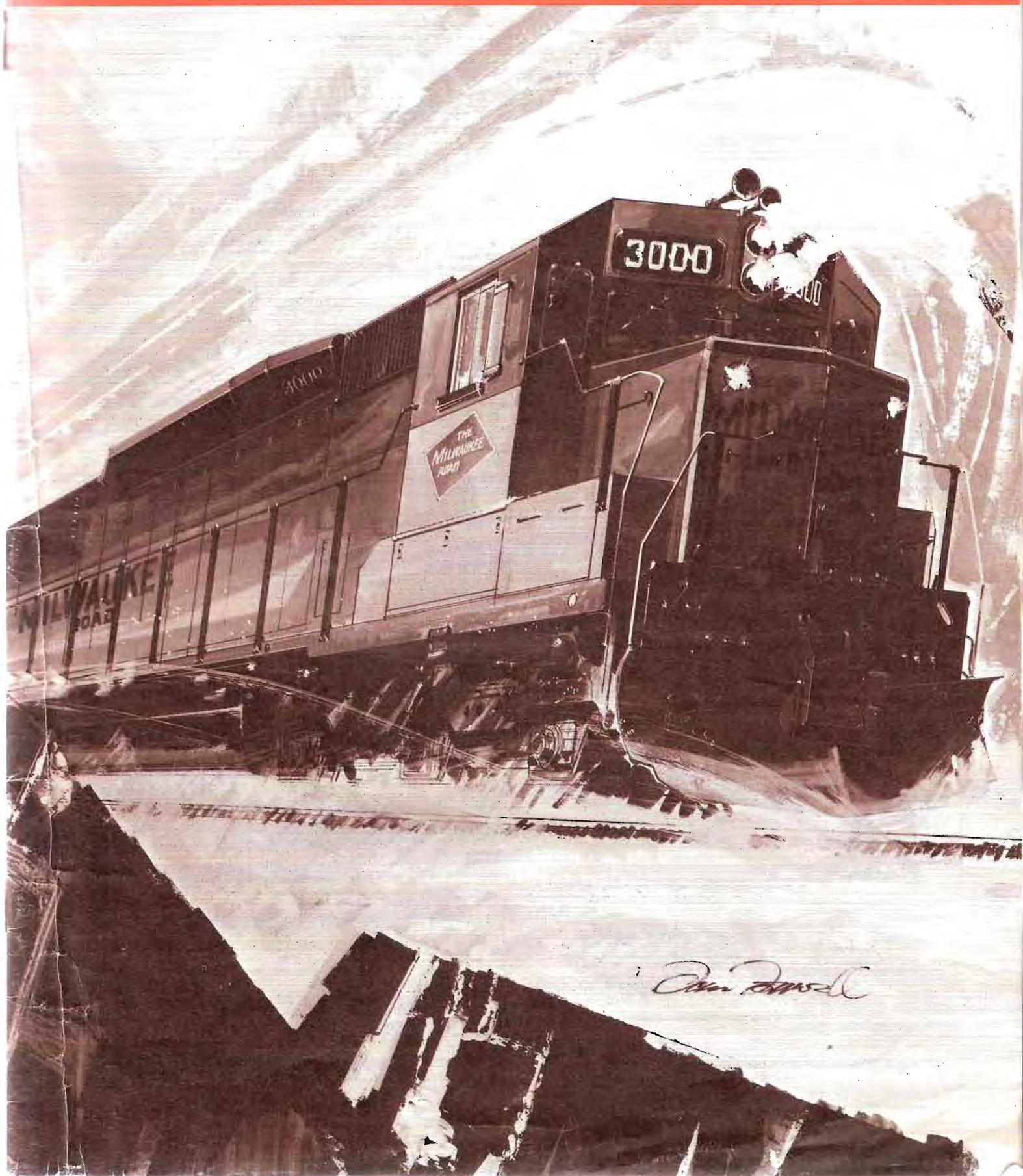


# THE MILWAUKEE ROAD MAGAZINE

JUNE, 1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



## River Run Boosts grain Car use

The Milwaukee Road's grain marketing experts have found another way to provide a service that makes grain shippers happy and keeps the railroad's special grain cars rolling.

The new service uses a train of twenty 100-ton capacity covered grain cars which roll six days a week and use a short cut to get corn and soybeans to market. The first run of this special train departed on April 1 to serve independent grain elevators in western Iowa which sell large amounts of grain to a major grain company located in the eastern part of the state.

It takes just two days to load all twenty cars at elevators near Perry, Iowa, haul them about 300 miles east to a barge-loading facility near Davenport and return to Perry for another fill-up. This two-day turnaround compares with the 20 to 30 days it takes a grain car to make the all-rail round trip to unload at port facilities in Texas and Louisiana.

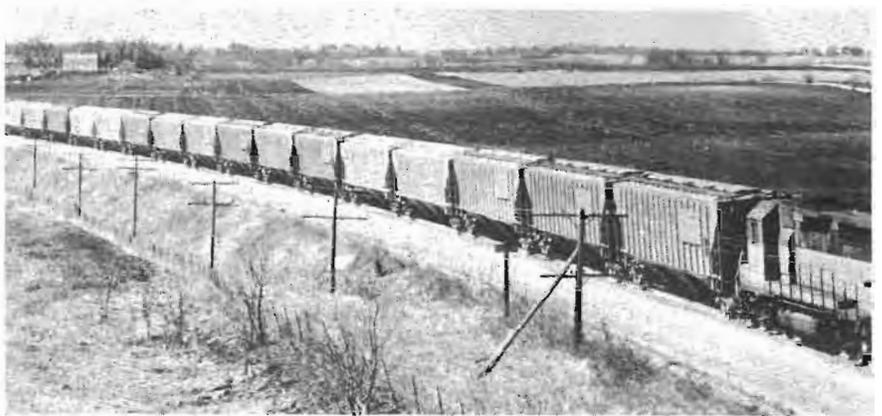
### Improves utilization

This new train is a mini-version of the larger unit trains. Because it gets more use out of the twenty cars assigned to it, railroad grain marketers call it a maximum utilization train.

This small grain train makes railroad operations more efficient because it means that all 20 grain cars are "dedicated" to just this train, and are taken out of it only to be loaded or repaired. This eliminates the loss of time when cars must be shuffled around in freight yards. It also means that, because the cars remain on the Milwaukee Road for the entire round trip, it is easier to account for the exact location of each car.

Most importantly, customers served by this train are happier because cars are emptied faster and become available for reloading over ten times more often than when the Gulf Port rail route was used.

Milt Clark, division car distributor at Perry, is happier too. He keeps in



Loaded with corn, new twenty-car train moves eastbound out of Perry, Iowa, on its April 5 run to the Mississippi River. Photo by R. M. Clark.

touch with a large grain company in Davenport where grain merchandizers buy grain from small elevator companies in Iowa. The Davenport office tells Milt where they want the grain cars spotted for loading the following week, and he makes a schedule for the special grain train. Now he knows well in advance exactly how many cars he will have available and he can make a firm promise that the cars will be there on time.

By Friday Milt has a complete

schedule for the mini grain train which calls for three complete round-trips during the following week.

On a typical Monday at dawn a crew takes the twenty-car train, powered by two engine units, out of Perry. The train heads westward on the Milwaukee's main line and spots cars at elevator locations such as Herndon, Bagley, Bayard and Dedham. Under the rules that govern the freight rate paid by the shipper, each  
*(Continued on page 31)*

## Milwaukee Road shows improvement in 1973

In a recent address at the annual meeting of the stockholders of Chicago Milwaukee Corporation (CMC), Board Chairman William J. Quinn pointed out that the increased revenues and earnings of CMC for 1973 were largely due to the improved showing of its principal subsidiary, the Milwaukee Road.

CMC's consolidated operating revenues rose 16 per cent to approximately \$371 million from \$319 million in 1972. Its consolidated net earnings rose to nearly \$11.4 million from a deficit of \$397,000 in 1972.

Mr. Quinn noted that the Milwaukee Road's 1973 operating results were marked by the highest revenues and revenue ton-mile figures in its history. He also pointed out that the railroad's improved results were achieved in the face of steadily growing inflation, which affected the entire nation's economy. He noted that significant increases in the Milwaukee Road's wage rate, payroll tax rates and material prices had the effect of raising costs and expenses in 1973 by \$21.5 million over the 1972 level.

Mr. Quinn said that in recognition of these increases, the Interstate Commerce Commission (ICC) approved for the railroad industry various rate increases during the year, which had the effect of raising the Milwaukee Road's 1973 revenues by approximately \$9.2 million over the 1972 level. However, he said that even though the ICC in recent months has responded more realistically to the revenue needs of the carriers, there is still a substantial lag in both the time and the amount of the relief given by these increases.

### Good April results

Turning to the first quarter results for 1974, which were lower than results for the same period last year, he pointed out that the difference was almost entirely due to the fact that the Milwaukee Road had an extraordinarily good first quarter in 1973 and this year's first quarter fell short of the record 1973 period.

In concluding his remarks, he told stockholders that the Milwaukee Road's April operations brought this year's operating results up to the level of the first four months a year ago.

**THE  
MILWAUKEE ROAD  
MAGAZINE**

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Member,  
Association  
of Railroad  
Editors

### Contents

- 1 New Iowa grain train
- 2 All-diesel operation starts
- 6 Scholarship winners
- 8 The Milwaukee Road Women's Club
- 9 Railroad Retirement news
- 10 Expo '74
- 12 President's Trophy winner

### Cover

Electro-Motive Division (EMD) of General Motors is featuring this illustration of the Milwaukee Road's new SD40-2 locomotives in its recent magazine advertisements. Twenty-eight of these 3,000-horsepower diesel units are being added to the Milwaukee's locomotive roster this year. These EMD-built units are going into service on the railroad's time freight trains which cover the 2,200 miles between Tacoma, Wash., and Chicago, Ill. Illustration courtesy of EMD.



