts

P. Laurin Cowling has been elected vice president-executive department of the Chicago Milwaukee Corporation and of that firm's subsidiary, the Milwaukee Road.

Mr. Cowling has been executive assistant in the Office of the President of the Milwaukee Road, as well as president of the Milwaukee Motor Transportation Company, a wholly-owned motor carrier subsidiary. He will remain in the latter capacity.

A native of Tacoma, Wash., Mr. Cowling first worked in the Operating Department of the Milwaukee Road in that city. He later transferred to the Traffic Department and

served in Great Falls, Mont., Tacoma and Seattle, Wash., and Sacramento, Calif. In 1959 he was appointed assistant to traffic vice president in Chicago.

He was appointed assistant to the president of the railroad in 1961 and served concurrently as vice president and general manager of the Milwaukee Motor Transportation Company, starting in 1963. He held both positions until 1969, when he became president of the General Transport Equipment Company in Chicago. He returned to the Milwaukee Road in 1971 as executive assistant in the Office of President.



These veteran members of the Milwaukee Bowling League, Tacoma's oldest league, are (left to right) Louis Seaman, retired district manager-material; George Girard, retired engine inspector in the Locomotive Department; Bob Vetersneck, retired electrician; Len Rickett, retired boilermaker in the Locomotive Shop; Al Pentecost, retired plumber and steamfitter; Frank Kinzner, retired electrician, and Herb Davis, who retired from the Engineering Department.

## 47 Years Later, Fun Keeps This League Going

Many bowling leagues attempt to put "fun" back into the game, and the Milwaukee League in Tacoma, Wash., has succeeded.

The circuit, oldest in the Greater Tacoma Bowling Association, started 47 years ago and is still going strong.

"The only stipulation we have in the league is that you can't take your bowling seriously," explained League President Lyle Smith. "If anyone got serious in this league, we'd throw him out. Sure, we have some arguments, but we just tell the participants to shut up."

Lyle joined the league in 1944, the same year he started working for the Milwaukee Road. Lyle retired from the Milwaukee Road four years ago as a car distributor in the Superintendent's Office in Tacoma.

"I'm the only one left of the original group," Len Rickett said. "I've bowled every year since it started.

"We opened at the Imperial Lanes, then moved to the old Broadway in the early 1930s, to Sixth Avenue about 1952 and to Chalet Bowl this year," Len recalled. Len is a retired Milwaukee Road boilermaker.

The circuit originally was restricted

to employees of the Milwaukee Road, but that has changed over the years.

"When the railroad began cutting back on employees because of mechanization we had to go to the outside to get bowlers," Lyle explained. "And we added women in the early 1940s."

However, getting "young blood" into the circuit has provided something of a problem.

"We're adding some young fellows now, but it is awfully hard to interest youngsters in bowling with us old-

Story and photo courtesy of  
*The Tacoma News Tribune*

timers," the 72-year-old Lyle Smith said. "Most of our people are from 55-60 and on up with three in their 80s."

The league now consists of ten teams with five members to a team. The oldest member is Herb Davis, who celebrated his 88th birthday last month.

Herb, who started bowling 70 years ago, joined the Milwaukee League in 1930 and hasn't missed a season since.

"I have a 126 average now," he said, "but I used to be in the 180s and 190s way back. I had a 754 three-game series and was the Alaska Territory champion in 1917.

"I can remember when we worked six days a week and I would travel 100 miles to bowl and then go back to work again," Herb recalled.

Herb is retired from the Division Engineer's Office at Tacoma. The older members have seen many changes in bowling over the years, and they cite better conditions, automatic pinsetters and plastic pins as the greatest improvements.

Things naturally weren't always like they are today, Lyle said in recalling his pin-setting days as a youth, before he joined the railroad.

"We'd have to sneak out to do that because we would get the devil beat out of us if we were caught," he said.

Illness has kept Lyle from playing with the league in recent months, and he admitted that he has missed the fun.

"We're a fun league," Lyle remarked. "We don't take things seriously, we just have a great deal of fun." ■

## Commuters' Old Newspapers Are Saved and Recycled

Rush-hour commuters busily read their newspapers as their commuter train speeds them to their jobs in the city—that's an easy image for most people to picture in their minds, whether or not they have ever commuted by rail themselves.

Each workday some 15,000 people make the round-trip journey to and from work on Milwaukee Road commuter trains in the Chicago area. Naturally, a group of people this size can read a lot of newspapers. And when they arrive at their destinations, many passengers leave their newspapers on the train.

Concerned about the nation-wide newsprint shortage, one train rider wrote to the railroad recently suggesting that newspapers left on the trains be collected and recycled.

But General Car Foreman C. E. Curran had the same idea many

**Jenny Swicz** wipes off the windows and fixtures in a commuter car at the Western Ave. Coach Yards. Jenny is a car cleaner at the yards and each day she and other car cleaners gather newspapers left by riders. The papers are saved and then sold to a paper stock company for recycling.

months ago. Each day his people at the Western Ave. Coach Yards in Chicago clean the commuter coaches, and newspapers discarded by passengers make up most of the refuse removed from the cars.

For many years these newspapers were carried away with the rest of

the litter cleaned from the cars. Meanwhile, the demand for scrap paper has been on the rise, and so has public awareness of the paper shortage.

So Curran called a local paper stock supplier and arranged to have all of these old newspapers saved in a steel container next to the car cleaning track. When the container is full he calls the paper company and the old container is promptly removed and an empty one is returned in its place.

Each day the interiors of 55 commuter cars are cleaned at Western Ave. and at least one car is given a thorough scrubbing. Instead of throwing out the newspapers they find in these cars, the cleaners now stack them by the center doors of each commuter car. Bob Carson, a car cleaner at Western Ave. for 25 years, makes the rounds each day and takes the newspapers to the steel container where they are neatly stacked.

Although the railroad is paid for the scrap newspapers that are picked up by the paper company, Curran says that the sale of the paper is not what is really important. "We think we're doing something good for the whole country by recycling these papers. Besides," he says, "people are using up our resources fast enough as it is."

So each day the Western Ave. car cleaners—one of those groups of behind-the-scenes people who help keep trains moving—combine their efforts to keep commuter coaches neat and get newspapers recycled.



**Bob Carson** gathers newspapers collected by car cleaners at the Coach Yards and stacks them in a container placed near the tracks. When the container is full, a paper recycling company buys the newspapers.

## Railroad Asks For Voter Approval Of Illinois RTA

The Milwaukee Road is urging Chicago-area voters to approve a proposed Regional Transportation Authority (RTA) for the Chicago Metropolitan area. The fate of the RTA will be determined by voters in the six-county area around Chicago in a referendum on March 19.

If the RTA receives voter approval, Milwaukee Road officials expect that the RTA will arrange for a service contract with the railroad under which the Milwaukee Road will continue to operate its commuter train services. The RTA proposal was passed by the Illinois State Assembly and signed into law by Governor Dan Walker in late 1973 and now awaits voter approval.

### Runs Two Lines

The Milwaukee Road presently operates commuter trains on two suburban lines serving Chicago's Union Station and 43 stations west

and northwest of the city.

On weekdays approximately 15,000 individual riders take one of the Milwaukee's 73 trains to and from their homes and their places of business. Ridership on the two lines in 1973 ran seven per cent above the 1972 level, according to C. C. Dilley, general manager—passenger services for the Milwaukee Road.

If passed, the RTA would control all public transportation in Cook, Lake, DuPage, McHenry, Kane and Will Counties in Illinois. This would include the rapid transit and bus network of the Chicago Transit Authority as well as the commuter train service provided by six railroads.

The Milwaukee Road's present commuter services are coordinated with three mass transit districts which own and lease back to the railroad the 62 stainless steel bi-level coaches and 18 locomotives in use on the two

suburban lines. These three districts are public bodies that were organized to improve mass transit services, primarily through the administration of Federal and Illinois capital improvement grants.

### Solutions Offered

RTA proponents claim that the city's metropolitan area commuter services should be governed by a single public body that has the authority and the funds to meet the area's growing demand for quality public transportation. Supporters of the RTA proposal argue that the measure provides the most workable solutions to the questions of how RTA governing board members should be chosen, how much power the board should have, how the RTA should be funded, and how tax revenues should be returned to each of the six counties for local transportation improvements.



## Here's how we're doing...

	Fourth Quarter Ending December 31,		Twelve Months Ending December 31,	
	1973	1972	1973	1972
<b>RECEIVED FROM CUSTOMERS:</b>				
for hauling freight, passengers, mail, etc. ....	\$95,604,105	\$84,524,895	\$364,418,010	\$317,697,017
<b>PAID OUT IN WAGES:</b>				
(Labor in operating expenses) .....	42,201,071	39,447,377	164,940,188	151,138,040
Per dollar received (cents) .....	44.1	46.7	45.3	47.6
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act. ....	6,742,628	4,175,536	21,233,178	16,721,501
Per dollar received (cents) .....	7.1	4.9	5.8	5.3
<b>ALL OTHER PAYMENTS:</b>				
for operating expenses, taxes, rents and interest. ....	45,295,549	40,558,340	174,839,750	158,480,587
Per dollar received (cents) .....	47.4	48.0	48.0	49.9
<b>Net Income (Loss) .....</b>	<b>1,364,857</b>	<b>343,642</b>	<b>3,404,894</b>	<b>(8,643,111)</b>
<b>CARLOADS OF REVENUE</b>				
<b>FREIGHT CARRIED:</b>				
Number of cars. ....	251,866	253,374	1,009,396	962,056
Fourth Quarter 1973 under 1972 .....	1,508			
Year 1973 over 1972. ....			47,340	

## Q. & A.

### How Do Railroad Retirement Disability Benefits Affect You?

The Railroad Retirement Act provides annuities for employees before they reach retirement age if they become permanently disabled for all employment or for their regular railroad jobs. Such disability annuities are not reduced for early retirement. Early Medicare coverage, before age 65, is also available for some disability annuitants.

Many questions about these benefits are frequently asked of the U.S. Railroad Retirement Board, the Federal agency that administers the railroad retirement program. Some of these questions are answered here by the Railroad Retirement Board.

**Q:** I understand that there are two different types of railroad retirement employee disability annuities. What are they?

**A:** The first is an annuity which is based on disability for all employment (total disability) and payable at any age under 65 to employees with at least 10 years of railroad service. The second is an annuity based on disability for the employee's regular occupation (occupational disability) and is payable at any age if the employee has at least 20 years of service, or at 60 years of age or older if the employee has 10 or more years of service. The employee must also have a "current connection with the railroad industry" in order to qualify for an annuity based on occupational disability.

**Q:** How do the standards for total

and occupational disability differ?

**A:** An employee is considered to be totally disabled if medical evidence shows that he has a permanent physical or mental condition which prevents him from performing any regular work.

An employee is considered to be occupationally disabled if his physical or mental condition is such that he is permanently disabled for work in his regular occupation even though he may be able to perform other kinds of work. A condition is considered to be permanent if it has lasted or may be expected to last for at least 12 months.

**Q:** What is meant by a "current connection with the railroad industry"?

**A:** An employee has a "current connection with the railroad indus-

try" if he works for a railroad in at least 12 out of the last 30 months before his annuity begins. If he does not have 12 months of service within this last 30-month period, an earlier 30-month period may be used if the employee had no regular nonrailroad employment in the meantime. Self-employment does not break a current connection.

**Q:** Must an employee be medically disqualified by his employer to qualify for an occupational disability annuity?

**A:** No. It is not necessary that he be formally disqualified by his employer in order to be considered occupationally disabled. If the employee meets the age and service requirements, the Board will examine the medical evidence and arrange for a special examination, if necessary, to determine whether he meets the disability standards for his regular occupation.

**Q:** May an individual continue to receive his disability annuity even if he does some work after it begins?

**A:** The answer to this question depends on the type of annuity he is receiving and the kind of work he does. If he is receiving an occupational disability annuity, then his annuity will not be paid for any month he works for a railroad or for his last nonrailroad employer. Also, until the time he would qualify for an unreduced age and service annuity, his disability annuity is not payable for any month in which he earns more than \$200 in employment for hire or in self-employment, but the withheld payments will be restored if his annual earnings are less than \$2,500.

If he earns \$2,500 or more in any year, he loses one month's annuity for each \$200 he earned over \$2,400, counting the last \$100 or more as \$200. However, he will not lose his annuity for any month in which he earns \$200 or less. He may also be assessed certain deductions as a penalty for failing to make timely reports of his earnings.

Sometimes his earnings may raise a question about recovery from his disability even if they amount to less than \$2,500 a year. For example, if the work performed is determined by



The Milwaukee Road's electrification in Washington, Idaho and Montana is thoroughly treated in this new book, *The Milwaukee Road Under Wire*, published by Quadrant Press, Inc., 19 West 44th St., New York, NY 10036. The 64-page book is by Karl R. Zimmermann and is well-illustrated with photographs from many sources. Although the book retails for \$2.95, the publisher is making it available to active and retired Milwaukee Road employees for \$2.50 per copy, postpaid.

the Board to be similar to his previous occupation, his annuity may be stopped.