JUNE, 1974

## transport briefs

### BN Halts Inclusion Talks

Burlington Northern announced May 31 that it was terminating discussions with the Milwaukee Road on whether to include the Milwaukee into the BN system. The BN stated that, according to its studies, a merger agreement would not be in the best interest of the BN or its security holders. In response, Milwaukee Road Chairman William J. Quinn said that, in the Milwaukee's opinion, the proposed merger would bring significant savings and improved service, which would be mutually beneficial to both railroads and in the public interest. Mr. Quinn said that the Milwaukee would await the soon-expected outcome of the Union Pacific-Rock Island merger case before deciding what further action it will take. Joint studies of the BN-MILW merger followed the Milwaukee Road's filing on March 9, 1973, of a petition to reopen BN merger proceedings to allow inclusion of the Milwaukee.

### Milwaukee Tops Amtrak's On-time List

During April, Amtrak passenger trains operated by the Milwaukee Road took first place in on-time performance of all Amtrak trains operated over both long and short distance routes. In the "short haul" category, Milwaukee's Amtrak runs between Chicago and Milwaukee had an on-time score of 90.7%. Milwaukee Road's "long haul" Amtrak runs between Chicago and Minneapolis earned an on-time score of 97.1%. In its search for more equipment, Amtrak has purchased 23 more retired Milwaukee Road passenger coaches. The yellow coaches will be refurbished and renumbered before going into service on Amtrak trains.

### L. & D. Claims Drop Second Year

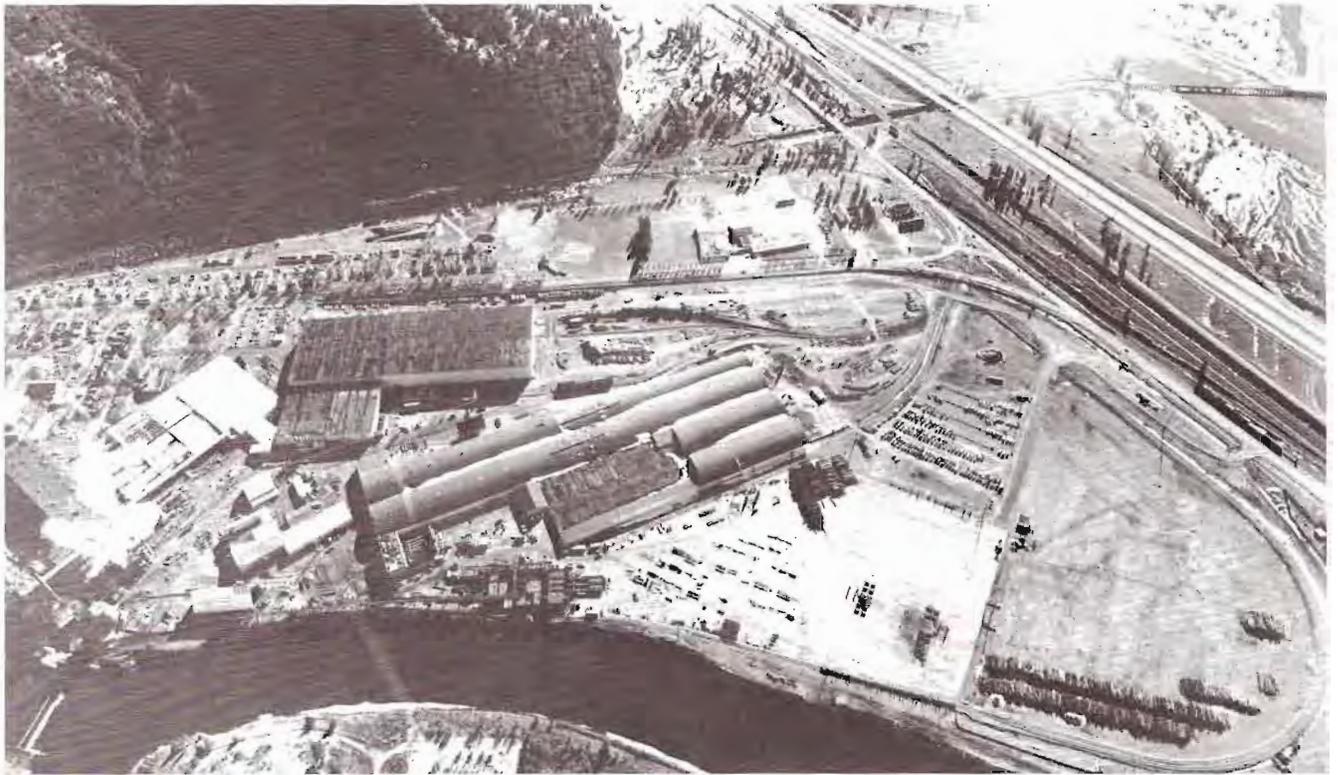
Loss and damage claims paid out by the nation's railroads dropped again in 1973 when the industry reported that payments dropped to the lowest level in 11 years. Theft claims, which had been rising at an alarming rate, were cut by more than 13% last year, the Association of American Railroads reported. This was the second year in a row that the percentage of railroad revenue paid out for loss and damage claims dropped.

### How Many Railroads in U.S.?

The annual report of the Interstate Commerce Commission gives the following railroad census: Class I railroads (those with more than \$5 million in operating revenues)--66, Class II railroads (those with less than \$5 million in operating revenues)--256, Class I switching and terminal companies--29, Class II switching and terminal companies--139, railroad lessor companies (those holding leases to rail properties)--139, rail holding companies--5 and electric railways--8.

### Car Orders Hit High Level

Railroads and private car lines placed orders for 106,077 new and rebuilt freight cars in 1973--the highest yearly total since 1955. Of the year's total, 102,136 were built new by car builders. 3,629 were built in railroad shops, and 312 were rebuilt from older cars. During 1973 major railroads added a total of 1,366 new and rebuilt diesel electric locomotives to their fleet --an overall increase from 1972 of 454 units.



**Construction** of the largest softwood plywood plant in North America was completed recently near Bonner, Mont., by Champion International's U. S. Plywood Division. The Milwaukee Road tracks which serve the huge complex run from right to left and cross the millpond in the upper right corner of this aerial view. The plant produces a wide variety of plywood, the bulk of which is shipped to construction markets east of the Rocky Mountains. Although Champion International came to Bonner two years ago, the town near Missoula, Mont., has a long history of timber industry and railroading. It started in 1886 when E. L. Bonner built a sawmill on this site to cut ties and bridge timbers for railroads that were pushing their way across the northern Rockies.



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

First Quarter  
Ending March 31,  
1974      1973

### RECEIVED FROM CUSTOMERS

for hauling freight, passengers,  
mail, etc. ....

\$92,646,776      \$87,430,167

### PAID OUT IN WAGES

(Labor in operating expenses) .....

41,101,484      38,742,227

Per dollar received (cents) .....

44.4      44.3

Payroll taxes on account of  
Railroad Retirement Act and  
Railroad Unemployment Insurance Act .....

6,988,569      4,598,454

Per dollar received (cents) .....

7.5      5.3

### ALL OTHER PAYMENTS

for operating expenses, taxes,  
rents and interest .....

43,922,735      41,841,181

Per dollar received (cents) .....

47.4      47.9

**Net Income** .....

**633,938      2,248,305**

### CARLOADS OF REVENUE

#### FREIGHT CARRIED

Number of cars .....

233,342      250,264

1974 under 1973 .....

16,922

## June marks beginning Of all-diesel operation

June 16 was set as the date on which the Milwaukee Road will terminate all electrified operations and go to fully-dieselized service on its Rocky Mountain Division in Montana and Idaho.

On that date, the entire 10,200-mile Milwaukee Road system will be operated by diesel power for the first time, according to Milwaukee Road President Worthington L. Smith. Trolley crews will begin removing the overhead catenary and the trolley feeder line on the 440-mile stretch of main line trackage between Harlowton, Mont., and Avery, Idaho.

For a number of years, fast freight trains powered by diesel locomotives have been operating over the entire distance between Chicago and Seattle-Tacoma without changing locomotives en route. Other diesel-powered trains have used electric motors for auxiliary power on the steep grades of the Rocky Mountain Division.

The Coast Division, in the state of Washington, was completely dieselized more than two years ago, and in February of 1973 the Milwaukee Road announced its intention to phase out its remaining electrified service. Since that time, approximately 75 per cent of the catenary and trolley feeder line on the Coast Division has been dismantled.

According to present estimates, removing the catenary and feeder line on the Rocky Mountain Division may require as many as 1½ years. Substations will be phased out as work progresses.



**Trolley Linemen** Harold Wright and Rod Johnson cut hangers that hold up trolley wire on Coast Division. Removal of wire on parts of this division was done last fall.

### Under New Tuition Refund Plan

## Full refunds offered for "passing" grades in approved courses

The Milwaukee Road's tuition refund plan for employees has been revised to do a better job for both the individual and the company.

Changes which became effective on May 1 allow those who complete approved outside training to receive a refund for all of their tuition, required books and lab fees, provided they earn grades of A, B, or C, or "passing" or "satisfactory" grades.

According to the new policy, tuition refund is intended to cover

courses, degrees or licenses that lead to the upgrading of skills for the performance of the employee's assigned work. Benefits of the program are available to any employee—officer, exempt or union contract—who fulfills eligibility and application requirements.

The refund plan applies to courses leading to a college or graduate level degree, courses required for a grammar school certificate or high school diploma, including G. E. D. certifi-

icates, and courses for general certificate and license programs. Schools and organizations offering the courses must be accredited.

Administrators of the new program believe that it offers more incentive to employees who are motivated to complete education or training that will benefit both them and the railroad.

Details of the program and application forms are available from shop and office supervisors.

# Eight students win Gillick, Women's Club Scholarships

Eight graduating high school seniors from Milwaukee Road families have been awarded college scholarships granted annually to children of the railroad's employees.

The 1974 recipients include two students from Illinois, two from Iowa and one each from Minnesota, Montana, Washington, and Wisconsin.

Three principal awards known as the J. T. Gillick Scholarships were granted by the Milwaukee Road and five additional scholarships were given by the Milwaukee Road Women's Club.

Two of the Gillick Scholarships provide full tuition or \$600, whichever is greater, and are renewable for the following three years of undergraduate study at the recipient's chosen college or university. These were awarded to Steven W. Eau Claire of Mason City, Iowa, son of Walter G. Eau Claire, a carman in Mason City, and to Stephen J. Dunk of Savanna, Ill., son of Catherine J. Dunk, clerk to the assistant superintendent in Savanna.

The third Gillick Scholarship, a grant of \$600 renewable for the following three years, went to Robert J. Duncan of Three Forks, Mont., son of James L. Duncan, a brakeman for the railroad.

The five Woman's Club awards also provide \$600 and are renewable for the three following years. They were awarded to the following:

Bonita L. Draeger of Tomahawk, Wis., daughter of James A. Draeger, a section laborer-machine operator at Tomahawk.

Joan E. Disburg of Marshalltown, Iowa, daughter of John G. Disburg, agent at Portsmouth, Iowa.

Bonita G. K. Sanwald of Port

Angeles, Wash., daughter of John A. K. Sanwald, agent at Port Angeles.

Karen A. Chermak of Mundelein, Ill., daughter of Robert H. Chermak, a passenger representative at Chicago, Ill.

Mary Jo Carlson of Red Wing, Minn., daughter of Leonard F. Carlson, signal foreman-Lines East at Red Wing.

The Gillick Scholarships have been awarded annually since 1951, and the Women's Club Scholarships since 1961. In the case of all awards, the recipients may attend the college or university of their choice and may pursue any course of study.

Announcement of the winners was made by C. William Reiley, dean of administrative services at Northwestern University and chairman of the committee which judges the qualifications of scholarship candidates. All members of this committee are affiliated with Chicago area colleges and universities, and are not associated with the Milwaukee Road.

**Steven W. Eau Claire** will graduate in June from Mason City (Iowa) High School. He is a member of the National Honor Society and the recipient of several academic awards. During 1973-74 he studied in Germany as an exchange student. School activities include International Club and Model United Nations, as well as participation on several athletic teams. He has also been active in community organizations. He plans to attend North Iowa Community College in Mason City.

**Stephen J. Dunk** is graduating from Savanna (Ill.) High School. He



Bonita L. Draeger

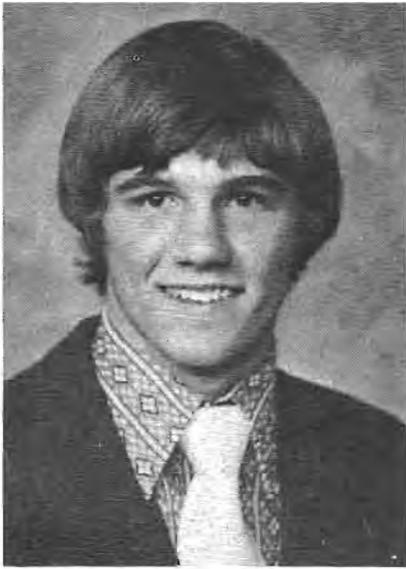


Steven W. Eau Claire

is a member of the National Honor Society, and has been active in athletics. He was co-captain of the football and basketball teams. Community activities include scouting and church work. He will enroll in Augustana College in the fall.

**Robert J. Duncan**, graduating from Three Forks (Mont.) High School in June, has been a member of the Student Council and has received several academic awards. He has also been active in school athletics and has participated in 4H Club activities and scouting. He will attend Montana State University.

**Bonita L. Draeger**, a member of the National Honor Society, will



Robert J. Duncan



Joan E. Disburg



Karen A. Chermak



Bonita G. K. Sanwald



Stephen J. Dunk



Mary J. Carlson

graduate in June from Tomahawk (Wis.) High School. Her school activities include membership in the Student Council and the Girls Athletic Association. She is also a member of her church choir. She plans to attend the University of Wisconsin-LaCrosse.

**Joan E. Disburg** will graduate in June from L D F Community School in LeGrand, Iowa. She is the winner of several writing and speech awards and is a member of the National Honor Society. She was editor of the yearbook, member of the Student Council, and took part in many music, drama, and speech presentations. In addition, she was very active

in church and Sunday school programs. She plans to enroll at Morningside College.

**Bonita G. K. Sanwald** will graduate this June from Port Angeles (Wash.) Senior High School. She is the winner of an award for school spirit and is very active in many school organizations such as the Honor Society, band, and Girls Club. As a dancer she has participated in various school and community entertainment programs. She is also active in church work. She plans to attend Pacific Lutheran University in the fall.

**Karen A. Chermak** is graduating from Mundelein (Ill.) High School

where she is a member of the National Honor Society. Other academic awards include an Illinois State Scholarship and a National Merit Scholarship Letter of Commendation. Additional school activities include membership in Rifle Club and Drama Club. She plans to attend Springfield College.

**Mary J. Carlson** will graduate this June from Central High School in Red Wing, Minn. Named to her school's honor roll, she is also a member of the National Honor Society. Active in both band and orchestra, she has been a member of several school academic and social clubs. She plans to attend Luther College.

# Women's Club celebrates 50th Anniversary

**Right:** Women's Club members gather at 12th Annual luncheon in 1936 in Chicago, Ill.



When Women's Club chapters throughout the railroad get together in July, they will be carrying on a tradition that has passed its 50th year.

The first gathering of the Women's Club took place in Chicago on July 12, 1924. It was attended by 27 members who named their group "The Chicago, Milwaukee & St. Paul Railway Women's Club."

The record of that first meeting states their goal—"to promote a better acquaintance among the women of the railroad, for mutual help, benefit and enjoyment."

Their goal was a big one in view of the fact that the Milwaukee Road's work force had grown to 65,000 people by 1924. And these people were spread over a railroad system that had been expanded from the Midwest to the North Pacific Coast only 15 years earlier.

Mrs. H. E. Byram, wife of railroad President Byram, was the club's first president. Mrs. Isabelle Carpenter Kendall was its first treasurer. She had been editor of *The Milwaukee Road Magazine* since it was started in 1913, and she used the magazine to promote the idea of a railroad-wide women's organization.

Etta Lindskog, the club's first corresponding secretary, went on to serve as secretary-general of the Women's Club until 1962.

Gathering up used furniture and a piano, club members lost no time in decorating two rooms in the Chicago Fullerton Ave. Office Building that were offered to them by railroad President Byram.

By August, 1924, 35 Chicago

members had paid their \$1.00 dues and regular monthly meetings were planned for the year.

Meanwhile, largely through Mrs. Kendall's articles in the magazine, interest in a system-wide network of Women's Clubs grew. As local clubs or chapters were started in other cities, the Chicago group designated itself as the Chicago Chapter, determining that each local club was to have freedom in operating its own activities. A General Governing Board headquartered in Chicago was formed to act as the parent organization.

## Club grows

In 1924 alone, new chapters were started in Milwaukee, Wis., Bensenville, Ill., Minneapolis, Minn., and Marion, Perry, Dubuque, Mason City, Des Moines, and Sioux City, Iowa.

The following year new chapters sprung up in Kansas City, Ottumwa,



Mrs. Kendall

Iowa, Seattle and Tacoma, Wash., and Beloit, Wausau, Portage, Green Bay, Madison and Janesville, Wis.

Almost 800 representatives from 35 Women's Club chapters were present when the first annual general meeting was held in 1925. Total Women's Club membership was estimated to be over 5,000.

In 1928 the club name was changed to "The Milwaukee Railroad Women's Club" to conform to the growing use of Milwaukee Railroad as the company's name. Membership had nearly doubled since 1925, and during the intervening years the club's chapters had given almost \$22,000 in gifts and assistance to the needy.

Charitable work and social activities of the Women's Club chapters have continued over the decades, with members' husbands participating in many club events.

Membership dues along with com-



Mrs. H. E. Byram

missions earned by the placement of vending machines at railroad shops, offices and stations go towards the club's charitable projects.

The club's original goal of mutual help and benefit is carried out today in the form of such activities as the yearly Women's Club Scholarships. This year five sons and daughters of Milwaukee Road employees were awarded Women's Club Scholarships consisting of grants of \$600 per year for four years of undergraduate college study.

System-wide club funds are also set aside to help needy individuals and families on the railroad. Equally important, members give their time to bring cheer to members and friends who are sick, or to sponsor social events that bring both retired and active employees together.

#### Scholarships sponsored

Forty chapters are currently active on the railroad system, each carrying on its own program of activities while contributing to general club programs such as the scholarships. The club reached a peak in its membership in 1949 with over 20,000 members and chapters in 61 cities. Club membership today is about 5,000.

Luncheons and dinners will be held by individual chapters this summer to mark the club's 50th anniversary. No system-wide celebration has been scheduled due to the difficulties of making travel plans during the fuel shortage, according to Dorothy Kentner, the club's secretary-treasurer general.

Other officers on the club's General Governing Board include Mrs. L. G. Ellis of LaCrosse, Wis., president general; Mrs. M. F. Shannon of Phoenix, Ariz., second vice president general; Mrs. Everett L. Hubbs of Madison, Wis., third vice president general; and Marilyn J. McNicholas of Chicago, recording secretary general.