If he is receiving an annuity based on total disability, there are additional restrictions. In that case, work in nine months, whether or not consecutive, will usually be sufficient to show that the individual is able to do some work. If so, his annuity may be terminated or reduced.

**Q:** If an employee qualifies for a disability annuity, will he also be entitled to Medicare coverage before age 65?

**A:** No, not necessarily. The Medicare provisions require that he be totally disabled. However, the fact that an employee is receiving an occupational disability annuity from the Board will not preclude him from such coverage if he is, in fact, totally disabled. To qualify for pre-65 Medicare coverage he must also meet certain earnings requirements by having worked in at least 20 of the last 40 calendar quarters before becoming totally disabled.

**Q:** If an annuitant meets the disability requirements for Medicare coverage, when can such coverage begin?

**A:** It starts after the beneficiary has been totally disabled for at least 29 consecutive months (30 months if the disability started July 1972 or earlier) and was eligible for a total disability annuity for at least the last 24 months in that period. Therefore, if an individual's railroad retirement annuity begins the first month he is disabled, he will not be eligible for Medicare coverage until at least the twenty-ninth month later, except that, if an annuitant reaches age 65 sooner, his Medicare coverage would start then.

**Q:** Could the disabled child of a non-disabled retired employee qualify for early Medicare coverage?

**A:** If the child is dependent and first became totally disabled before age 22, it is possible that he may be eligible for early Medicare coverage. However, such coverage could not begin until the child has been totally disabled for 24 consecutive months after attaining age 18.

**Q:** Can an employee suffering from chronic kidney disease, who can still be gainfully employed, qualify for pre-65 Medicare coverage even though he does not receive a disability annuity?

Safety Standings of Divisions and Departments				
FINAL RESULTS — 1973				
Rank	Division	Killed	Injured	Casualty Rate
1	Aberdeen		5	3.27
2	Iowa, Minnesota & Dakota		7	4.56
3	Rocky Mountain		19	9.95
4	LaCrosse	1	25	10.84
5	Twin City Terminal		17	11.19
6	Coast	1	29	11.41
7	Iowa		33	12.63
8	Chicago	1	60	15.09
9	Milwaukee	1	96	17.29
	Others		24	5.16
	SYSTEM	4	315	11.22

Rank	Department	Killed	Injured	Casualty Rate
1	Material Division			
2	Stations & Freight Houses		6	1.84
3	Car Dept.		12	4.81
4	Signals & Communications		4	5.03
5	Locomotive		13	5.08
6	Electrification		1	6.55
7	Sleeping & Dining		1	7.17
8	Enginemen	1	33	10.99
9	Track		43	11.72
10	Road Trainmen	2	60	15.79
11	Bridge & Building		11	28.44
12	Yard Trainmen	1	124	49.61
	Miscellaneous		7	1.38
	TOTALS	4	315	11.22

**A:** Yes he may, if his condition is chronic and requires dialysis (kidney machine) treatment or transplant, and he meets certain minimum earnings requirements. The wife or dependent child of a railroad worker may also qualify on the basis of chronic kidney disease.

**Q:** Are railroad retirement disability annuities and early Medicare coverage also available to the survivors of deceased employees?

**A:** The widows and children of insured employees are provided annuities for total disability. Such annuities are payable to widows at least age 50, and children age 18 and older who incurred their disability before age 22.

Early Medicare coverage is also available, after benefits have been paid for 24 months and certain other requirements are met.

Widows age 50 or over who are

totally disabled, but have not previously filed a claim for disability because they are receiving survivor benefits on the basis of caring for minor or disabled children, may also be eligible for early Medicare coverage. Such widows should contact the nearest Board office in this regard.

**There's A Future In It For Someone**



**Take stock in America Buy U.S. Savings Bonds**

## Supreme Court Gives Final O.K. On New Service

Continuing court action resulting from the Milwaukee Road's extension of service southward to Louisville, Ky., has finally ended. On Dec. 17 the nation's highest court ruled that the Milwaukee Road's entry into Louisville almost one year ago was legal.

The Supreme Court decision ended action by the Louisville and Nashville Railroad Co. (L&N) to keep the Milwaukee Road from operating freight trains 71 miles over L&N tracks between Bedford and New Albany, Ind., and two miles over the tracks of the Kentucky and Indiana Terminal Railroad Co. (K&IT) from New Albany, across the Ohio River, and into Louisville. The L&N owns a one-third interest in the K&IT, which is a small terminal railroad that connects railroads in the Louisville area.

The Dec. 17 decision had the effect of making the present terms for the Milwaukee's new Louisville service final, according to Thomas H. Ploss, general attorney for the Milwaukee Road.

Mr. Ploss is on the staff of the Milwaukee Road's Law Department in Chicago, Ill. He, together with Vice President-Law Raymond K. Merrill, handled the Milwaukee's case before the Interstate Commerce Commis-

sion (ICC) and defended the Milwaukee's position in the courts.

The whole series of events began in 1968 when the L&N and the Monon railroad applied to the ICC for permission to join together to form one railroad. This merger was approved by the ICC in 1970, with the condition that the Milwaukee Road be allowed to enter Louisville.

The ICC recognized Louisville as an important "gateway" city because freight shipments moving between Chicago and many cities in the southeastern United States must pass through it. The ICC was aware that when the Monon merged with the L&N, the new L&N system would completely dominate this Louisville gateway. By giving the Milwaukee Road—which already ran as far south as Bedford—the right to enter Louisville and make connections with other railroads such as the Southern Railroad and the L&N, the ICC reasoned that competition would be created on the Louisville-Chicago route and that shippers and communities could benefit.

The L&N-Monon merger soon became a reality, but the Milwaukee Road and the L&N were unable to come to terms over the use of the Bedford to Louisville route. The Mil-

waukee refused to buy, on the terms demanded by its owners, a one-fourth interest in the K&IT, on whose tracks it would have to run in order to do business in Louisville.

In late 1971 the Milwaukee asked the ICC to set the terms for entry. The L&N, meanwhile, objected to the Milwaukee's request, claiming that the Milwaukee's failure to buy into the K&IT had invalidated the entire Louisville entry condition.

In early 1973 the ICC set terms for a rental agreement for the use of trackage and set March 1 as the date on which the Milwaukee was to begin its Louisville service. Unhappy with this result, the L&N appealed the ruling to the U.S. District Court in Louisville. On Feb. 26 that court upheld the ICC ruling, but the L&N again appealed, this time to the U.S. Supreme Court in a last effort to delay the Milwaukee's operation. But on February 28 that court refused to grant the delay and after weeks of uncertainty the Milwaukee's new service was started on schedule on March 1.

The case was finally ended on Dec. 17 when the U.S. Supreme Court affirmed the District Court's decision upholding the terms set by the ICC for the Milwaukee's operations. ■

## *Changes In Interest And Maturity Boost Earning Power O*

The earning power of Savings Bonds owned by Milwaukee Road employees increased on Dec. 1 as a result of recent changes in the interest rates and maturity for Series E and H Savings Bonds.

The changes, announced recently by the U. S. Treasury Department, have the following effects:

- All Series E Bonds purchased on or after Dec. 1 now earn 6 per cent interest, compounded semiannually, when held to maturity of five years. This is an increase over the 5½ per cent interest rate that was effective before Dec. 1, and is a decrease in the length of time required for the bonds to reach maturity, which was

five years and ten months.

- Yields on all outstanding Series E Bonds—both new and older issues—are raised by ½ of one per cent for each semiannual interest period beginning on or after Dec. 1 until their next maturity.

- Yields on U. S. Savings Notes, or Freedom Shares, are also raised by ½ of one per cent for their remaining lives effective with the first semiannual interest period, beginning on or after Dec. 1. Freedom Shares were sold in conjunction with E Bonds from May 1, 1967 through June 30, 1970.

- All Series H Bonds purchased on or after Dec. 1 now provide an aver-

age yield of approximately 5.6 per cent during the first five years, and 6.5 per cent during the remaining five years to maturity. This provides an overall yield of 6 per cent from date of issue to maturity.

- All outstanding H Bonds also receive the ½ of one per cent increase in yield for semiannual interest periods beginning on or after Dec. 1.

No action on the part of Savings Bond or Note holders is necessary to take advantage of the higher rates, the U. S. Treasury said. The Treasury pointed out that since the older E and H Bonds have also had their yields improved, there would be no advantage in redeeming presently-owned

## Retirement Benefits Up; Railroad, Some Employees To Pay More Tax

New Social Security legislation will mean increased Railroad Retirement benefits as well as higher Railroad Retirement deductions from some paychecks.

The new law provides for a total increase of 11 per cent in benefits for those receiving social security. The benefits will increase in two stages—7 per cent in March and the remaining 4 per cent in June.

Under the "rail package" bill on Railroad Retirement that was passed by Congress in early 1973, Social Security increases on a percentage basis are "passed through" to railroad retirees in dollar amounts.

### Increase Varies

Although recipients of Railroad Retirement will not necessarily receive an 11 per cent increase in their benefits, a dollar-for-dollar increase will be added to their benefits as the Social Security benefits increase. Since many Railroad Retirement annuities are generally much greater than those paid by Social Security, many Railroad Retirement recipients will get less than an actual 11 per cent increase.

All recipients of railroad retirement annuities will receive these two increases effective March and June, and in most cases the increases will be reflected on their April 1 and July 1 checks. Retroactive payments will be made to those whose increases are

delayed during completion of paper work, the Board said.

Railroad retirees who also receive social security benefits will still receive the railroad retirement increases.

Since the new law also increases the tax base for Social Security in 1974, Railroad Retirement deductions from paychecks are also going up.

For railroad employees this means that the amount of their monthly earnings on which they must pay retirement taxes has gone up from \$900 in 1973 to \$1,100 in 1974. Although the percentages of this income that must be paid as tax remain unchanged—5.85 per cent for employees and 15.35 per cent for the railroad—the increase in the tax base generally means a higher monthly tax payment for both the employee and the railroad.

As a result, if an employee earns a salary of \$13,200 in 1974 (or

\$1,100 per month) or more, his monthly Railroad Retirement tax goes to \$64.35 per month, compared to the \$52.65 he paid in 1973. But the amount that the railroad must pay each month towards the same employee's railroad retirement has jumped even more—from \$138.15 to \$168.85.

### Railroad's Share Rises

It has been estimated that this increase and the greater share of Railroad Retirement now paid by railroads will cost the railroad industry almost \$400 million in 1974.

On Oct. 1 the railroads took over half of each employee's Railroad Retirement payments, and on Jan. 1 each employee's Railroad Retirement payments were further reduced when the rate paid by employees was cut to 5.85 per cent, the same as the Social Security rate. The railroads have picked up the difference on these reductions in the rate paid by each employee.

## Savings Bonds

bonds to buy new bonds.

The purchase price of new Bonds remains unchanged, and Bonds remain available with maturity values of from \$25 to \$1,000.

The annual limit on purchase of Series E Bonds is \$5,000, issue price, and the annual limit on Series H Bonds is \$5,000, face amount.

Twenty-three million Americans presently hold more than \$60 billion in Savings Bonds and Notes, the Treasury said.

The new rate was made possible when Congress, while providing a new debt limit, clarified the authority of the Treasury to pay the higher rate. ■



Get your slice of the pie.