The club's general directors in the Chicago area are Mrs. L. V. Anderson, Mrs. Judy Sottysik and Mrs. Philip Schneck.

General directors outside of the Chicago area are Mrs. H. H. Jacobs of Mason City, Iowa, Mrs. Victor Cardin of Marquette, Iowa, and Mrs. W. H. Miller of LaCrosse.

General directors in the West are Mrs. James H. Hartery of Seattle, Wash., and Mrs. L. V. Hinrichs of Miles City, Mont.

## Railroad Retirement Credit Forms Distributed

The Milwaukee Road has distributed Form BA-6, Certificate of Service Months and Compensation, to employees. This annual statement is prepared each year by the U.S. Railroad Retirement Board.

These annual statements are important because they provide an employee with a record of his railroad service and compensation in 1973, as well as his cumulative railroad credits after 1936. The statements are also used by employees when they apply for certain benefits with the Board.

The forms will go primarily to employees who qualify for unemployment and sickness benefits in the benefit year beginning July 1, 1974, on the basis of their 1973 employment. Employees who worked in 1973 but did not have sufficient earnings to qualify for unemployment and sickness benefits will also be sent a BA-6 form if they had service in each month in 1973, or if they worked for a local lodge or division of a national railway labor organization.

Individuals who do not have 1973 railroad employment as described above may still be issued a BA-6 form, but they must write to the Board requesting one.

Most employees should receive their BA-6 forms by June 1. If an employee does not receive a form by that date and would like to have one, he should write to the Board. After receiving his BA-6 form, each employee should check to see whether his own record of service and credit-

able compensation agrees with the Board's figures. Important figures that should be checked are shown on the illustration of the form.

If an employee finds that the information shown is not correct, he should report this fact in a letter to the Board as soon as possible. In checking the spelling of the name, it should be kept in mind that the form contains only the first ten letters of the last name.

Letters concerning BA-6 forms should be addressed to the Director of Data Processing and Accounts, U.S. Railroad Retirement Board, 844 Rush St., Chicago, Ill. 60611. The employee should include his social security account number in the letter, or no action can be taken by the Board.

As shown in the illustration, the form has detachable sections at each end. The section on the right side is used when an employee applies for sickness benefits, and the one on the left for unemployment benefits. The reverse sides of the sections explain how to apply for these benefits. Use of these sections prevents mistakes in processing claims due to erroneous social security account numbers. Most delays in the payment of these benefits occur when an employee enters the wrong account number on his application.

What to look for on your Form BA-6.

The illustration shows a sample of Form BA-6, 'Certificate of Service Months and Compensation for Retirement Benefits'. The form is divided into several sections. Callouts point to the following information:

- 1 Name:** Points to the name field containing 'J. J. DOE'.
- 2 Social Security Number:** Points to the Social Security Number field containing '999-99-9999'.
- 3 Service and Compensation Credited Under Railroad Retirement Act in 1973:** Points to the 'RETIREMENT CREDITS YEAR 1973' section, which shows '12' months and '\$10,800.00' in compensation.
- 4 Total Service and Compensation Under Railroad Retirement Act, 1937-1973:** Points to the 'SOCIAL RETIREMENT CREDITS YEAR 1973' section, which shows '444' months and '\$180,750.00' in total compensation.

Other visible information on the form includes the date 'THRU JUNE 30, 1973', the Railroad Retirement Board logo, and fields for 'FOR UNEMPLOYMENT BENEFITS' and 'FOR SICKNESS BENEFITS'.



Three major railroads occupied part of the land that is now the site of Expo '74. This view shows the Union Passenger Depot on the near side of the river, with the Great Northern Depot across the river. Land transferred by the Milwaukee

Road to the city includes the site of the Union Passenger Depot and the Freight House to the right of it, which lie along the south bank of the Spokane River.

# Expo '74--how Spokane gave

Expo '74 opened its gates May 4 in Spokane, Wash., climaxing two years of face-lifting that turned unsightly downtown land into a park-like world's fair.

Key pieces of land on the south shore of the Spokane River, which flows through the center of the city, were made available to Spokane for the world's fair by the Milwaukee Road. The land was part of the property purchased by the railroad when it first built its trackage and buildings in the city before 1914. Terms of the transaction enabled the Milwaukee Road to obtain land it needed to expand its operations elsewhere in the city.

Milwaukee Road Chairman William J. Quinn traveled to Spokane in June of 1972 to formally sign the papers which transferred to the city the ownership of approximately 10 acres of the railroad land. The land transfer, in addition to a lease agree-

ment between the city and railroad for additional land, were the result of negotiations between Spokane and the railroad's Real Estate, Economic and Resource Development Department.

This transaction, combined with similar transactions between the city and other industries, including the Union Pacific and the Burlington Northern, marked a turning point in the planning of the world's fair.

The eastern Washington city promptly cleared the land of old buildings and railroad structures to make way for new pavilions and exhibition buildings. After the fair closes on Nov. 3 most of the new buildings will be removed, leaving a city-center park area and convention center.

Spokane is the smallest city ever to host a world's fair, but Expo '74 planners are counting on as many as 5 million visitors. Probably the most

striking of the new buildings is the United States Pavilion on Havermale Island in the Spokane River. The structure is a huge tepee of vinyl, supported like a tent on a 150-foot pole.

The Soviet Union, the first foreign country to commit itself to Expo '74 participation, has the largest foreign exhibit.

The Washington State Pavilion, containing the 2,700-seat Opera House, is one of the permanent structures that will become part of the convention center after the fair. It was built on the site previously occupied by the Milwaukee Road Freight House.

Property conveyed to Spokane by the Milwaukee Road also included the Milwaukee Road's half-interest in the Union Passenger Depot. The Union Pacific, the other half-owner, also turned its interest in the station over to the city.



This is how the 100-acre Expo '74 site looked just prior to opening. The large building with the sloping roof at lower right is the new Opera House and Washington State Pavilion on the former site of the Milwaukee Road Freight House. The small dome-

shaped building just to the left of the Opera House is the Ford Pavilion, occupying the former site of the Union Passenger Depot. The old Great Northern clock tower still stands on Havermale Island with the new United States Pavilion behind it.

## its city-center a new life

Expo '74 is drawing scholars from many countries to participate in conferences dealing with environmental topics. Fair planners have chosen an environmental theme for the event, and point proudly to their accomplishments in transforming the 100-acres, once considered the heart of Spokane's urban blight, into the park-like setting it is today.

Entertainment during the six-month Expo '74 includes regular performances by big-name entertainers. Dining facilities range from take-out snack bars to restaurants specializing in international cuisine. Amusement highlights include skyrides which give riders an aerial view of the Expo grounds and a breathtaking glimpse of the Spokane River Falls.

Information about Expo '74 and about accommodations in the Spokane area may be obtained through Hospitality Services, P. O. Box 1974, Spokane, Wash. 99210.

### *Amtrak adds Expo train*

Amtrak has announced summer schedule changes aimed at providing better train service for visitors to Expo '74 at Spokane, Wash.

A new train, The Expo '74, began daily service between Seattle, Wash., and Spokane from May 19 through Sept. 14. It leaves Seattle each day at 12:30 p.m. and arrives at Spokane at 9:00 p.m. Departure from Spokane each day is at 8:00 a.m. with a 4:30 p.m. arrival in Seattle. The schedule of Amtrak's Portland, Ore., to Seattle train, The Puget Sound, has been adjusted to provide better connections with The Expo '74 train, Amtrak officials said.

Spokane is served directly by both of Amtrak's Chicago-Seattle trains, The Empire Builder and The North Coast Hiawatha. The Hiawatha, which had been operating three times weekly, began daily operation on May 19. The Empire Builder arrives

in Spokane westbound at 2:00 a.m.

Capacity will be added this summer to Amtrak's Los Angeles-Seattle train, The Coast Starlight, in anticipation of increased numbers of travelers going to the fair, according to an Amtrak spokesman.

On May 19 Amtrak's mid-morning Milwaukee, Wis., to Chicago, Ill., Hiawatha Service train began departing one hour later, at 11:20 a.m. The new schedule is intended to provide better connections with Amtrak trains from Chicago, a National Railroad Passenger Corporation spokesman said.

Beginning on May 19 Milwaukee became a restricted stop for the Chicago to Seattle, Wash., Empire Builder. However, Milwaukee-Chicago service is still provided by the five daily trains of The Hiawatha Service and Amtrak's second Chicago-Seattle train, the North Coast Hiawatha.



### *President's Trophy goes to Aberdeen Division*

**On behalf** of Aberdeen Division employees, Division Superintendent Richard L. Martin (second from left) receives the President's Safety Trophy from Milwaukee Road President Worthington L. Smith at the April 9 award ceremony and dinner

at Aberdeen, S.D. Participating in the ceremony are L. V. Anderson (left), assistant vice president-operation and George J. Barry (right), superintendent of safety. The trophy has been awarded each year since 1941 to the division with the lowest casualty rate.



**Presentation** of the President's Safety Trophy to employees of the Aberdeen Division brought together these labor organization chairmen and railroad managers. Left to right, they are: R. L. Bobby, local chairman, BMW; O. G. Olson, local chairman, BLE; R. D. Cornell, office chairman, ARDA; S. Grote, assistant local chairman, UTU; B. Tyler, local chairman, BMW; Worthington L. Smith, Milwaukee Road President; L. White, vice president, BRS; R. O. Chambers, general chairman, BMW; N. A. Krueger, general chairman, UTU; Richard L. Martin, Milwaukee Road division superintendent; L. W. Har-

ington, Milwaukee Road vice president, labor relations and personnel departments; D. P. DeWalt, local chairman, BRAC; J. Schlecht, local chairman, UTU-E; R. F. Huger, vice chairman, BRAC; H. A. Ries, local chairman, BLE; R. Kamla, secretary and local chairman, UTU; K. W. Trout, president, MRMFA, Inc.; J. R. McPherson, general chairman, BRAC, and D. A. Friauf, local chairman, BMW. Also attending the award presentation but not shown here were A. N. Moe, local chairman, BLE; V. Miller, local chairman, UTU, and H. W. Niedringhaus, South Dakota legal representative, UTU.