Join the Payroll Savings Plan  
It is a logical deduction

**U.S. SAVINGS  
BONDS**



## Retirements

### Applications Reported During Nov.-Dec. 1973

**Herbert E. Bahr**, bureauhead, Chicago, Ill., entered service 1927, retired Aug. 31.

**Carl L. Bartsch**, locomotive engineer, Miles City, Mont., entered service 1929, retired Oct. 10.

**C. F. Blake**, conductor, Portage, Wis., entered service 1937, retired Oct. 26.

**Robert E. Boyd**, locomotive engineer, Ottumwa, Iowa, entered service 1927, retired Dec. 7.

**James M. Brown**, freight inspector, Chicago, Ill., entered service 1938, retired Oct. 31.

**James T. Butterbaugh**, chief clerk to agent, Miles City, Mont., entered service 1928, retired Nov. 23.

**Fred M. Chilton**, locomotive engineer, Milwaukee, Wis., entered service 1927, retired Oct. 31.

**Elmer L. Close**, locomotive engineer, Ottumwa, Iowa, entered service 1929, retired Nov. 29.

**James Felix**, turn table operator, Milwaukee, Wis., entered service 1924, retired Nov. 30.

**Issac A. Fields**, porter, Chicago, Ill., entered service 1937, retired Nov. 30.

**Julius Foster**, shop laborer, Milwaukee, Wis., entered service 1942, retired Nov. 30.

**Howard P. Gannon**, locomotive engineer, Austin, Minn., entered service 1926, retired Oct. 4.

**Kenneth W. Gebhart**, agent, Madison, S.D., retired Oct. 31.

**John P. Glish**, clerk, St. Paul, Minn., entered service 1934, retired Nov. 30.

**Irene Goelz**, clerk, Chicago, Ill., entered service 1950, retired Nov. 2.

**Faymer M. Gray**, locomotive engineer, Austin, Minn., entered service 1926, retired Oct. 31.

**Orie C. Groves**, agent, Fulda, Minn., entered service 1939, retired Oct. 31.

**Katherine Guerrieri**, assistant bureauhead, Chicago, Ill., retired Nov. 15.

**Edward E. Hamilton**, machinist, Deer Lodge, Mont., entered service 1943, retired June 1.

**F. L. Hansen**, section foreman, Britton, Iowa, entered service 1954, retired Oct. 31.

**Toliver Harley**, chef-cook, Chicago, Ill., retired May 24.

**Minnie P. Higgins**, clerk, Milwaukee, Wis., entered service 1949, retired Nov. 30.

**Catherine E. Hutch**, secretary, Seattle, Wash., entered service 1947, retired June 8.

**Clarence R. Jacobs**, yard conductor, Minneapolis, Minn., entered service 1945, retired Nov. 24.

**Ernest P. Jensen**, trainman, Milwaukee, Wis., entered service 1926, retired Dec. 3.

**Helen V. Klatecki**, clerk, Chicago, Ill., entered service 1951, retired Oct. 31.

**Harold R. Krueger**, sheet metal worker, Tomah, Wis., entered service 1965, retired March 17.

**Harry A. Kruse**, freight conductor, St. Paul, Minn., entered service 1948, retired Aug. 27.

**Ray M. Kuick**, conductor, Milwaukee, Wis., entered service 1929, retired Nov. 29.

**Leonard J. Kulesa**, crane operator, Tacoma, Wash., entered service 1938, retired Dec. 23.

**Harold L. Lasarge**, switchman, LaCrosse, Wis., entered service 1938, retired Oct. 26.

**Mildred R. Logan**, cashier, Davenport, Iowa, entered service 1943, retired Dec. 6.

**Garnett E. Lowman**, locomotive engineer, Tacoma, Wash., entered service 1943, retired Oct. 26.

**Kenneth J. McCall**, construction foreman, Chicago, Ill., entered service 1936, retired Dec. 21.

**Hugh Moncrief**, engineer, Beloit, Wis., entered service 1924, retired Dec. 1.

**Jonas Munk**, section laborer, Davis Jct., Ill., entered service 1926, retired Oct. 31.

**Franklin A. Norcut**, gateman, Elgin, Ill., entered service 1954, retired Aug. 31.

**Charles H. Periberg**, secretary, Chicago, Ill., entered service 1926, retired Aug. 21.

**Clarence H. Peterson**, section foreman, Butte, Mont., entered service 1936, retired Oct. 19.

**Carl H. Prah**, chief operator, Miles City, Mont., entered service 1943, retired Oct. 31.

**Lila M. Robinson**, agent operator, Forsyth, Mont., entered service 1946, retired Feb. 9, 1973.

**Jesse E. Rodriguez**, track laborer, Cedar Rapids, Iowa, retired Oct. 31.

**Lillian R. Rosenka**, assistant bureauhead, Chicago, Ill., entered service 1926, retired Nov. 13.

**Morris H. Running**, yard conductor, Milwaukee, Wis., entered service 1941, retired Oct. 17.

**Andrew W. Schanke**, steel bridge inspector, Chicago, Ill., entered service 1935, retired Sept. 28.

**Manda J. Schrock**, secretary, Tacoma, Wash., entered service 1944, retired Nov. 30.

**Killian G. Schwartz**, yard conductor, Milwaukee, Wis., entered service 1927, retired Nov. 30.

**James E. Stevenson**, pullman conductor, Chicago, Ill., entered service 1969, retired Dec. 14.

**Joseph J. Stoga**, store helper, Chicago, Ill., entered service 1942, retired Dec. 13.

**George H. Strong**, locomotive fireman, St. Paul, Minn., entered service 1942, retired Sept. 14.

**James Toney**, waiter, Chicago, Ill., entered service 1937, retired Nov. 9.

**Edward R. Wagner**, brakeman, Yankton, S.D., entered service 1942, retired Oct. 31.

**Price R. Watson**, conductor, Chicago, Ill., entered service 1937, retired Dec. 16.

**Aubrey L. Wiley**, switchman, Milwaukee, Wis., entered service 1955, retired Nov. 26.

**Joseph Williams**, roundhouse laborer, Bensenville, Ill., retired Nov. 9.

**Earl E. White**, director of sales, Tokyo, Japan, entered service 1924, retired June 30.

**Herbert W. Wolf**, chief clerk, Chicago, Ill., entered service 1952, retired Oct. 31.

**Lawrence B. Wright**, brakeman, Rapid City, S. D., entered service 1943, retired March 1.

**H. E. Yahn**, section foreman, Washington, Iowa, entered service 1928, retired Nov. 24.

## Personnel Dept.

Effective January 1:

**Robert T. Baker** appointed manager-compensation and benefits, Chicago, Ill.

**Rosemary O'Connor** appointed personnel officer-training, Chicago, Ill.

## Labor Relations and Personnel Depts.

Effective January 1:

**C. Richard Raveling** appointed assistant to vice-president-labor relations and personnel.

## Office of the Corporate Secretary

Effective January 1:

**George G. Grudnowski** elected assistant secretary, Chicago, Ill.

## Appointments



## Office of the President

Effective January 1:

**Dolores J. Winterlin** appointed administrative assistant to the president, Chicago, Ill.

## Executive Dept.

Effective January 17:

**P. Laurin Cowling** elected vice president-executive department of the Milwaukee Road and the Chicago Milwaukee Corporation, Chicago, Ill.

## Operating Dept.

Effective January 1:

**Robert D. Richter** appointed trainmaster, LaCrosse Division, Wausau, Wis.

**Raymond C. Guse** appointed traveling engineer-trainmaster, Aberdeen Division, Montevideo, Minn.

**Michael G. Peterson** appointed traveling engineer-trainmaster, IM&D Division, Sioux Falls, S.D.

Effective February 1:

**Raymond D. Nelson** appointed trainmaster, Milwaukee Division, Milwaukee, Wis.

**Mark H. Westerfield** appointed trainmaster, Chicago Division, Bensenville, Ill.

**William Cruickshank** appointed system general road foreman of engines, Milwaukee, Wis.

**A. J. Cini** appointed regional road foreman of engines, Iowa Division, and portions of the IM&D and Chicago Divisions; Savanna, Ill.

**Wayne R. Ferrier** appointed regional road foreman of engines, Coast and Rocky Mountain Divisions, Tacoma, Wash.

**Homer L. Johnson** appointed regional road foreman of engines, Twin City Terminal Division, Aberdeen Division, and portions of the LaCrosse and IM&D Divisions; St. Paul, Minn.

**Gerald E. Stuckey** appointed regional road foreman of engines, Milwaukee Division, and portions of the LaCrosse and Chicago Divisions; Milwaukee, Wis.

## Law Dept.

Effective January 1:

**Leonard R. Norberg** appointed director property taxes, Chicago, Ill.

**Kenneth W. Miller** appointed regional director property taxes, Chicago, Ill.

**Dennis Morrissey** appointed property tax representative, Chicago, Ill.

**Eugene E. Knaga** appointed assistant property tax representative, Chicago, Ill.

### TO RAILROAD EMPLOYEES

covered by the

### RAILWAY LABOR ORGANIZATIONS NATIONAL GROUP INSURANCE PLAN

#### NOTICE OF AMENDMENT TO THE BOOKLET

Describing The

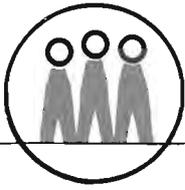
Plan Provided under Group Policy Contract No. GA-23000  
issued by The Travelers Insurance Company

Pursuant to amendment of Group Policy Contract No. GA-23000, issued by The Travelers Insurance Company, the booklet (Form GI-47649) is hereby amended as of July 1, 1973 as set forth below.

1. Statements of and references to the Maximum Benefit under the Major Medical Expense Benefits set forth on Pages 5, 11, 12, 14, 47 and 49 of the booklet are amended to read "\$250,000" in lieu of "\$50,000".
2. The next to the last paragraph of Example I set forth on Page 14 of the booklet is amended to read "\$246,988" in lieu of "\$46,988" and "\$248,988" in lieu of "\$48,988".
3. The definition of Medicare set forth on Page 38 of the booklet is amended to read as follows:

"The term 'Medicare' as used herein means the Health Insurance for The Aged and Disabled program under Title XVIII of The Social Security Act as such Act was amended by the Social Security Amendments of 1965 (Public Law 89-97), 1967 (Public Law 90-248) and 1972 (Public Law 92-603), as such program is currently constituted and as it may be later amended."

**Recent changes** to the company's insurance plan booklet were announced to employees with this notice. These changes apply only to those employees represented by labor organizations who are covered by the Travelers Insurance plan. Changes provide for higher limits on major medical expense benefits and clarification of the word "Medicare" as it is used in the booklet.



## About people on the railroad

### Coast Division

#### TACOMA

Bernice C. Riippi, Correspondent

Office of Division Engineer

One hundred and fourteen members of the Milwaukee Retired Employees Club from the Seattle-Tacoma area met at Steve's Gay 90 Restaurant in Tacoma on Dec. 13 for their annual Christmas party. Following a short business meeting the club was entertained by a chorus of 11 girls from Lincoln High School. Dr. Thor Strong of the Mason Methodist Church then delivered the Christmas message.

The club gave 42 gifts to those holding lucky numbers, and each member brought a gift to exchange with another. After the singing of Christmas carols, election of officers for 1974 took place. Leo Thiel, Vic Peterson and Tom Norwood were re-elected as president, vice-president and secretary-treasurer, respectively.

The club meets in Seattle one month and in Tacoma the next, throughout the year except during July. An annual picnic is held in Tacoma in August and the Christmas party is held in December.

Dec. 24 was a very special day for retired Conductor Ward Burt and Mrs. Burt of Tacoma. This was the 60th anniversary of the marriage of Henry Ward Burt and Annie Roberts in Everett, Wash., on Dec. 24, 1913. Ward joined the Milwaukee in 1912, starting in engine service and transferring to train service in 1913, where he worked



Mr. and Mrs. Ward Burt of Tacoma, Wash., celebrated their 60th wedding anniversary on Dec. 24. Ward began working with the Milwaukee Road in 1912 and retired in 1952.



**Club officers:** The Milwaukee Retired Employees Club of the Seattle-Tacoma area met in Tacoma, Wash., recently and re-elected (left to right) President Leo Thiel, Vice President Vic Peterson and Secretary-Treasurer Tom Norwood.

until his retirement in 1952. Both Mr. and Mrs. Burt enjoy excellent health and both are active members of the Milwaukee Retired Employees Club and the Milwaukee Women's Club.

Leonard J. Kulesa retired on Nov. 23 after 45 years of service with the Milwaukee Road. He started work as a section laborer in Roundup, Mont., in 1929. About a year later he became a crane operator and remained in that position until his retirement. Leonard came to Tacoma in 1961, after spending many years with the Rocky Mountain Division. Leonard and Mrs. Kulesa have no definite plans other than to relax and enjoy themselves. They have just returned from spending the Christmas holidays with their son and his family in Denver, Colo. Leonard's friends extended to him their best wishes for his retirement.

Manda Schrock was guest of honor at a reception at Ceccanti's Restaurant on Nov. 30. Eighty friends gathered to wish her happiness on her Dec. 1 retirement. Manda began work for the Milwaukee Road in Tacoma in 1944 and performed many duties in the Freight Office before transferring to the Division Engineer's Office. Eleven years ago she transferred again, this time to the Traffic Department where she worked as secretary until her retirement. Manda plans to travel and is looking forward to visiting many new places. Mrs. Barbara Button has been appointed to fill Manda's position.

The Engineering Department hosted

the annual Christmas party this year, with many retired Milwaukee people attending the activities with active employees and their families. Christmas music was played and a large smorgasbord table was the center of attraction.

It was an enjoyable beginning for what everyone hoped would be Happy Holiday Season for all.

### SEATTLE

Laura K. Schaub, Correspondent

Office of Regional Manager-Sales

#### ASSISTANT SUPERINTENDENT'S OFFICE:

Members of the Milwaukee Road Sportsmen's Club of Othello, Wash., made their annual trip to Westport, Wash., and Roadmaster Elmer Lottes was the winner of the grand prize for the largest salmon caught on the trip. Elmer's largest catch was a 32-pounder.

Bill Walker, retired Seattle switchman, recently stopped in the office to extend season's greetings to everyone. Bill had just returned from a trip to the East Coast which included ten days in Disneyworld in Florida. He was planning to spend Christmas in Alaska.