## New trophy rules set

Figures shown in this year's standings by divisions in the President's Safety Trophy Contest are the result of a new policy of counting all occupational injuries and illnesses, whether or not the employee missed work because of the incident.

Starting Jan. 1 each occupational illness and injury record (171 report) submitted by an employee has been recorded and appears in the contest standings as a point score of one.

In the past, only disabling injuries which caused an employee to miss at least 72 hours of work were counted in the Safety Trophy Contest.

Each year's winning division is the one with the lowest injury score compared to the number of hours worked by all of the employees on the division. This comparison between the number of injuries and the number of hours worked is known as the casualty rate.

"The new contest rules are intended to inspire the true need for accident prevention by both the employee and his supervisor," said Jack Pitel, assistant to the superintendent of safety.

"Just counting disabling injuries as in the past is not enough, especially with our present knowledge of ways to stop all types of accidents," he said.

Jack pointed out that the real goal of the safety contest is to make people aware of the need for safety on the job. The new contest rules should increase this awareness, he said.



**THE  
MILWAUKEE  
ROAD**

**1**

**SAFETY AWARD**

These hard hat decals which are presented to Locomotive Department personnel in addition to their safety award pins show the number of consecutive years of injury-free service they have with the Milwaukee Road.

## Retirements

### Applications Reported During March - April 1974

**W. W. Bork**, section foreman, Cresco, Iowa, entered service 1926, retired Jan. 2.

**Gorden R. Brouard**, engineer, Cedar Rapids, Iowa, entered service 1928, retired Jan. 31.

**Archie Brown**, cook, Chicago, Ill., retired June 1973.

**Robert O. Burr**, welder, Milwaukee, Wis., retired Mar. 29.

**Lowell T. Chandler**, crossing watchman, Terre Haute, Ind., entered service 1962, retired Feb. 28.

**Robert K. Cooper**, machinist, Chicago, Ill., entered service 1927, retired Jan. 19.

**George M. Corson, Sr.**, diesel house foreman, Lewistown, Mont., retired Feb. 8.

**Sylvester B. Dulski**, switchman, Milwaukee, Wis., entered service 1941, retired Aug. 1973.

**Edson A. Fairbanks**, carman, St. Paul, Minn., entered service 1951, retired April 1973.

**George J. Frank**, engineer, Milwaukee, Wis., entered service 1941, retired Feb. 27.

**A. M. Franzen**, track laborer, Sabula, Iowa, retired Jan. 25.

**Merle E. Gerard**, assistant cashier, Chicago, Ill., retired Mar. 31.

**John S. Grant**, carman, St. Paul, Minn., entered service 1959, retired Feb. 28.

**Sidney T. Grinde**, engine watchman, Mitchell, S.D., entered service 1941, retired Feb. 1973.

**Leo F. Gunther**, telegraph operator, Hettinger, N.D., retired July 1973.

**Otto E. Hallberg**, section foreman, Marquette, Iowa, retired Aug. 1972.

**Harold G. Hasher**, section laborer, Mankato, Minn., retired Mar. 29.

**G. R. Holmes**, lineman, Ottumwa, Iowa, retired Feb. 8.

**Benedict F. Homa**, upholsterer, Milwaukee, Wis., retired Mar. 29.

**Claire T. Homsher**, ice dock laborer, St. Paul, Minn., retired Oct. 1973.

**Kenneth W. Hunt**, engineer, Perry, Iowa, retired Feb. 27.

**John J. Jecovicus**, section foreman, Wadsworth, Wis., entered service 1945, retired Mar. 11.

**Henry T. Jensen**, car inspector, Council Bluffs, Iowa, retired Mar. 31.

**John H. Kautzman**, trolley line man, Deer Lodge, Mont., retired Mar. 22.

**Thomas J. Knaffla**, car inspector, Milwaukee, Wis., retired Mar. 29.

**Francis A. Leahy**, telegraph operator, Minneapolis, Minn., entered service 1930, retired April 8.

**Clifford W. Lemon**, engineer, Aberdeen, S.D., retired Mar. 29.

**Joseph F. Libra**, section foreman, Metaline Falls, Wash., retired Feb. 28.

**Lillian H. Lucchesi**, nurse, Milwaukee, Wis., entered service 1964, retired Dec. 1973.

**John P. Mahan**, laborer, Amana, Iowa, entered service 1947, retired Feb. 15.

**Norman McCluskey**, brakeman, Cle Elum, Wash., retired April 1.

**Vivian K. Margelis**, clerk, Chicago, Ill., retired April 12.

**Frederick J. Olson**, leverman, Mankato, Minn., retired Feb. 28.

**E. H. Ottoway**, section foreman, Marquette, Iowa, retired Feb. 23.

**Loretta Popernick**, assistant bureau head, Chicago, Ill., entered service 1925, retired Feb. 28.

**Paul W. Richey**, section laborer, Wausau, Wis., retired Feb. 28.

**George J. Sattelle**, freight salesman, Philadelphia, Pa., retired Feb. 28.

**George W. Schneider**, section laborer, Winona, Minn., retired Nov. 1973.

**E. M. Schwartz**, switchman, Dubuque, Iowa, entered service 1940, retired Jan. 31.

**Leo F. Semrau**, blacksmith welder, Tomah, Wis., retired Mar. 29.

**John D. Serquinia**, assistant foreman, Tacoma, Wash., retired Oct. 1973.

**Clarence A. Skifstrom**, track laborer, Wheaton, Minn., retired Jan. 8.

**Walter B. Smith**, engineer, Deer Lodge, Mont., retired Mar. 28.

**Brunis E. Smoka**, engineer, Minneapolis, Minn., entered service 1947, retired Feb. 27.

**Don H. Stubing**, switchman, Milwaukee, Wis., entered service 1947, retired Feb. 5.

**Edward Svoboda**, machinist helper, Minneapolis, Minn., retired Mar. 11.

**Joseph A. Szymanowski**, air brakeman, Milwaukee, Wis., retired Mar. 6.

**Richard Watson**, pullman porter, Chicago, Ill., retired Mar. 31.

**Mary F. Wiley**, coach cleaner, Chicago, Ill., retired Mar. 15.

**Charles Wizner**, conductor, Milwaukee, Wis., retired Mar. 3.

**H. F. Zuber**, station agent, Amana, Iowa, retired Mar. 15.



## Appointments

### Operating Dept.

Effective March 1:

**Jon S. Householder** appointed assistant to manager claim prevention, Chicago, Ill.

Effective March 16:

**Patrick E. Kelly** appointed general car foreman, Bensenville, Ill.

Effective April 1:

**Robert A. Ohlsen** appointed trainmaster, Twin City Terminal Division; St. Paul, Minn.

**Richard A. Hargis** appointed district master mechanic, jurisdiction over the Twin City Terminal; St. Paul, Minn. Effective May 1:

**Leland L. Struble** appointed assistant superintendent of transportation-equipment, Chicago, Ill.

**John J. Thomas** appointed assistant superintendent of transportation-car distribution, Chicago, Ill.

**Richard J. McMahon** appointed manager of transportation-research, Chicago, Ill.

### Traffic Dept.

Effective March 1:

**Lee I. Larson** appointed district manager-sales, Pittsburgh, Pa.

**Anthony S. Dybicz** appointed district manager-sales, Philadelphia, Pa.

**Frederick M. Priester** appointed district manager-sales, Terre Haute, Ind.

**Alan R. Monzo** appointed sales representative, Philadelphia, Pa.

Effective April 1:

**Robert W. Keenan** appointed sales development manager, Chicago, Ill.

**Arthur E. Bourgeault** appointed assistant regional manager-sales, Minneapolis, Minn.

**Curt E. Martinson** appointed district manager-sales, Minneapolis, Minn.

**Robert M. Mortenson** appointed district manager-grain sales, Minneapolis, Minn.

**Earl W. Mastin** appointed assistant district manager-grain sales, Minneapolis, Minn.

**Ronald L. Baker** appointed district manager-sales, Anchorage, Alaska.

**William C. Halfacre** appointed district manager-sales, Birmingham, Ala.

**Frederick D. Allen** appointed district manager-sales, Boston, Mass.

**Freland K. Cox** appointed sales representative, Birmingham, Ala.

**Peter C. Reiter** appointed sales representative, Los Angeles, Cal.

Effective May 1:

**Richard L. Saeugling** appointed manager-grain marketing, Chicago, Ill.

**John S. Fuscone** appointed manager-pricing-grain and grain products, Chicago, Ill.

**Rocco B. Losito** appointed assistant manager-pricing-food products, Chicago, Ill.

**Forrest A. Williford** appointed assistant manager-pricing, Chicago, Ill. Effective June 1:

**V. Richard Baruch** appointed assistant to vice president-traffic, Chicago, Ill.

**Donald J. Miller** appointed district manager-sales, Chicago, Ill.

**William A. Murley** appointed district manager-sales, Sioux City, Iowa.

**Robert W. Neumann** appointed district manager-sales, Green Bay, Wis.

**Kenneth W. Snyder** appointed district manager-sales, Cedar Rapids, Iowa.

**Raymond West** appointed district manager-sales, Winnipeg, Man., Canada.

### Milwaukee Motor Transportation Co.

Effective April 1:

**Robert F. Munsell** elected vice president of the Milwaukee Motor Transportation Co., Chicago, Ill.

### Executive Dept.

Effective May 1:

**Warren H. Ploeger** elected vice president-executive department, Seattle, Wash.

### Engineering Dept.

Effective May 1:

**Herman C. Lewandowski** appointed general roadmaster, Chicago, Ill.

### Personnel Dept.

Effective April 1:

**William M. Bert** appointed benefits administrator, Chicago, Ill.

**Joseph Marcheschi** appointed benefits analyst, Chicago, Ill.

**Michael Loeser** appointed compensation analyst, Chicago, Ill.

Effective April 8:

**Ann DiBenedetto** appointed junior compensation analyst, Chicago, Ill.

Effective May 1:

**James E. Moss** appointed counselor, Seattle, Wash.

### Law Dept.

Effective May 1:

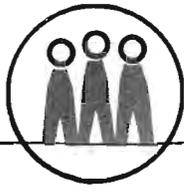
**James E. Nelson** appointed Western counsel, Seattle, Wash.