We also learned recently that Homer Carter, retired switchman, is wintering in Texas, and we are sorry to report that Leonard W. McLean, retired yard clerk, died recently.

#### REGIONAL DATA OFFICE:

Esther Ray's parents, Mr. and Mrs. Harold Ray of Kelso, Wash., celebrated



The Milwaukee Road was well-represented at the annual Bosses' Night held recently at the Washington Athletic Club by the Women's Traffic and Transportation Club of Seattle, Wash. Milwaukee Road club members in the front row, left to right, are club Trustee Laura Schaub of the Regional Sales Office; Gerri Egan, secretary to the District Manager-Sales; 1973-74 club President Lee Derr, secretary to the Regional Manager-Sales; Jeanne O'Connor, secretary to the General Manager, and club Publicity Chairman Judi Sawyer, clerk in International Sales. In the back row, left to right, are guests J. L. Werner, district manager-sales; W. V. Johnson, sales representative-rail highway sales; H. A. Sauter, assistant regional manager-sales; L. E. Fancher, regional manager-sales; S. R. Graf, manager-international sales, and R. P. Jorgensen, regional manager-adjustment services.

their golden wedding anniversary on Nov. 10. A party honoring the event was given by Esther and her sister, Mrs. Betty Dean.

Joyce Ask and her husband hosted the Regional Data Office with a Christmas Party at their home.

Recent vacationers included Betty and Bill Whalen, Esther Ray, Vicki Olsen, Joyce Ask and Ray Kester.

The Milwaukee Employees' Annual Christmas Luncheon was held on Dec. 18 at the Washington Athletic Club



Manda Schrock slices her retirement cake at a reception held for her in Tacoma, Wash., on Nov. 30. With her is District Manager-Sales E. W. Jacobson. Manda was a secretary in the Traffic Department at the time of her retirement.

with nearly 100 guests attending. Emcee for the occasion was Warren H. Ploeger, western counsel at Seattle, who introduced the Rev. Milton Wolf, Pastor of the Highland Park United Methodist Church, who delivered an appealing Christmas message.

Vice President and Western Counsel Byron E. Lutterman presented interesting facts about our railroad, and Christmas songs were sung by Jeanne O'Connor, secretary to the general manager, accompanied by the music of Bob Brinkley, assistant treasurer. Christmas gifts were distributed after the program to winners who were present. Among the guests were many retired employees and their wives.

Jeanne O'Connor, secretary to the general manager in Seattle, entertains guests with Christmas songs at the Annual Milwaukee Employees Christmas Luncheon at the Washington Athletic Club in Seattle, Wash. Accompanying her is Assistant Treasurer Bob Brinkley.



## SPOKANE

Ethelyn Calavan, Correspondent  
Office of Assistant Superintendent

A retirement luncheon was held at the Town & Country on Nov. 16 honoring Ray C. Moore, former district adjuster. Ray was presented with a money tree and a locomotive decanter. Ray started with the Milwaukee in 1925 at Miles City, Mont., working part time while he finished school. In 1942 he became a full-time employee and worked continuously until he took a leave of absence on a physical disability and, soon after, retired.

Ray and his wife, Nell, have been married 41 years and have three daughters and a son, Clark, who is a Milwaukee Road engineer. A daughter, Beverly, worked for the Milwaukee Road in Miles City between school semesters and another daughter, Nona Jean, worked in the claim department in Milwaukee for six years.

Ray is enjoying his leisure time working with the power tools he has accumulated and he is active in bowling.

We have had our share of employees on the sick list. Among these are Bert Werner, operator at Malden, Wash., who suffered a stroke and is in the Veterans' Hospital undergoing therapy. We have heard that Bert is showing progress and hope to see him back in the near future. Conductor Frank Garcia has been in the hospital several months and the latest report is that Frank is recovering well and hopes to be out shortly. Al Taylor, section foreman at St. Maries, Idaho, has also been on sick leave for several months. Coworkers wish him a speedy recovery and hope to see him back on the job soon. Fred Krebs, retired engineer from Malden, died recently at the age of 77. He was the father of Conductor Roy Krebs. Sympathy was extended to Roy and his family.

Taking over the agency at Coeur d'



**Roadmaster** Elmer Lottes displays the 32-pound salmon he hooked to win the grand prize during the annual fishing trip of the Milwaukee Road Sportsmen's Club of Othello, Wash.

Alene, Idaho, is Cathy Sprinkel, who left the Malden agency where he had worked for many years. Darlene Brown has bid successfully for the Malden job.

With the New Year already here, Spokane residents are looking forward to the World's Fair to be held in 1974 from May through October. Visitors are urged to see Spokane and the Expo-74 Fair, where they can shop in unique boutiques, dine in authentic foreign restaurants and literally visit the "whole world" in an attractive Spokane River island setting in downtown Spokane.

## Rocky Mountain Division HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Retired Engineer Fred Bassett and his wife have returned from a tour during which they showed a collection of



**Ray C. Moore** (right), district adjuster at Spokane, Wash., and his wife Nell seem to be enjoying the retirement luncheon held in Ray's honor at the Town and Country on Nov. 16. Ray first worked for the Milwaukee in 1925 and his son, Clark, is a Milwaukee Road engineer.

over 125 framed pictures by Charles M. Russell, Montana's famed cowboy artist. The showing was sponsored by the Rosebud County Cowbelles at the Rosebud County Library in Forsyth, Mont. There will also be a showing at the Pioneer Cafe dining room in Roundup, Mont.

Blanche Blum, wife of Trainman Joe Blum of Harlowton, was elected as a member of the executive committee of the Montana State Democratic Central Committee at a meeting in Lewistown, Mont. She also serves as chairman of the Wheatland County Democratic Central Committee.

Retired Sectionman Sam Drogitis died recently at the home of his son in Harrison, Mont. Services were held in Harlowton and burial was in the Harlowton Cemetery. Mr. Drogitis was born in Jonta, Greece, in 1895. He came to the United States at age 19 and became a U. S. citizen in 1940. He started with the Milwaukee Road in 1924 and retired in 1960.

Radioman Harry Roylance of Harlowton was elected president of the Upper Mussellsell Sportsmen's Association. Substation Operator Ray Homer of Two Dot, Mont., was elected secretary of the group. Directors of the association include Elmer (Butch) Nissen and Bill Lorenzen, Milwaukee Road conductor and pipefitter, respectively. The association has been inactive for several years. It has been reorganized with the hope of resuming the group's activities.

Carman Fred Strasser, 92, died at Wheatland Memorial Hospital. He had suffered a fall in his home just prior to his death. Services were held at Trinity Lutheran Church in Harlowton and burial was in the Harlowton Cemetery. He was born in Lafayette, Ind., in 1881. Mr. Strasser came to Harlowton in 1908 and worked for the Milwaukee until his retirement in 1946. His wife died in 1954.

Jeri Barney, daughter of Trolley Maintainer and Mrs. Clarence Barney of Harlowton, was married to William

**Iver Eckeberg** (center) recently retired from his duties as line-man at Lewistown, Mont. A farewell party held in his honor was attended by his co-workers and relatives. With him at the party are (left to right) his son Joe, his wife Helen, and his sister and her husband who came from Michigan to attend the party. Iver has worked on most of the Lines West territory.



**MURPHY-CAMPBELL.** Colleen Murphy, daughter of Section Man and Mrs. Gene Murphy of Harlowton, Mont., was married to Rodney Campbell at the Federated Church in Harlowton.

J. Adams of Lewistown on Sept. 8 in the Church of Jesus Christ of Latter-day-Saints in Lewistown. A sister of the bride, Operator Della Barney of Three Forks, served as maid of honor. Mrs. Nola Stiles, who is yard clerk at Harlowton, is also a sister of the bride. Jeri is attending Montana State University in Bozeman. Jim is employed by U. S. Gypsum at Heath, Mont.

Colleen Murphy and Rodney Campbell were married recently in the Federated Church in Harlowton. Colleen is the daughter of Sectionman and Mrs. Gene Murphy of Harlowton. A reception was held at the church following the ceremony, after which a buffet supper was held at the Murphy home for relatives and guests. A wedding dance was held in the Moose Hall with music by Johnny Sherpe's band. Johnny is





**Mr. and Mrs. Don F. Klepper** (center) admire a scrap book presented to them by friends at Don's retirement party at Missoula, Mont. Don retired as agent at Missoula after a career with the Milwaukee Road at stations in North Dakota, South Dakota, Montana and Idaho. On the left is Dick Jakob, production scheduler and transportation manager for Hoerner-Waldorf Corp., and on the right is Richard D. Wood, district manager-sales for the Milwaukee Road. Over 100 of Don's friends from the railroad and Missoula-area industries were on hand to wish him a good retirement. Mr. and Mrs. Klepper will continue to live in Missoula, although they will spend some time at their small ranch near Missoula.

track welding supervisor at Roundup, and Montana's Champion Old-Time Fiddler.

Iver Eckeberg retired recently from his duties as lineman at Lewistown. A farewell party held in his honor was well attended. Iver worked on most of the Lines West territory at one time or another. After the party, he and his family left with relatives for a vacation in Michigan before returning to Lewistown.



**Storekeeper Duane J. Parks** is the first Milwaukee Road employee to be named Citizen of the Day in Miles City, Mont. Duane received the distinction for his work as scoutmaster of a Boy Scout troop for more than 11 years. During that time his troop has won many awards and has participated in many scouting activities. Duane started with the railroad as a Store Department laborer in 1936. He is married and has a daughter and two sons. Both sons have also been active in scouting.

JANUARY • FEBRUARY, 1974

## DEER LODGE AREA

Barbara Wales, Correspondent  
Office of Division Engineer

Don F. Klepper, agent at Missoula, Mont., was honored at a retirement dinner at the Elks Club in Missoula recently. Don had 30 years of service with the Milwaukee at the time of his retirement. Marty Garelick, assistant vice president, was master of ceremonies and was assisted by Dick D. Wood, district manager-sales at Missoula.

Dick Jakob represented the Hoerner-Waldorf Corporation and praised Don for the manner in which he represented the Milwaukee Road over the years. Don was presented with a handmade scrapbook filled with articles and clippings about his career with the railroad. His family members and Milwaukee Road friends gave him a pool table, and his wife, Vivian, received a gift of crystalware from Milwaukee employees. Steve, one of Don's children, made a tape recording for the occasion. Steve

**Engineer Carl L. Bartsch** (center) is presented with a retirement gift from fellow workers by Trainmaster-Traveling Engineer P. M. McLean (left) while Roundhouse Foreman Art J. Yamada extends congratulations to him. Carl was honored on his retirement at a coffee hour in Miles City on Dec. 24.



is in the Peace Corps in Malasia and could not attend the retirement dinner. Three of the Kleppers' children were there, however, along with some 100 friends who wished Don Klepper a good retirement.

Retired Roadmaster Tom Prata and his wife Mary recently made their second trip to Europe. They report that Europe was more interesting the second time around. They had received two invitations to return to Europe, one of which was from the Rev. Don Peppino of Cantalupo, Italy. Tom's brother Perry lives in Bari, Italy, and his brother John lives in Cantalupo, and Mr. and Mrs. Prata spent a week visiting family members in that area. They also visited many cousins they had not met before. The second invitation came from Mr. Italo Salona of Levanto Genova, Italy. Tom and Mary visited there for a day and the conversation was, for the most part, railroading! A tour of the Alps, the Roman Forum and Italian Gardens, a self-guided tour of Rome, a visit to the Column of Marcus Aurelius, and many other points of interest rounded out a happy time for the Pratas.

Congratulations went to Mr. and Mrs. Ross D. Corneil on the birth of their baby girl on Dec. 17. "Grandpa" D. F. (Budd) Corneil is chief carpenter at Deer Lodge and "daddy" Ross is a teacher at Granville Stuart Elementary School in Deer Lodge. Ross also works summers in the B&B Department.

Roadmaster Vince Perrone at Missoula was transferred to Moberidge, S.D., to take the roadmaster position there. He was honored by his friends at a coffee hour at the Missoula depot and at a going-away dinner at the Frontier Lounge in Missoula. He received as going-away presents a connoisseur bar set shaped like a locomotive and a set of large color photos of the Missoula depot and the Little Joe locomotives. Over 50 friends and fellow employees attended the coffee hour and 24 attended the dinner party. Vince was at Missoula for three years and previously was roadmaster at Deer Lodge.

Al E. Schmit has taken over as roadmaster in Missoula after leaving the

same job at Iron Mountain, Mich. He replaces Vince Perrone who is now at Mobridge.