### Notice to Company Pension Plan Participants and Beneficiaries

A number of years ago, Congress passed what is known as the Federal Welfare and Pension Plans Disclosure Act. Among other things, it requires that a pension plan description and an annual report be filed with the U. S. Department of Labor in Washington, D. C., and that copies of these reports be made available for inspection by plan participants.

This is to notify company pension plan participants and beneficiaries that they are entitled to examine copies of the plan description and the latest annual report filed by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (The Milwaukee Road) at the office of the company's Corporate Secretary, Room 256 Union Station, 516 West Jackson Boulevard, Chicago, Ill. 60606, during normal business hours.

Copies of these reports may also be obtained by writing the Corporate Secretary at the above address.



## About people on the railroad

### Coast Division

#### PORTLAND

Bee Biehler, Correspondent  
Office of Regional Manager-Sales

#### SALES DEPARTMENT

J. H. Mitcham, regional manager-sales, was Master of Ceremonies at the State of Oregon kick-off luncheon on May 13 for National Transportation Week, May 12 - 18. The luncheon, sponsored by the Transportation Club of Portland, was held at the Sheraton Motor Inn and attended by a group of approximately 300 from all phases of transportation.

Mr. Mitcham was recently elected second vice president of the Transportation Club of Portland, and Chief Clerk R. E. Foss was elected the Club's secretary. District Manager-Sales R. D. LaHatt was elected secretary-treasurer of the General Agent's Association of Portland.

R. H. Fortney, district manager-sales of our Eugene office, was elected director of the Eugene Traffic Club.

District Manager-Sales R. E. Hollingsworth of our Salt Lake City office was recently elected vice president of the Railroad Traffic Agent's Association in Salt Lake City. He is also Chairman of the Entertainment Committee for the Pacific Northwest Shriner's Bowling Tournament to be held in Salt Lake City on April 12 and 13, 1975. This tournament covers the states of Oregon, Washington, Idaho, Utah, Colorado, Arizona and California.

Bonnie Prudence, Secretary in our Salt Lake City office, has transferred to our newly-opened office in Anchorage, Alaska. Una Smithson returned as secretary to R. E. Hollingsworth, the position she left 6 years ago. It's nice to have you back, Una.

Honored at a surprise Open House on April 21 were Sales Representative Dan W. Goodwin and wife Lois, who celebrated their 25th wedding anniversary. Over 60 relatives and friends attended the occasion.

Your correspondent returned to work March 1 as secretary to J. H. Mitcham, regional manager-sales, and R. D. LaHatt, district manager-sales, after an 18-year absence. Eleven years prior service was spent in the Passenger Department of the Portland office as a passenger representative. It's great to be back!

Robyn Biehler, daughter of your cor-

respondent, was recently elected captain and most inspirational swimmer on the Andrew Jackson High School Swim Team in Portland. She was undefeated in the breast stroke for four years in the District Swim Meets for the Portland High Schools.

#### FREIGHT DEPARTMENT

Agent and Mrs. R. M. Gordon recently announced the engagement of their daughter Darla to Russell R. Tripp. Darla and Russell have set Aug. 10 as their wedding date at the First Congregational Church in Hillsboro. Darla is secretary to Trainmaster W. F. Johnson and Agent R. M. Gordon.

Agent and Mrs. R. M. Gordon and family recently moved into their new home in Hillsboro, Ore.

#### TACOMA

Bernice C. Riippi, Correspondent  
Office of Division Engineer

Congratulations are in order for several Milwaukee employees in the Ta-

coma area. Among them are proud grandparents Assistant Division Engineer and Mrs. E. C. Wheeler. Their daughter, Pam, gave birth to a girl, Stacy, on April 3. Pam and her husband, Jeff Martin, live near Washington, D. C.

The sound of "Happy Birthday Marilyn" was heard everywhere on May 3 as Marilyn Hegge, time revisor in the Superintendent's Office, celebrated her 20th birthday. The popular gal's desk was filled with cards and remembrances.

Welder Foreman and Mrs. K. N. Paddock became the parents of a son, Kenneth Nathan, on May 3, who is welcomed by an older sister.

Relief Car Foreman and Mrs. M. J. Pidcock are the proud parents of Marilyn Lee, second and third grade teacher at Mission Valley Elementary School in Fremont, Cal., where she was recently chosen "Outstanding Young Educator" for 1973 by the Fremont



**Byron E. Lutterman** (right), vice president and western counsel in Seattle, Wash., retired on May 1, ending a 33-year career with the railroad. He was honored by his friends and co-workers on April 29 at a retirement luncheon at the Washington Athletic Club in Seattle and at an April 26 dinner at the Olympic Hotel. Shown with Mr. Lutterman at the dinner is Raymond K. Merrill, vice president-law of the Milwaukee Road.

Mr. Lutterman was in private law practice prior to joining the railroad in 1941. He was appointed assistant general attorney in 1944, general attorney in 1951 and western counsel in 1964. He was elected vice president and western counsel in 1968. In addition to his railroad responsibilities, he has been active in the work of many law, business and civic groups, including the Seattle Chamber of Commerce and the Washington State International Trade Fair. Mr. and Mrs. Lutterman will continue to live in Redmond, Wash., a Seattle suburb.



**MOORE-WERNER.** Wendee Moore, daughter of Nettie Moore, a bookkeeper for the Milwaukee Land Co., was married to Jack L. Werner, Jr., son of District Manager-Sales Jack L. Werner, Sr., of Seattle, Wash. The groom is chief clerk in the Freight Adjuster's Office in Seattle and the bride is the former secretary to S. R. Graf, manager-international sales.

Jaycees. The proud father, Marvin J. Pidcock, started to work for the Milwaukee Railroad in 1945, just a month after Marilyn was born. Marilyn's Uncle, Paul F. Pidcock, is a machinist helper at Harlowton, Mont., and her late grandfather, George F. Pidcock, was an express agent for the Milwaukee Road.

The Milwaukee Road is sorry to see Larry T. Newsham leave after 24 years of service, but his friends wish him the very best in his new position as mechanical inspector for the FRA, effective May 13. Larry has been car foreman at Tacoma since 1966. His many friends extended their congratulations at a cake and coffee party held in the Car Department on May 10.

The 1974 West Coast Singles Bowling Tournament was recently held with the Dr. DePree's perpetual trophies being won by Al Pentecost in the Men's Division. Marie Kinzner won the trophy in the Women's Division.

Based on series and scratch games, both with and without handicaps, the following were on the winners' list: Men—Ed Wheeler, 2nd series, with a handicap; Elliott Kinzner, 1st series, scratch; Allen Fettig, 2nd series, scratch; Ralph Edward, 1st Singles, with a handicap; Jerry Manning, 2nd Singles, with a handicap. High Singles scratch, 1st-Frank Lequier; 2nd-Tie between John Clark and Lee Goldbecker. Women—Jan Goldbecker, 2nd series, with a handicap; Virginia Fiess, 1st Series, scratch; Gail Ferrier, 2nd series, scratch; Ruth Bailley, 1st Singles, with a handicap; Idell Hardin, 2nd Singles, with a handicap; Betty Fettig, 1st Singles, scratch and Susan Varner, 2nd Series, scratch.

Originally this tournament, which is sponsored by Dr. DePree, was for men only, but many women bowlers joined the Milwaukee Leagues and pressured the Tournament Committee to allow them to join. Pleased with the women's enthusiastic turnout, Dr. DePree added the women's trophy, adding zest to the competition for both divisions.

An interesting note on Al Pentecost, winner of this year's trophy: Al, now retired, worked for the Milwaukee as a steam pipe fitter. Two years ago he underwent surgery for a metal socket hip bone replacement. Before long Al returned to his bowling and has been bowling ever since. This shows what courage and determination can do.

Our sympathy was extended to the families and friends of these retired employees who have recently passed away:

Lyle C. Smith, 72, died on Feb. 3. He was a retired railroad supervisor and past president of the Tacoma Local, Brotherhood of Railway Clerks. Born in Port Huron, Mich., he had lived in Tacoma for the last 55 years. He retired from the Milwaukee as Coast Division car distributor in 1969. He was past president of the K Street Businessmen's Association; past master of Joseph Warren Lodge 235, F&AM; past president of the Milwaukee Railroad Retirement Club, and a member of Scottish Rite Bodies, the Button Makers and the Milwaukee Bowling Club.

Survivors include his widow, Doris, a son, James, of Tacoma, a sister, Mrs. G. W. Frye of Seattle, and two grandchildren.

Raymond E. Fink, 68, retired railroad clerk, died on March 23. Born in Alpha, Lewis County, Wash., he lived most of his life in Tacoma. He was a member of the Puyallup Elks Lodge 1450, the Railway Clerk's Union and a past member of the board of the Western Milwaukee Federal Credit Union. He is survived by his widow, Selma,

two daughters, and numerous relatives.

Andrew Ayres died on April 10 at the age of 81. He was employed by the Milwaukee Road for 47 years as a signal maintenance worker, retiring in 1958. He was a member of the Milwaukee Road Retirement Club and the Brotherhood of Railway Signalmen. Survivors include his widow, Hazel, two daughters, a son, eight grandchildren and two great-grandchildren.

Ivar Berven, 77, retired chief clerk, died on May 4. Born in Spokane, Ivar had lived in Tacoma 41 years. He worked for the Milwaukee Road for 45 years. He was a 50-year member of Spokane Masonic Lodge, a member of Scottish Rite Bodies of Tacoma, Afifi Temple of the Shrine, Amity Chapter OES, and Veterans of World War I, Barracks 158. He was also an active member of the Milwaukee Retirement Club. Survivors include his widow, Esther, a daughter, a brother and four grandchildren.

All of these men will be greatly missed by their many friends.

## SEATTLE

Laura K. Schaub, Correspondent

### INTERNATIONAL SALES

Robert J. "Bob" Williams, assistant import-export clerk in International Sales, and Linda R. German were married Feb. 16 in the University Presbyterian Church. The bride, daughter of Mr. and Mrs. Ray F. German, is a graduate of Nathan Hale High School and Rennon's School of Beauty in Lake City. The bridegroom, son of Mrs. Kenneth Treglown, formerly of the Freight Agent's Office in Seattle, and the late Thomas A. Williams, is a student of opera and was wedding soloist. He is a graduate of the University of Washington and plans to return there this summer in pursuit of a degree in Engineering. The newlyweds are making their home in north Seattle.

The man in the custom-made sweater is Cecil W. Geelhart, roadmaster at Cedar Falls, Wash. The sweater, knitted for him as a birthday present by his sister, has a famous orange and black Milwaukee Road electric locomotive knitted on the back.



## REGIONAL SALES

Lee Derr, secretary to the regional manager-sales, was called to Kansas City the middle of April due to the serious illness of her brother. At last report his health was improving.

## CLAIM PREVENTION - REFRIGERATION

Sincere sympathy was expressed to the family of Earl S. Christenson, 59, freight service inspector, who died on the afternoon of May 2 after a brief illness. A rosary was said the evening of May 5 and the funeral Mass was held the next morning at St. John Vianney's Church followed by burial in Holyrood.

Surviving him are his widow Esther, two daughters, two brothers and one sister.

## FREIGHT ADJUSTMENT OFFICE

Jack L. Werner, Jr., chief clerk to the manager-freight adjustments, was hospitalized in March for an operation and recuperated in time to keep the April 13 date for his marriage to Wendee Moore.

Harold Whatmore, manager-freight adjustments, reports that his son Don won first place in the super-modified class circle hydros at Lake Sammamish in mid-April, reaching speeds in excess of 100 miles an hour on the straight stretches.

## LOCAL FREIGHT OFFICE

Jewell Campbell, who was in the hospital during February, is back at work and feeling fine. He will retire in July after 36 years with the Milwaukee Road. Agent Al Swanson took two weeks' vacation to tour several states and visit his father in Phoenix, Ariz. Dave and René Grimes welcomed a baby boy, Matthew David, on Jan. 20.

## REGIONAL DATA OFFICE

Recent vacationers include Trucia Tureman, Cleo Wilson and Betty

Whalen. Iris Vitalis and Margaret Harn have joined the Regional Office as key-punch operators. Esther Ray vacationed in Phoenix, Ariz., with Carol Minard, formerly of the claim department. Esther also spent some time with her family in Kelso, Wash.

Joyce Ask and family had an Easter vacation with her folks in Deer Lodge, Mont.

Lee Tillman has now recuperated after spending time in the hospital. Co-workers and friends of Ray Kester, cashier in the Regional Data Office, were shocked to hear of his sudden death on March 3. Ray was born and raised in Lewistown, Mont., where he worked for the railroad before he transferred to Seattle in 1961 when the Regional Office was established. He became Cashier in 1970 and had 35 years of service at the time of his death. Funeral services were held on March 9.

Saturday, April 13, was the wedding date for Wendee Moore and Jack L. Werner, Jr., at the North Seattle Alliance Church. The wedding united two Milwaukee Road families, since the bride is the daughter of Nettie Moore, bookkeeper for the Milwaukee Land Company, and the groom is the son of Jack L. Werner, Sr., district manager-sales in Seattle. A reception was held at the church following the ceremony, after which a dinner and evening of dancing were enjoyed by friends and relatives at the Hollyhills Clubhouse in Bothell. The bride was formerly secretary to S. R. Graf, manager-international sales.

**MILWAUKEE RAILROAD RETIRED EMPLOYEES CLUB:** "All I gave the army was his name, age and the names and ages of my late parents and other brother and sister. They should be given a lot of credit for what they have done." These were the words expressed by Leo Thiel, president of



**GERMAN - WILLIAMS.** Bob Williams, a clerk in the International Sales Office in Seattle, Wash., was married to Linda R. German on Feb. 16 in the University Presbyterian Church.

the Retired Employees group, about the efforts of the Salvation Army in finding his younger brother whom he hadn't seen in 47 years.

Last year Leo noted information in the "Dear Abby" column about the Salvation Army's Missing Persons Division in San Francisco, and he contacted them immediately. This past February he received a letter from his missing brother Peter, 75, in Minneapolis. The Salvation Army's Chicago Division had located him.

Leo traveled to the Midwest in March for the funeral of an older brother—a sad occasion turned to joy when he was reunited with Peter, whom he hadn't seen in almost half a century!

## SPOKANE

Ethelyn Cafavan, Correspondent

Office of Assistant Superintendent

Joe Libra, section foreman at Metaline Falls, Wash., retired after 28 years of service. Joe started his railroad career with the Union Pacific, then transferred to the Milwaukee Road in 1946 as foreman at Pine City. From there he went to Malden for a short time and then took over the foreman's job at Metaline Falls. Joe and his wife plan on doing a lot of fishing now and have tentative plans to build a new home. They will spend some time in California in June to see their newest grandchild.

Newly elected president of the Spokane Valley Women's Club is Mrs. Ken Johns, wife of Ken Johns, our sales representative in the Traffic Department.



**Joe Libra** (second from right), section foreman at Metaline Falls, Wash., receives retirement congratulations from his wife and from Roadmaster M. H. Serosky (left) and Assistant Superintendent E. J. Lynam.

Sympathy was extended to our agent at Warden, Wash., Ron Gideon, and his family, on the loss of Mrs. Gideon, who died at their home.

On the mend at the present time is Tony Rossi, section foreman at Newport, Wash., who had a heart attack. We hear Tony is coming along very well.

Starting off the vacation season for 1974 is David Warner, Traffic Department clerk, who is flying to Hawaii for two weeks. Harry Ehmer and his family will be leaving shortly for a trip to San Francisco.

**PLAN NOW TO ATTEND:** An extravagant and spectacular schedule was planned for the opening of the World's Fair in Spokane May 4. President Richard Nixon was on hand for the opening ceremonies. Come help us celebrate at Expo '74.

Faye Lintvedt, daughter of Charles L. Lintvedt, district lineman at Othello, Wash., was married on March 9 at the Christian Church at Silverdale, Wash., to William Steele of the Othello Air Force Base. A dinner was held at Silverdale following the wedding.

Retired Machinist Carl G. Lintvedt died on March 28 at the Spokane Veteran's Hospital. He would have been 80 years old on April 9. Mr. Lintvedt began working with the Milwaukee Road in 1919 as a machinist at Marmarth, N.D. He retired in 1953 and moved to Spokane to make his home there in 1956. He is survived by his widow, Alma, three sons, one daughter, eight grandchildren and three great-grandchildren. Burial was at the Spokane Memorial Gardens.

### **Rocky Mountain Division DEER LODGE AREA**

Barbara Wales, Correspondent  
Office of Division Engineer

Clarence H. Peterson, section foreman at Butte, Mont., retired recently and was honored on April 11 at a coffee hour in the Division Engineer's Office in Deer Lodge, Mont. Approximately 50 friends attended the gathering. Short speeches were given by Roadmaster John T. Satake, Division Engineer Ted L. Striebel and by retired Roadmaster Ray Hale. Clarence and his wife Grace were presented with a portable television and many wishes for a pleasant retirement.

Leo S. Michels, a carman at Deer Lodge, died recently in Spokane, Wash., after a lengthy illness. He had worked for the Milwaukee for ten years. Survivors include his widow, LaVerne, four sisters and two brothers.

We are glad to report that retired Engineer W. J. Craig is now at home after several stays in the hospital.

The Milwaukee Women's Club held their Annual Potluck Dinner on April 17. There was a good attendance for the dinner.

Ernest M. Rose, a retired carman in Deer Lodge, died recently. He was an employee for 45 years, retiring in 1958. He had been an early director of the Powell County Rodeo Association as well as an ardent sportsman. He is survived by his wife Hattie, one daughter, a brother, a sister, two grandchildren and 5 great-grandchildren.

Congratulations to Section Laborer Newton J. Strike of Butte who was married on April 20 to Marcia Anne Newsom.

George H. Roggenkamp, retired Milwaukee Road employee, died in March. He had worked in several departments while he was employed. He is survived by his widow, Mary, of Deer Lodge; two sons, Henry and Herbert; a daughter, Mrs. Doris Bell; a sister; 11 grandchildren, and 14 great-grandchildren.

Mr. and Mrs. Frank J. Wisner recently picked up their new son in Havre, Mont. He has been named Kevin James and joins a sister, Lisa. Frank is a machinist in the Roundhouse.

Retired Engineer Grant P. Kelley died recently following a lengthy illness. He had lived in the Deer Lodge area most of his life. Survivors include his wife Ann; a daughter, Mrs. Warren

Little; a brother, Albert, and two grandchildren.