Retired Clerk David Ehrlich died in Seattle, Wash., on Oct. 24. He was born in New Jersey in 1898, and moved to Butte, Mont., about 73 years ago. He worked for the Milwaukee Road for 50 years and for several years was chief clerk to the superintendent in Deer Lodge. He became ticket agent in Butte in 1938 and held that position until he retired in 1963. He was a member of the Railway Clerks union for 40 years. He is survived by his widow, Florence; a son, Dr. Fred Ehrlich of Seattle; brothers Dr. Mitchell Ehrlich of Butte and Hermon of Aberdeen, S.D.; sisters Mrs. Marion Coyne and Rose Collier, both of Seattle, and four grandchildren.

Marion L. Serosky has been appointed assistant roadmaster with headquarters at Deer Lodge. He was born in Spokane, Wash., and has lived near the Milwaukee Road all his life. He started his railroad career under Roadmaster E. G. Lottis in Othello, Wash., and in 1968 he worked on the Rocky Mountain Division under Steel Gang Roadmaster T. G. Messicci. Marion's father is Roadmaster M. H. Serosky of St. Maries, Idaho, where Marion last worked before coming here.

Retired Engineer Frank G. Gustafson died in Apache Junction, Ariz., where he had been vacationing. He was an engineer for many years and in 1971 received the Silver Pass for 45 years of service. A resident of Alberton, Mont., Mr. Gustafson had lived in that area all his life. He is survived by his widow, Winnifred; a daughter, Lynn Gustafson, of Alberton; a brother, Ted, of Missoula, and two nieces and a nephew.

Mr. and Mrs. Earl Wahl are the parents of a baby girl, Trista Ann, born Nov. 16. Trista joins one sister, Amber. Earl is an electrician in the Roundhouse at Deer Lodge.

## EAST END

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

A steak dinner was served to approximately 100 Milwaukeeans and their families on Dec. 8 by the Milwaukee Service Club. The dinner was followed by bingo and dancing. W. J. Norton did his usual excellent job as chef with the help of committee members Martin Kelm, Thurm Bankey and LaVerne White.

Retired Train Dispatcher Earl Farr celebrated his 90th birthday on Nov. 15. Earl has enjoyed reasonably good health since retiring. Both he and his wife Pearl participate in many community activities.



**B&B Foremen** Philip P. West (left) and Ralph R. Clough (right) are congratulated on their retirements by Chief Carpenter J. D. Martin of Canton, S.D. Both retirees were honored at a coffee party at Mitchell, S.D.

Allen Kelm visited his parents, Carman and Mrs. M. R. Kelm, during the holidays. Allen is attending Wyoming Technical Institute at Laramie, Wyo., and is interested in mechanics.

Congratulations were extended to Mr. and Mrs. Valentine Vetter on their 50th wedding anniversary. They are the parents of Wire Chief Pius Vetter. The couple's four children held a dinner and reception in their honor.

40 persons attended a surprise dinner party on Dec. 1 at the Crossroads to honor retired Perishable Freight Inspector Claude O'Brien on his 80th birthday. Many former PFI employees were on hand to wish Claude well. One



**MAYER-HILKE.** Wendy Mayer, daughter of Train Dispatcher Warren Mayer and Relief Operator and Clerk Bea Mayer of Austin, Minn., was married to John Hilke in Austin on Nov. 24.

of them, Don Helm, and his wife, were in charge of the dinner. Gordie Spear was the master of ceremonies.

Randy Spear, a brakeman on military leave, visited the offices during the holidays. He has finished Green Beret training and is stationed on the East Coast.

Cmdr. Paul Caine, son of the late Ira H. Caine, a former conductor, and Mrs. Caine, now of Hamilton, Mont., is in charge of training and readiness for all Navy helicopter squadrons in the Pacific.

Mrs. John Braut died on Dec. 20 following a period of failing health. Mrs. Braut was the wife of retired Carman John Braut.

Mrs. Edith Steiner O'Neil died on Nov. 5 at the age of 88. Mrs. O'Neil was the mother of Conductor E. E. Steiner and the widow of retired Conductor Harry O'Neil.

Retired Engineer Wicliffe Olson died on Jan. 6 at the age of 87. Mr. Olson started work with the Milwaukee as a fireman in 1910. He was promoted to engineer in 1916 and continued in that capacity until his retirement in 1955. He is survived by his widow.

Mrs. Anna Riccius, widow of Harry E. Riccius, a master mechanic in Miles City from 1920 until 1942, died in Irving, Texas, on Dec. 14. She is survived by her son, Merrill, also of Irving.

Mrs. Pearl Huff died on Dec. 28. Pearl had worked for 40 years on the railroad prior to her retirement in 1950. She is survived by a niece, Mrs. Al Anderson, whom she raised, and by a nephew, Brakeman Vern Hill, both of Miles City. Burial was in the Custer County Cemetery.

Retired Engineer Ben O. Haggerty died on Nov. 28 following a lingering illness. Ben began work with the Milwaukee Road as a fireman in 1916. He was promoted to engineer in 1944 and remained in that capacity until his retirement in 1964. Mr. Haggerty is survived by his widow; a daughter, Patricia, and three sons, Wayne, James and John. Burial was in the Custer County Cemetery.

Mrs. Margaret S. Kearney, widow of retired Dispatcher P. G. Kearney, died on Nov. 26 following a long illness. She is survived by a son, Philip, of St. Paul, Minn., and a daughter, Mrs. James T. Butterbaugh of Miles City.

A coffee hour was held Dec. 24 to honor Engineer Carl L. Bartsch who retired on Nov. 1 after 44 years of service. Carl began work with the Milwaukee Road as a fireman in 1929. He was promoted to engineer in 1945. He has no definite plans for retirement at the present, but hopes to catch up on some things he has been waiting to do. He was presented with a gift from his fellow workers.



**R. W. "Rock" Ivey** (fifth from left), signals and communications supervisor, retired on Dec. 31 at Marion, Iowa. Rock is shown here with friends who honored him at a dinner party at the Longbranch Supper Club in Cedar Rapids, Iowa. From left to right are R. McConahay, supervisor-signals and communications at Perry, Iowa; D. W. Binner, signal maintainer; R. E. Stuckey, general supervisor of signals and communications, Chicago; W. G. Draeger, lineman at Marion; Rock Ivey; R. H. Gleich, electronics maintainer at Savanna, Ill.; A. H. Klein, chief clerk at Savanna; B. F. Powers, electronics supervisor at Savanna; J. E. Furne, signal maintainer, and L. F. Ludovissy, lineman at Savanna.

## Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Retired Conductor Frank Johnson was honored recently by the Perry Elks Club on his 98th birthday. Frank has been a resident of Perry Manor for the past two years. He was presented with a birthday cake and flowers. He received a lifetime membership in the Perry Elks Club in 1963, after having served the lodge for 50 years.

Services were held in Perry for Mrs. Bessie Lones, 89, who died recently. She was the mother of retired Conductor Lee Lones of Perry.

Friends were saddened by the death of retired Crane Operator Bernard W. Lantz, who died in December. Services were held at the First Christian Church in Perry. He is survived by his widow and one daughter.

Sympathy was extended to the family of Daisy A. Meldrum, who died on Dec. 3 at Perry. Mrs. Meldrum was the widow of Robert Meldrum, and was a



**Section Man Jesse Rodriguez** (left) ended his 42-year career with the Milwaukee Road on Oct. 31. Congratulating Jesse at his retirement party at Cedar Rapids is Roadmaster J. P. Weiland.

past president of the Perry Chapter of the Milwaukee Women's Club.

Retired Captain of Police Albert Nicholson, retired Machinist Omer Bennett, retired Yard Clerk Charles Prowse and Mrs. Selma Green, mother of Engineer Earl Green, have all been patients in the coronary care unit recently. At this writing all are recuperating at their homes in Perry. Their friends have wished them a speedy recovery.

Services were held at St. Patrick's Catholic Church for Charles Bradley who died recently. Mr. Bradley was a retired Milwaukee employee, having worked as a boilermaker and later as an inspector for the railroad.

Mrs. Martha Nelson, 82, widow of Crane Operator Malcolm Nelson, died on Dec. 12 at the Lutheran Home in Perry.

The Perry Chapter of the Milwaukee Women's Club, joined by the Milwaukee Veterans, met at the Pattee Hotel Dec. 7 for their Christmas party. There were 49 present for the dinner. Mrs. J. W. Stuckey was a guest. Club President Mrs. Earl Green showed slides of her family's vacation in Colorado, Wyoming, and Utah. Door prizes were won by Mrs. Leta Olson, Mrs. Harry McDevitt and Tom Rellihan. Christmas remembrances were delivered to members who were unable to attend due to poor health.

Word has been received of the death of Mrs. Pauline Dubridge at Ames, Iowa, on Nov. 18. She was the daughter of the late John Gilligan, engineer.

Russell Hotz, son of Marion Agent and Mrs. Robert L. Hotz of Springville, is the starting offensive right guard on the Iowa Central College football team at Ft. Dodge. Iowa Central finished their 9-0 season with the No. 1 rating, and were invited to compete for the national junior college championship

on Nov. 24 at the Sunkist Bowl in Yuma, Ariz. Bob and Mrs. Hotz were among the fans traveling to Yuma.

Sympathy was extended to the family of Assistant Section Foreman William J. Hobart of Fayette, Iowa, who died on Nov. 12. Mr. Hobart started work for the railroad in 1933. Survivors include his widow and his brother, Agent M. C. Hobart at Strawberry Point.

The Marion Chapter of the Milwaukee Women's Club met Dec. 13 at the Suburban Restaurant for their luncheon, business meeting and Christmas party. 26 members attended. The officers elected for 1974 were Mrs. Romana Bunney, president, Mrs. Dewey Lockey, 1st vice president, Mrs. Harold Smeed, 2nd vice president, Miss Elsie Nelson, secretary, and Mrs. Wayne Henle, treasurer. Mr. and Mrs. O. R. Ness delivered Christmas remembrances to shut-in members. A gift was presented to Mrs. Bernadine Bevauns, the 1973 president.

Signals and Communications Supervisor R. W. "Rock" Ivey of Marion, who retired Dec. 31, was honored at a dinner party at the Longbranch Supper Club in Cedar Rapids in early December. Rock started with the Milwaukee in 1926 at Perry, Iowa, working as a signal helper. Rock and Mrs. Ivey live at 715 South 12th St., Marion, Iowa. They plan to do some vacationing this winter, possibly including a trip to Dallas to visit their daughter and her family.

Sympathy was extended to the family of retired Agent Lester A. Losey who died on Nov. 10 at Clinton, Iowa. Mr. Losey spent most of his life in eastern Iowa. He retired in 1959.

Section Man Jesse Rodriguez retired on Oct. 31. Jesse, who started work on the section in 1931, was honored at a party at the Longbranch Supper Club in Cedar Rapids on Nov. 3. He lives at



**Molly Amesquita**, daughter of East Moline Section Foreman M. V. Amesquita, reigned as the homecoming queen recently at Savanna High School, Savanna, Ill.

1626 A Ave., N. E., Cedar Rapids, Iowa, with his son Cenaldo and his family. He plans to travel to Mexico to visit other members of his family.

Roadmaster and Mrs. Walter E. Behnke of Marion became the grandparents of a daughter, Tiffani Ann, born to Mr. and Mrs. Larry Achenbach on Nov. 29.

### SAVANNA AREA

Miss Clara A. Cush, Correspondent

Air Force M. Sgt. Robert A. Cush, son of Mr. & Mrs. Arthur J. Cush of Savanna, has been graduated from the Air Force Systems Command Noncommissioned Officer Academy at Kirtland Air Force Base, New Mexico.

Robert is a 1950 graduate of Savanna Township High School and his father is a retired yardmaster from the Savanna Yards.

The Savanna Chapter of the Milwaukee Women's Club began its last quarter activities on Oct. 8. The meeting was held in the Knights of Columbus Hall with Mrs. Alyson Frederick presiding.

In November the nominating committee was appointed to select the slate of officers for 1974. On Dec. 10 a Christmas buffet luncheon was served by the OCW Club. A short business meeting followed the luncheon and the officers nominated by the committee and accepted were: President, Mrs. Lester Mitchell; Vice President, Mrs. Frank Kehl; Secretary, Mrs. Lee Homedew, and Treasurer, Mrs. Jesse Brock.

A donation was approved by members for the Wa-tan-ye Christmas Basket Fund and a gift was sent to members living in nursing homes. Cards were sent to other club friends who are shut-in.

Games were played after the meeting, with prizes going to Mrs. C. H. Plattenberger, Mrs. Albert Lahey, Mrs. Frank Kehl, Nerrine Ferris and Mrs. Jose Cruz.

Savanna area employees extend best wishes for the New Year to their friends on the rest of the railroad.

### IM & D Division EAST END

R. D. True, Correspondent  
Office of Superintendent

Harry J. Hanson, retired janitor from Austin, Minn., died at St. Olaf Hospital at Austin on Nov. 12. Survivors are his widow, Martha; two sons, Bernie of Rockford, Ill., and Archie of Racine, Wis.; three grandchildren; four great-grandchildren; two brothers, and one sister.

Walter J. Stephenson, retired engineer

Austin Engineer Faymer Gray (center) retired on Oct. 31 with more than 46 years of service with the Milwaukee Road. On hand to say farewell to Faymer as he finishes his career are Switchmen Les McBeain (left) and Smiley Hanson, both of Austin, Minn.



from Austin, died at the Burr Oak Manor on Aug. 17. He was 85 years old. He is survived by his widow, Estella, and two sons, Capt. Walter J. Stephenson, Jr., of Warner Robins Air Force Base, Ga., and Thomas R. Stephenson of Minneapolis, Minn. Mr. Stephenson retired in 1953.

B&B Foremen Philip P. West and Ralph R. Clough were honored at a coffee party at Mitchell, S. D., on Dec. 7 marking their retirements. Philip started his railroad career with the Store Department in 1925 and transferred to the B&B Department in 1926. He was appointed water inspector in 1937 and returned to the B&B Department in 1938. He retired on disability in 1967 after 42 years of active service, and has now reached retirement age.

Ralph started in the B&B Department in 1927 and has completed over 46 years of service, with 45 continuous years without an injury.



Jeff Fossum, son of Sioux City Regional Data Manager and Mrs. Lowell Fossum, was voted most valuable defensive player and co-captain of his high school football team. Jeff played linebacker and offensive guard for Heelan High School in Sioux City, Iowa. The team was rated seventh in the state and was a contender for the state title. Jeff hopes to play college football.

Wendy Mayer, daughter of Train Dispatcher Warren Mayer and Relief Operator and Relief Clerk Bea Mayer, was married to John Hilke of Altura, Minn., on Nov. 24 at Austin. The newly-weds are making their home in Minneapolis where Wendy is attending Metropolitan Junior College and working at Metro Medical Center. John is attending the University of Minnesota and working at General Hospital.

REMINDER: The Milwaukee Road Bowling Tournament is scheduled to be held in Austin, Minn., on April 20 and 21, 1974. This will depend on the effects of the energy crisis. For further information, please contact Art Kalland, Assistant to Superintendent, on extension 29 in Austin.

### SIoux CITY AREA

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

Kathleen LaBrune, daughter of Agent and Mrs. L. P. LaBrune of Hornick, Iowa, became the bride of Dennis Butler on Oct. 20 at the First United Methodist Church in Sioux City. The groom's father, the Rev. Robert Butler, pastor of the church, officiated at the ceremony. The couple will make their home in Sioux City where Kathleen is employed by the Northwestern Bell Telephone Co. Dennis is an auditor for the State of Iowa.

Best wishes went to Switchman E. R. Wagner upon his retirement on Oct. 31. "Wag" worked on the IM&D Division at Sioux City during his entire railroad career, which began in 1942.

Jeff Fossum, son of Regional Data Manager and Mrs. Lowell Fossum, was one of 16 Sioux Cityans picked for the Sioux Interstate All-Conference football squad. Jeff, a 6'2", 185-lb. senior at Heelan High School, plays offense for the Crusaders.



**Seeing is believing**, and here is Milwaukee Road Police Lt. Pat McDermott with the 230-lb., 14-point buck he brought back from his hunting trip near Crosby, Minn. Pat is sure that the head will make a fine trophy in his home.

### Twin City Terminals

Karen Hollanitsch, Correspondent

Dave Knospe, son of St. Paul Car Foreman and Mrs. Max Knospe, is still competing in the sport of snowmobile racing. Max reports Dave has won several first-place prizes this winter and hopes to win many more before the snow melts.

Mr. and Mrs. John Hohenadel and their three daughters are settled in their new home and are quickly adjusting to St. Paul and vicinity. John is the new district diesel supervisor. He formerly worked at the Milwaukee, Wis., Shops.

Two recent Car Department retirees are Hugo J. Vorderbruggen and Oliver G. Lanning, both car inspectors. Hugo started on the Milwaukee Road in 1959 with nine years' previous service at the Minnesota Transfer and 20 years' with Western Fruit Express. Oliver started his railroad career on the Section at Montevideo, Minn., in 1927. He trans-

S. M. "Mel" Forslund (center) retired on Oct. 15 after 47 years with the Milwaukee Road. With Mel at his office retirement party are Bob Mortenson (left), district manager-sales, and L. W. Schroeder, regional manager-sales. Mel started his railroad career in 1926 and worked in the railroad mail and baggage room, in the Minneapolis Depot ticket office, in the Minneapolis city ticket office and finally in the Minneapolis grain office of the District Manager-Sales.



ferred to the Car Department at Minneapolis in 1944.

Car Department write-up man Morgan Allan pulled the pin on Dec. 31, retiring with over 37 years of service with the Milwaukee Road.

Fred Krebs will be spending some time in the Twin City Terminal as a trainmaster-trainee. Fred is a former brakeman from the Coast Division.

We have received word that several Car Department employees who have been sick are now home and doing fine. They include Edna Bowers, secretary to the district general car foreman; Kermit Maristuen, who stopped by recently to visit old friends, and Carmen Armand Yaruso, Walter Museus and Wayne "Red" Mickle.

District Material Manager and Mrs. Kenneth Kulk recently enjoyed a week's visit with their daughter and granddaughter.

Assistant Car Department Foreman and Mrs. Emil Johnsen are proud of their son, Tom, a 16-year old junior, who plays right wing on the St. Paul Harding High School hockey team. Harding has won nine games with no losses this season and the team is hoping to get into the championship playoffs.

Mark Hollanitsch, chauffeur for the

Material Division at St. Paul, is recuperating from recent surgery. Mark is an active outdoorsman and is saddened to know that he will be spending the "best" part of this Minnesota winter indoors.

Sympathy was extended to the family of Fred Schech, retired machinist, who died on Dec. 20. Fred started with the Milwaukee Road in 1911 and retired in 1956 with over 45 years of service.

### LaCrosse Division

#### VALLEY DISTRICT

Naomi Cline, Correspondent  
Roundhouse Office, Wausau

Retired Roundhouse Foreman and Mrs. John A. Cline became grandparents for the first time when Micheal Robert was born on Nov. 9 to their daughter, Mrs. Robert Bandoock. Mr. and Mrs. Bandoock live in Wausau. Retired Engineer Bert Cline, formerly of Perry, Iowa, is the great-grandfather, also for the first time. Bert now lives in Pendleton, Ore.

Sympathy was extended to the family of Operator Micheal Lipinski on the death of Mrs. Lipinski's mother. Burial was in Knowlton, Wis.

Sympathy was also extended to the family of retired Maintenance of Way Employee Henry M. Kreil, 84. Burial was in Wausau.

Howard Parker, trainmaster at Wausau, retired on Dec. 31. He was honored at a party held at the American Legion clubhouse on Dec. 30. The party was attended by Howard's family and his fellow workers and close friends. Gene Porter, Wausau sales representative, was emcee for the occasion. He joined Howard's friends in wishing him and his wife Helen the best on their retirement. Henry Obermowe, retired trainmaster, welcomed Howard into the ranks of the Retirement Club with the wish that Howard



**Mr. and Mrs. Tony Biedrzycki** of St. Paul, Minn., celebrated their 50th wedding anniversary on Nov. 3. Tony retired from the Milwaukee Road in 1963 with over 45 years of service. He worked as a machinist and roundhouse foreman at Miles City, Mont., and Wausau, Wis.



**Conductor C. E. "Sheriff" Blake** (right) retired from service on Oct. 26, ending a 37-year career with the Milwaukee Road. Wishing him a happy retirement on his last day on the Portage-Madison run is Trainmaster S. E. Lee. Blake has had the nickname Sheriff since he began work with the Milwaukee Road in 1929, although he was furloughed during the depression until 1937. He will continue to live at 922 Wauona Trail, Portage, Wis., 53901.



**Ernie Siekert** a machinist helper at Madison, Wis., displays his retirement cake, which is appropriately decorated with a railroad scene. Ernie was honored on his retirement last March at an office party. After 37 winters at the Roundhouse, Ernie has been looking forward to spending his days at home this winter.

would enjoy his retirement as much as Henry and the other club members have.

Howard began his railroad career with the Milwaukee Road in 1927, helping his father at the depot at Merrill, Wis. His first job was as an operator, dispatcher and agent at various stations on the Wisconsin Valley district, until he was appointed trainmaster in 1970. He held that position until his retirement, ending 46 years of service.

Wishes for a speedy recovery were extended to Section Foreman Bill Walters of Merrill. Bill is in Wausau Hospital with a crushed leg suffered in a snowmobile accident.

## MADISON AREA

Kathryn Skidmore, Correspondent

The third annual retirement dinner for employees of UTU Local 880 was held at the VFW Club in Janesville, Wis., on Oct. 14. About 135 persons attended the party to honor Engineers



**DESAUTELS-SKIDMORE.** Leaving St. Euphrasia Catholic Church in Granada Hills, Calif., after their June 23 wedding are Mr. and Mrs. Vincent Skidmore. Vincent is the son of Stoughton, Wis., Agent and Mrs. Ken Skidmore. Mrs. Vincent Skidmore is the former Elizabeth Desautels.

Earl Kessler and Charles McCann, Brakeman Harold Salava and Yardmaster Carl Koch, all of whom retired recently from the Milwaukee Road.

Following a cocktail hour and dinner, Engineer Harold Birkholz, president of UTU Local 880, was master of ceremonies for the event. Guest speakers were Norm Krueger, general chairman for UTU-Enginemen, and Del Deering, UTU vice-president.

Jack Fleming presented gifts to Earl Kessler in recognition of Earl's 45 years of service, to Harold Salava for 42 years, to Carl Koch for 37 years and to Charlie McCann for 25 years. Mrs. Royal Meracle accepted recognition for her late husband's 46 years in engine service. Royal was the number 1 man on the LaCrosse Division, Madison District, engineer's roster at the time of his death last April.

Those who attended agreed that Harold Birkholz, Jack Fleming and Bob Connelly did a fine job in planning the festivities. Next year the party will be held in Madison on Sunday, Oct. 6.

Jo Ann Hubbs, who graduated from

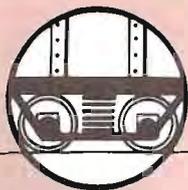
**Car Inspectors** Hugo J. Vorderbruggen (second from left) and Oliver G. Lanning (second from right) are congratulated on their retirements at the Minneapolis, Minn., Car Department. On the left is Car Foreman M. O. Knospe and on the right is Assistant Car Foreman Al Parsons. Hugo started with the Milwaukee Road in 1959 after nine years with the Minnesota Transfer and 20 years with Western Fruit Express. Oliver started his railroad career at Montevideo in 1927.



the University of Wisconsin-Madison in May with a degree in Occupational Therapy, has completed three months of affiliation at St. Mary's Hospital, Madison, and three months at Hines Veterans' Hospital, Hines, Ill. Her brother, Bob, was also a May graduate from the University, receiving a degree in Administrative Building and Real Estate. Bob and his wife, Joyce, have moved to Port Charlotte, Fla., where he will work for General Development Corporation. Jo Ann and Bob are the daughter and son of Assistant Superintendent and Mrs. Everett L. Hubbs.

Paul Garsombke and family have moved to Milwaukee, Wis., where he holds the position of assistant electrical foreman in the Locomotive Department at the Milwaukee Shops. Paul had been the electrician foreman on the GP-40 rebuilding project at Madison since that project began in 1971.

The Madison roundhouse crew



# Carloadings

## JANUARY-DECEMBER 1973 compared with same period in '72

### NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1973 over 1972	NUMBER OF CARLOADS			
		TWELVE MONTHS		INCREASE	
		1973	1972	1973 over 1972	% of increase
13.7	Grain	89,883	71,567	+18,316	+ 25.6%
9.9	Lumber	60,163	59,386	+ 777	+ 1.3
7.0	Other paper products	79,513	77,907	+ 1,606	+ 2.1
7.0	Motor vehicles	30,435	29,018	+ 1,417	+ 4.9
3.9	Other wood products	28,567	26,331	+ 2,236	+ 8.5
3.1	Other transportation equipment	35,430	32,230	+ 3,200	+ 9.9
2.9	Grain mill products	55,053	51,548	+ 3,505	+ 6.8
2.8	Industrial chemicals	24,772	22,100	+ 2,672	+ 12.1
2.7	Stone, clay or glass products	31,598	30,900	+ 698	+ 2.3
2.6	Primary iron or steel products	28,935	24,142	+ 4,793	+ 19.9
2.5	Waste or scrap material	33,451	29,247	+ 4,204	+ 14.4
2.5	Other primary metal products	16,279	15,200	+ 1,079	+ 7.1
2.2	Freight forwarder traffic	30,349	23,523	+ 6,826	+ 29.0
1.7	Primary forest products	53,694	46,763	+ 6,931	+ 14.8
1.6	Petroleum or coal products	19,239	18,817	+ 422	+ 2.2
1.6	Electrical machinery or equipment	15,753	14,394	+ 1,359	+ 9.4
1.4	Fabricated metal products	14,501	12,856	+ 1,645	+ 12.8
1.3	Malt liquors	19,106	15,719	+ 3,387	+ 21.5
1.2	Other machinery, except electrical	10,135	9,204	+ 931	+ 10.1
.8	Beverages	11,080	9,993	+ 1,087	+ 10.9
.8	Farm machinery	8,892	8,778	+ 114	+ 1.3
6.0	All other carload traffic	69,585	65,575	+ 4,010	+ 6.1
79.2	Total Increases	766,413	695,198	+71,215	+10.2%

loading of these commodities <b>DECREASED</b> in 1973 over 1972	NUMBER OF CARLOADS				
	TWELVE MONTHS		DECREASE		
	1973	1972	1973 over 1972	% of decrease	
3.4	Other food products	29,772	30,693	- 921	- 3.0
2.9	Coal	71,028	71,699	- 671	- .9
2.8	Canned goods	17,722	18,236	- 514	- 2.8
2.6	Other chemical products	26,305	27,434	- 1,129	- 4.1
2.4	Non-metallic ores	42,291	43,460	- 1,169	- 2.7
2.0	Pulp or pulp mill products	10,609	11,257	- 648	- 5.8
1.4	Fresh meat	13,465	16,165	- 2,700	- 16.7
.8	Soybeans	9,377	9,964	- 587	- 5.9
.7	Dairy products	6,394	7,472	- 1,078	- 14.4
.5	Potatoes	4,718	5,692	- 974	- 17.1
.4	Fresh fruits and vegetables	4,917	6,218	- 1,301	- 20.9
.3	Other farm products	5,742	7,414	- 1,672	- 22.6
.3	Metallic ores	4,120	4,165	- 45	- 1.1
.2	Coke oven or blast furnace products	1,503	1,728	- 225	- 13.0
.1	Livestock	989	1,783	- 794	- 44.5
20.8	Total Decreases	248,952	263,380	-14,428	-5.5%

100.0	Total	1,015,365	958,578	+56,787	+5.9%
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misses Paul, but everyone wishes him the best in his new undertaking. David Odegaard, our new "spark chaser," has assumed Paul's former duties as electrician foreman.

On the sick list during November were night Roundhouse Foreman Mike Gucciardo, Janesville Agent Paul Mueller, Engineer Sam Varese and Joyce Halverson. Jan Voeltzke has become Madison Freight Office steno during Joyce's absence.

Vincent Skidmore, son of correspondent Kathryn Skidmore and Stoughton Agent Ken Skidmore, was married on June 23 to Elizabeth Desautes at St. Euphrasia Catholic Church in Granada Hills, Calif. Following the ceremony a garden reception was held at the home of the bride's parents. Upon their arrival in Wisconsin, the couple was honored at a reception hosted by Vincent's parents. The newly-weds are making their home near Madison, where Elizabeth is a junior at the University of Wisconsin and Vincent works with the Madison Track Department.

James Krier was married to Victoria Anderson at Bethlehem Lutheran Church in Sun Prairie, Wis., on April 14. The ceremony was followed by a reception at the Twilight Lounge near Sun Prairie. Jim is in submarine service with the Navy, and the couple is presently making their home in Pearl Harbor, Hawaii. Jim is the son of Car Foreman and Mrs. Clyde McCredie.

Former Machinist Helper Ernie Siefert is looking forward to his first winter of retirement. He says that he will think of his fellow workers as they brave the snow and cold while performing their duties at the Roundhouse. Meanwhile, he expects to be enjoying the warmth and comfort of his living room. Ernie was honored at an office party last March when he ended his 37-year Roundhouse career.



**ANDERSON-KRIER.** Victoria Anderson was married to James Krier, the son of Car Foreman and Mrs. Clyde McCredie, at the Bethlehem Lutheran Church in Sun Prairie, Wis., on April 14.



**Edith Tesch** bids farewell to Milwaukee, Wis., Agent R. E. Chalifoux as she retires on Dec. 31. Edith has worked as a messenger and clerk in the Milwaukee area for 30 years.

## Milwaukee Division

### FIRST DISTRICT

James E. Boeshaar, Correspondent

Harold C. Cone, retired Milwaukee Division, First District train dispatcher, died in Kenosha Memorial Hospital at Kenosha, Wis., on Nov. 30. Harold retired in 1955 after many years of service as a dispatcher. Burial was in Bristol, Wis. He was preceded in death by his wife and son.

Chester D. Raddatz, a retired Milwaukee Road engineer, died on Jan. 11 after undergoing surgery at Milwaukee Lutheran Hospital in Milwaukee, Wis. Chester, who was 76 years old, is survived by his widow Viola. He is remembered by friends as an engine crew member on locomotives working in the South 76th St. and West Main St. area of Milwaukee.

### REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Gaily decorated red felt banners adorned the column supports in the Regional Office this holiday season, giving the office an international flavor.

Recently honored at the UTU Local 880 retirement party in Janesville, Wis., were Mrs. Royal Meracle and (left to right) retired Brakeman Harold Salava, retired Engineers Earl Kessler and Charles McCann and retired Yardmaster Carl Koch.



Each showed a major city from a different country with colored picture cards telling the story of customs and costumes. This clever arrangement was designed and carried out by Inbound Revising Clerk Jerome Hofkes. Together with the customary Christmas tree, the environment was both pretty and stimulating.

The hot buffet luncheon for the office Christmas party was prepared and served by Dori Henkel, correction clerk, and Mary Ann Neuman, secretary. Your correspondent prepared a simple fruit punch, refreshing though lacking in certain exciting ingredients. Adding to the festivities was a drawing for a few holiday prizes.

Retired Revising Clerk Edward Wencka is confined to Trinity Memorial Hospital at Cudahy, Wis., with a fractured shoulder which he suffered in a fall. He was progressing well and expected to be home for Christmas.

Lois Crittenden's husband, Don, assistant district manager-sales, is recuperating at home following eye surgery. Since his recovery depends upon complete rest, we know that Lois is doing double duty on their new farm.

Bridget Gatzke, wife of Inbound Revising Clerk Ray Gatzke, remained hospitalized through the holidays. It is

just a little over a year since she underwent open heart surgery, and Ray's friends are hoping that Bridget will be well soon.

Al Foster spent three weeks in December with relatives in Middleton, N. Y. Al was one step ahead of the energy crisis and got reservations well in advance. Revising clerks Ray Klapa and Willie Powell are looking longingly towards their New Orleans vacations but are not yet sure whether they will be stopped by the present crisis.

### AGENCY:

The Agent's Office decided to forego its usual office buffet luncheon and made plans for a party at the Irish Village on Dec. 24.

Edith Tesch is taking her pension the end of December after 30 years of service. She started as an auto messenger in the old Fowler Street Office during the war years. She became a yard clerk in the Fowler Street district, later moving to Grand Ave. and the Miller Brewing district, and then on to North Milwaukee and old Chestnut Street.



**Minnie Higgins**, a clerk in the District Material Manager's Office at the Milwaukee, Wis., Shops, retired on Nov. 30 after more than 31 years of service with the Milwaukee Road. Congratulating her at her retirement party is Manager of Materials E. F. Volkman.



**Machinist Allen Tice** (left) receives his certificate of apprenticeship from General Foreman E. J. Werner at the Locomotive Department Back Shop at the Milwaukee, Wis., Shops. Allen received the certificate upon completion of his apprenticeship with the Milwaukee Road.

Before retiring she was a clerk in the Gibson district. Edith paid attention to details, and this has been of great help to anyone who has handled her paper work. She says that she would like to travel and hopes to take care of her health.

Switching Clerk, Jan Draeger, who bowls for the Club Flambeau, won two silver cups in one week with games of 243 and 227. The engraved cups were presented by the Red Carpet Bowling establishment.

## Milwaukee Shops

### CAR DEPARTMENT

Pat Hoye, Correspondent

Frank Malia, a chauffeur in the Milwaukee, Wis., Freight Shop, died on Dec. 1. He had been with the railroad since 1941. Frank had worked in the Forge and Passenger Shops, but most of his service was in the Freight Shop. Funeral services were held in Milwaukee. His co-workers joined in extending sympathies to his wife.

Former Forge Shop General Foreman Jack Buchanan died on Nov. 19. Funeral services were held in Chicago, Ill. Jack was with the Milwaukee for 22 years before he retired in 1956. He started as a blacksmith helper and went on to become a blacksmith and a blacksmith welder. He was promoted to assistant foreman in 1946, to foreman in 1951, and was appointed general foreman in 1953.

We have received word that George Neary died during November. Funeral services were held for him in Milwaukee. George retired July 3, 1969, after 46 years of service as a blacksmith.

### LOCOMOTIVE DEPARTMENT

Nancy Starck, Correspondent

After 49 years with the Milwaukee Road, Laborer Jimmy Felix retired on



**General Foreman Don L. Drew (left)** offers his best wishes for a happy retirement to **Julius Foster (second from left)** while **Jimmy Felix (second from right)** is congratulated on his retirement by **District Master Mechanic E. A. Rogers**. Both men were laborers in the Locomotive Department at the Milwaukee, Wis., Shops before their retirements on Nov. 30. Together they represent 80 years of combined service in the Milwaukee Dieselhouse.

Nov. 30. Jimmy was born in 1908 and started on the railroad in 1924. He completed the last 21 years without an injury. Jimmy intends to spend a great deal of time working closely with his church.

Laborer Julius Foster, whose seniority date goes back to 1942, has retired after 31 years of service. Julius has a new grandson living in Detroit, Mich., and he says that he will be spending much time getting acquainted with his grandson.

It should be a truly joyous New Year for Boilermaker Frank Ujcich and his wife Goldie. Goldie underwent open-heart surgery on Dec. 18 and came home on Dec. 28. Everyone is hoping for a speedy recovery for Goldie.

Sandra Wettstein presented Electrician John Wettstein with a baby girl on Oct. 25. The baby is named Michelle Lynn.

Daniel Conrad Kuckes was born on Oct. 17. The proud parents of the baby boy are Pipefitter Conrad Kuckes and his wife, Christine.

Recently transferred to the Milwaukee Dieselhouse was Paul Garsombke. He will be on the second shift as electrician foreman. He has moved to Milwaukee with his wife Kristine and their son Thomas and daughter Paula.

A speedy recovery was wished for Wanda Kraemer, dieselhouse clerk, who is on leave of absence due to illness. Employees welcomed the return of Jackie Wittman who has filled Wanda's vacancy.

Electrician Joseph Votapek retired on Nov. 30 after 39 years of service. During the last six years Joseph had no injuries. Best wishes were extended to Joe.

### MILWAUKEE LD SHOP:

Electrician Leonard A. Rogaczewski died on Dec. 21. He started work in the Milwaukee Dieselhouse in 1949 and transferred to the Back Shop in



**Sally J. Borchardt** samples the cake at her farewell party at the Mechanical Engineer's Office in Milwaukee, Wis. Sally left on Dec. 31 after working over four years as secretary to the Mechanical Engineer.

1969 where he worked until his death. He is survived by his widow, Esther, and 14 children.

Retired Steamfitter Henry G. King died Dec. 9. He retired in 1969 after more than 43 years of service. Survivors include his widow, Mary; 2 daughters, Mrs. Marlene Sommers of Fifield, Wis., and Mrs. Janet Bauman of Milwaukee, and 2 sons, John and David, both of Milwaukee.

Foreman Terry Markovic and his wife Barbara became the proud parents of a baby girl, Laura Marie, on Oct. 31. The Markovics also have a son, Nickolaus John.

Congratulations were extended to Mr. and Mrs. Glen Kitzmiller on the birth of a baby boy on Dec. 10. Glen is chief stockman in the Material Division at the Milwaukee Shops and Betsy is secretary to the chief engineer, Test Department. The parents have named their son Jason Scott.

### MECHANICAL ENGINEER'S OFFICE:

Sally J. Borchardt resigned Dec. 31 after over four years as secretary to the mechanical engineer to become a full-time mother and housewife. A party was held in her honor on Dec. 13 with cake and coffee for her well-wishers. Sally received a pair of electric sewing scissors and a gift certificate from her friends.

New additions to the Mechanical Engineer's staff are Chet Larson and John Zoesch who fill vacancies left by Bob Hohl and Brad Smith, who have been promoted. Bob is now a foreman in the Forge Shop and Brad has become a production engineer.

## “Stay In School” Lydia Tells Young People

“At first some of the students had sort of a harsh attitude towards me,” recalled Lydia C. Williams, who took time off from her job as secretary in the Milwaukee Road’s Law Department to talk with high school students in Chicago.

Lydia, together with volunteers from other Chicago businesses, undertook the challenge of encouraging

students to prepare themselves for better jobs by completing high school and, if possible, by attending colleges and vocational schools.

The program was designed to inform and motivate minority youth and was sponsored by the Chicago Association of Commerce and Industry.

Lydia spent one day each at Rich-

ard T. Crane High School and Wendell Phillips High School talking with students in the mornings and discussing her experiences with other program participants in the afternoons.

Going from classroom to classroom, she and the other volunteers found that their greatest challenge was gaining the confidence of students. “Many had a negative concept anyway about school,” she explained. “Some just don’t feel it’s giving them what they need, but when I asked them what they were going to do when they got out of school, a lot of them said they didn’t really know.”

Many of the students she spoke with refused at first to believe that they could have fair job opportunities, she said. Lydia explained to them that most companies have fair employment standards that must be closely followed by employers, and that many businesses offered job training programs.

“We tried to make them see that it takes self-confidence and ability to get good jobs, and that they have to start now to make concrete plans for their futures,” Lydia said.

Lydia believes that she did win the confidence of most students. She said that she could tell that she was getting her message across to many of the young people, especially when they began to ask her for more information about how they could get into some of the career areas that she described to them.

Lydia said that her time at the two schools was well-spent and that she is hopeful for an opportunity to talk with students again.



Lydia displays the certificate she received from the Chicago Association of Commerce and Industry for her part in encouraging students to complete their education.

### Chicago Division

#### GALEWOOD

Eleanor P. Mahoney, Correspondent

Joseph P. Kalasmiki, agent at the Galewood Freight Office, extended appreciation in behalf of the Freight Office staff to Evalyn Wealer, Regional Data Office rate clerk, for her efforts as hostess of the annual Christmas Dinner on Dec. 19 for employees of both offices.

James E. Hanscom, assistant agent, became the grandfather of Kelly Linn Hanscom, born on Nov. 27 at Encino,

Calif. This is the ninth grandchild for Jim and Adeline Hanscom.

Your correspondent has a new granddaughter, Kathleen Patrice Mahoney, born on Dec. 17. Kathleen arrived home Christmas Day to see all her presents under the Christmas tree.

John Strojny is the new per diem clerk in the Galewood Agency. He worked previously as a train clerk at Bensenville, Ill.

Joyce Brown and Irene Ashford are now working at Bensenville. Both are missed by their friends at the Galewood offices.

Mr. and Mrs. Joseph White, parents

of Milwaukee Road employees Earl and Joe White, celebrated their 70th wedding anniversary on Oct. 9.

Mr. J. J. Roche of J. J. Roche and Company died of a heart attack shortly before Christmas. He was previously in charge of the Wardex operation at the Galewood Freight House which recently was moved to Northlake, Ill.

Debbie Peterson, Regional Data Office clerk, became the bride of Daniel O’Shea on Nov. 3 at St. Ferdinand’s Church in Chicago. 175 relatives and friends celebrated the occasion at a reception at the Cardinal House on Belmont Ave. The newlyweds spent a ten-



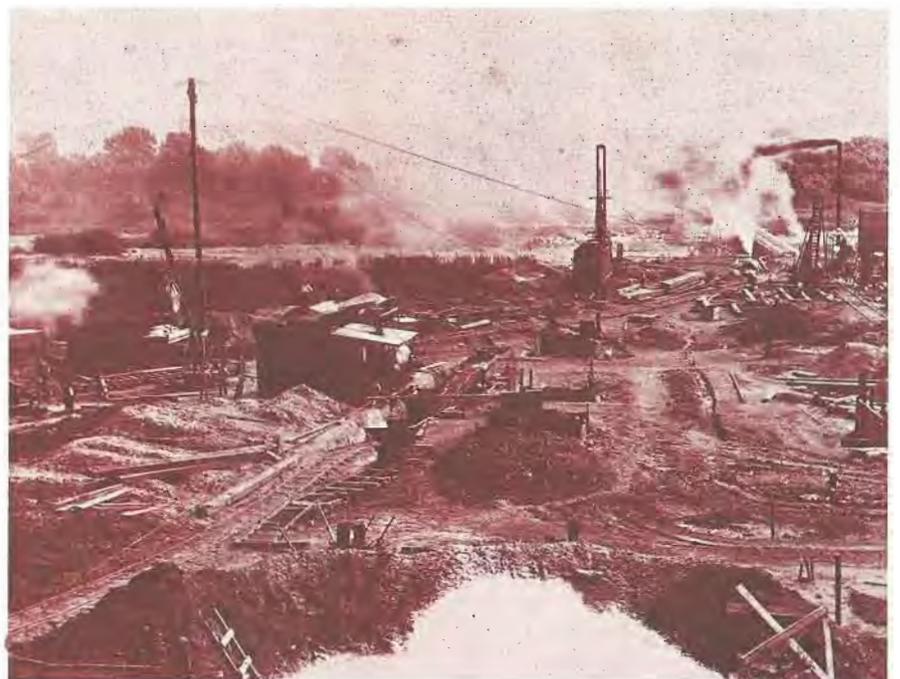
The Madrid, Iowa, bridge served well during its 60-year lifetime. Here a steam engine and passenger train make the crossing over the Des Moines River.

This was the scene in 1912 as construction crews drove the pilings for the piers of the old steel bridge, which was considered an engineering marvel when it was completed in 1913.

## *Looking Back...*

*the Des Moines  
River crossing  
near Madrid, Iowa*

see story on page 4



day honeymoon in Hawaii.

Assistant Agent James E. Hanscom was recuperating recently in Faribault, Minn., from minor surgery. Employees wished him a speedy recovery and looked forward to his return.

Mike and Jim Kalasmiki, sons of

Agent Joseph P. Kalasmiki, are basketball players. Mike, a sophomore, plays guard on the Addison Trail varsity team, and Jim was playing with the Stone Grammar School team until he broke his arm on the first day of practice.



**Ed Adams** (right) accepts a monetary gift collected by his friends and presented to him in their behalf by President Worthington L. Smith (left). Ed retired as administrative assistant to the president on Dec. 31, ending a career that began with the Milwaukee Road in 1928. In 1964 he was appointed office assistant to President William J. Quinn and held that position under Presidents Curtiss E. Crippen and Smith before being named administrative assistant in 1972. Ed's wife Olive (center) was present at the Jan. 4 party to help mark the occasion. Miss Dolores J. Winterlin replaces Ed as administrative assistant to President Smith.



**A staff meeting** at Union Station in Chicago brought together these supervisors of the Signals and Communications Department. Seated from left to right are E. R. Hubley, P. G. Ness, H. W. Wellenstein, W. C. Kelley, A. Trinka, C. L. Imhauser; T. J. Hanlon and M. R. McPherson. Standing from left to right are M. A. Haight, M. S. Lester, B. F. Powers, L. C. Hall, S. L. Bartels, D. F. Marien, R. D. Brown, J. L. Nolan, N. C. Pugh, R. L. Schmidt, N. W. Monroe, E. R. Lidstrom, R. H. Burton, E. A. Kerber, G. M. Short, R. Caspersen, W. C. Giannonatti, R. R. McConahay, A. A. Leonard, J. A. Epstein, J. L. Frohmader, M. E. Nimbar, H. L. Kruke, R. E. Stuckey, H. P. Warren, P. V. Mather, W. J. Cassidy, M. C. McKay and L. B. Sandstrom.

## OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

This office recently welcomed Bill Kuczek who became A.F.E. clerk in the Accounts Bureau. Bill previously worked in the Office of Revenue Accounts.

Walter W. Franz, assistant manager-capital expenditure accounting, celebrated his 45th anniversary with the Milwaukee Road on Dec. 9.

It was with deep regret that we learned of the death of Miss Bessie White, who retired as head typist in June, 1968, from the Manager-Capital Expenditure Accounting Office. Bess was buried on Dec. 15.



**Walter W. Franz** (right), assistant manager-capital expenditure accounting in Chicago, Ill., gets a handshake and congratulations on his 45th year with the Milwaukee Road from Joseph G. Kirchen, manager-capital expenditure accounting. Employees helped Walter celebrate the occasion with an office party on Dec. 10.

## JOINT FACILITY ACCOUNTING

Mary I. Mitchell, Correspondent

Welcome back to Cindy Knack, major bill clerk, who was on leave to undergo minor foot surgery. Her friends were glad to see her "up and at em" again, and were happy to hear that she won \$100 in the Credit Union Drawing.

If you have seen Minor Bill Clerk June Bolden limping around, it is because she "fell off her shoe." So gals—and fellas too—watch those platform shoes. They might be hazardous—just ask June!

Judy Krystyniak, major bill clerk, is the proud owner of a 1974 silver and black Nova.

Pat Ogne recently made the move up to major bill clerk. She has filled the job held by our former Major Bill Clerk Donna Schenk who is on maternity leave.

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Three carmen at the Western Ave., Chicago, Coach Yard retired on Dec. 31 with a total of 110 years of service on the railroad. The three men, shown here being congratulated by General Car Foreman C. E. Curran (second from right) are, left to right, Joe Zygula with 31 years of service, John Haluzak with 35 years and Emil Berman with 44 years. A coffee and cake party was held for the retirees at the Coach Yard.

Employees extended congratulations and wishes for much happiness to Glen and his wife Betsy.

Clerk Minnie Higgins, who retired on Dec. 3, has begun her plans for a more permanent "vacation". The girls in the Material Division joined Minnie in celebrating the occasion and honored her at a dinner at Schlein's on Nov. 28. Her friends wished her a long, healthy, and enjoyable retirement.

### Milwaukee Motor Transportation Company

Willis T. (Jiggs) LaShure, M.M.T.C. terminal manager at Portland, Ore., has completed his 25th consecutive year with the motor carrier. Jiggs joined the motor carrier on Nov. 3, 1948, as a driver at Madison, Wis. He remained there until 1962 when he was sent to Sioux City, Iowa, as terminal manager.

In 1964 Jiggs became assistant terminal manager at Franklin Park, Ill. Another transfer in 1965 took him to Kansas City, Mo., as terminal manager there.

Finally, when the motor carrier began operations at Portland, Ore., in 1971, Jiggs was made terminal manager there. Portland is a long way from his birthplace in Portage, Wis., but Jiggs says he is happy. His many friends have joined in congratulating him and his wife Dorothy on the occasion.

### PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

Peter Yahn, former stationary storekeeper at Union Station, joined the office staff on May 1. Peter is now one of six buyers in the department.

Richard D. Powley, former plant inspector from Terre Haute, Ind., joined the Purchasing Department in September.

Mrs. Joyce Schultz, a clerk in the Purchasing Department, has been resting at home after undergoing an operation in December. Her co-workers wished her a speedy recovery and a Merry Christmas.

Miss June Dopp spent her vacation in Nassau in October. Return Material Clerk Roger Ruchti and his wife Cheryl filed for adoption of a baby boy or girl in December.

Employees in the Purchasing Department hope that everyone had a Merry Christmas and Happy New Year.

### MATERIAL DEPARTMENT:

Vacations—that's the topic of discussion in the Material Division at the Milwaukee Shops. In November, Assistant Sectional Stockman Tony Cefalu

spent a week at the Sign Great House in Jamaica. His visit to Montego Bay and various points of interest were vividly shown in the array of snapshots he brought back.

The early part of December found Joy Niederfeld, keypunch operator, and her husband aboard the "Song of Norway." Joy reports that the seven-day cruise, which included stops at Nassau, Puerto Rico, and St. Thomas, was fantastic.

Glen Kitzmiller, chief stockman, spent a couple of days' vacation at home to welcome his newborn son, Jason Scott, who was born on Dec. 10.

Signals and Communications held its ninth annual picnic on Aug. 24 at Jackson Park in Milwaukee, Wis., and these picnic committee members worked to make the event a success. Left to right they are Tom Hanlon, Barney Barton, Al Trinka, Mel Thiede, Hank Wellenstein and Jim Frohmader. Committee member Ray Brown is not shown.





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**how to apply:** Candidates for these awards who plan to enter a university or college in the fall should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form. Full details about eligibility requirements and the general conditions under which the scholarship awards will be granted will accompany the application form sent to applicants.

**important:**

CLOSING DATE **APRIL 30, 1974**

Completed applications and all supporting papers must be on file with the Scholarship Committee not later than April 30.

Applications and additional information may be obtained from:



**C. William Reiley, Chairman**  
J. T. GILLICK  
SCHOLARSHIP COMMITTEE  
824 Union Station  
Chicago, Ill. 60606

**THE COMMITTEE:** The members of the J. T. Gillick Scholarship Committee who will judge the applications and qualifications of candidates for the awards are:

**CHAIRMAN:** C. William Reiley, Dean of Administrative Services, Northwestern University.

**MEMBERS:** Charles C. Caveny, Assistant to President, University of Illinois; Phillip B. Lotz, Dean of Student Personnel, Chicago City College; Charles D. O'Connell, Dean of Students, University of Chicago.