Hans Monson, an electrician, has been selected Elk of the Year by Deer Lodge No. 1737. This award is given to the year's outstanding Elk. Exalted Ruler George Lane explained, "He was chosen for his untiring efforts in Elkdom, his willingness to assist in activities and as an all-round Elk." We are proud to have a fellow employee show such great interest in his community activities.

Word has been received that Mrs. C. Nicola, widow of Gus Nicola, a retired section foreman at Superior, Mont., has passed away.

Vicki Carlson has been making the rounds in relieving vacationing clerks. She spent a week in the Engineering Department in April filling in for Karla Rydeen, and is now working in the Superintendent's Office while Time Revisor Denise Gransbery paints Las Vegas green.

Mr. and Mrs. Gary Moore are the parents of a baby boy born April 30. It is their first baby. Gary is a dozer operator.

Rich Bruner has joined the Milwaukee Road as a clerk in Avery, Idaho. Rich is a Deer Lodge resident and works as the cashier-yard clerk in Avery.

Elton E. Treible, signal maintainer at Haugan, Mont., and his wife are the

## **POGO'S GOOD NEWS FOR 1974:**



parents of a baby boy born May 2. He has been named Greg Everett and joins two sisters at home.

Some of the clerks from the Engineering Department, Master Mechanic's Office and Superintendent's Office, along with the dispatchers, got together for a luncheon served at the Superintendent's Office on May 7. A tasty meal of steak with all the trimmings was enjoyed by all.

Signal Inspector Bill V. Browne recently underwent surgery in a Butte, Mont., hospital to remove a cataract from his eye. We are happy to report

**Section Foreman**  
Clarence H. Peterson (second from right) and his wife Grace were hosted by friends at a coffee hour in the Division Engineer's Office in Deer Lodge, Mont. On hand to congratulate Clarence on his retirement are (left to right) Division Engineer Ted Strlebel, retired Roadmaster Ray Hale and Roadmaster John Satake.



that he is doing fine and resting at home.

Ed E. Howard, engineer in the Division Engineer's Office, had surgery on his knee recently to correct torn cartilage. He is now back at work complete with a pair of crutches.

## HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Machinist Leonard Siqveland of Harlowton retired after over 20 years with the Milwaukee. He had been off work several months due to ill health. He started with the old freight transfer and hired out as a laborer at the roundhouse after closure of the transfer. He also worked as an electrician helper, machinist helper, and machinist. A retirement party was held in the Moose Hall.

Mr. and Mrs. Howard McGuinn, retired traveling engineer and assistant trainmaster, returned to Harlowton after spending much of the winter in the southwest.

Retired Yard Clerk and Mrs. Roy Spogen returned to Harlowton after spending much of the winter in Las Vegas.

Lawrence F. Dickerson, retired locomotive engineer on the Northern Montana district, died in Central Montana Hospital after a long illness.

The Harlowton Milwaukee Women's Club had a good turnout for their an-

nual dinner honoring birthdays of the club women. Pinochle and bingo were enjoyed after the dinner.

New officers elected were: Irene Davis, president; Pearl Crews, vice-president; Gladys Williams, treasurer, and Irene Englert, secretary.

The Lewistown Milwaukee Women's Club held their annual dinner on April 19 and I'm sorry to report that I have not received more information on this. A picnic is planned this year at the fairgrounds in July.

A card from Anne Keeler tells that Helen Tadewaldt fell last winter and

injured her back but is getting along well with a cane now. Anne took her along for a ride to Maiden, an old gold mining town.

Beverly O'Neill, daughter of B&B Foreman and Mrs. Richard O'Neill of Harlowton, and William Huffman, son of B&B Foreman and Mrs. Vories Wells of Harlowton, were married in Elko, Nev., on Jan. 23. Mr. Huffman is employed as a B&B carpenter. Richard O'Neill and Vories Wells are B&B foremen out of Harlowton. Best wishes to the newlyweds and may they have many good years with the Milwaukee Road.

## EAST END

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

Retired Conductor and Mrs. A. P. Anderson moved to Spokane, Wash., in April to make their home near their daughter after many years as residents of Miles City.

The General Governing Board of the Milwaukee Women's Club served dinner to 94 retirees on March 27. Mrs. Dave Malnar, president of the Miles City Chapter, and Mrs. Earl Steiner were co-chairmen of the affair. Retired Yard Foreman W. J. Norton was head cook for the dinner. Mrs. L. V. Hinrichs, a member of the General Governing Board and the Miles City Chapter, was present for the occasion.

Congratulations are in order to Brakeman and Mrs. James Schmalz-

ried on the birth of a son on March 28 . . . to Carman and Mrs. Wayne Smith on the birth of a daughter on April 1 . . . to Roundhouse Foreman and Mrs. Joe Salo on the birth of a son on April 14 . . . and to Special Inspector and Mrs. J. D. Schmeling on the birth of a son on April 14.

With our Youth: Allen Slater, son of Conductor and Mrs. Kermit Slater, served as Mayor of Miles City during the annual Elks Youth Day on May 1. Allen also was named to the National Honor Society at Custer High. Allen Kelm, son of Carman and Mrs. M. R. Kelm, was recently graduated from the Wyoming Technical Institute in the Automotive Technician Course. He has returned to Miles City and is employed with Lohman Motors. Lee Zuelke, son of Engineer and Mrs. R. H. Zuelke, was named to the National Honor Society at Custer County High School. Lee also attended High School Week at Montana State University, which is held each year for top ranking high school seniors. Suzie Lemire, daughter of Mrs. Pat McLean, is another high school senior who attended High School Week at the University.

Car Foreman Howard J. Sweeney has been elected exalted ruler of the Miles City Elks Lodge for the term commencing April 1. Retired Heavy Equipment Operator Leonard Kulesa was named tiler.

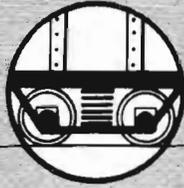
Howard was chairman of the Elks Radio Auction held last December and responsible for the overall success of the project. He has been very active in the Elks for several years.

Engineer and Mrs. C. E. Guidice were pleasantly surprised on their 25th wedding anniversary when friends and relatives gathered at their home to extend congratulations. Mrs. L. J. Adrian, wife of Engineer Adrian and an aunt of Mrs. Guidice, baked and decorated a three-tiered cake for the occasion.

Congratulations were extended to Yard Clerk Gene Hafila on his recent marriage to Nancy Corneliussen of Terry. The young couple will make their home in Miles City where Gene is employed.

Gordie Spear, sports editor of the Miles City Star, has been named Montana sports writer for 1973 by the National Sportscasters and Sports Writers Association. He also won this award in 1963 and 1970. Gordie is the son of Conductor and Mrs. Frank W. Spear, both now deceased.

Terry Spear, son of Mr. and Mrs. Gordie Spear, graduated from Concordia College May 5 and has been awarded an Andrew Mellon Theological Fellowship for the 1974-75 school year. Terry was relief yard clerk last summer and plans to return for vaca-



# Carloadings

**JANUARY-APRIL 1974 compared with same period in '73**

## NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities <b>INCREASED</b> in 1974 over 1973	FOUR MONTHS		INCREASE	
		1974	1973	1974 over 1973	% of increase
5.3	Cement, sand, ores and minerals . . .	23,629	20,231	+ 3,398	+ 16.8%
4.8	Freight forwarder traffic . . . . .	19,463	18,664	+ 799	+ 4.3
4.0	Manufactured and misc. products . . .	17,678	16,238	+ 1,440	+ 8.9
3.9	Canned goods and dairy products . . .	8,454	7,958	+ 496	+ 6.2
3.7	Machinery . . . . .	11,970	11,437	+ 533	+ 4.7
3.2	Waste or scrap materials . . . . .	13,250	10,902	+ 2,348	+ 21.5
2.9	Coal . . . . .	24,425	23,808	+ 617	+ 2.6
2.1	Beverages and malt . . . . .	9,435	9,265	+ 170	+ 1.8
2.0	Wood and millwork products . . . . .	5,629	5,376	+ 253	+ 4.7
1.5	Food products . . . . .	3,543	3,245	+ 298	+ 9.2
<b>33.4</b>	<b>Total Increases . . . . .</b>	<b>137,476</b>	<b>127,124</b>	<b>+ 10,352</b>	<b>+ 8.1%</b>

loading of these commodities <b>DECREASED</b> in 1974 over 1973	FOUR MONTHS		DECREASE		
	1974	1973	1974 over 1973	% of decrease	
15.7	Grain and soybeans . . . . .	30,657	32,037	- 1,380	- 4.3%
10.4	Lumber and plywood . . . . .	19,560	26,144	- 6,584	- 25.2
6.6	Motor vehicles . . . . .	10,223	10,580	- 357	- 3.4
6.3	Chemicals . . . . .	18,408	19,015	- 607	- 3.2
5.6	Metal products . . . . .	14,957	16,213	- 1,256	- 7.7
5.1	Grain mill products . . . . .	23,698	25,906	- 2,208	- 8.5
3.6	Paper . . . . .	16,081	16,784	- 703	- 4.2
2.7	Paperboard and containers . . . . .	8,270	8,325	- 55	- .7
2.1	Pulp . . . . .	3,417	3,609	- 192	- 5.3
2.0	Automotive parts . . . . .	7,428	10,859	- 3,431	- 31.6
1.8	Primary forest products . . . . .	13,476	18,224	- 4,748	- 26.1
1.6	Petroleum and coke . . . . .	5,830	6,434	- 604	- 9.4
1.6	Packing house products . . . . .	4,731	5,009	- 278	- 5.6
1.1	Farm products . . . . .	4,323	5,679	- 1,356	- 23.9
.4	Ordnance . . . . .	985	2,308	- 1,323	- 57.3
<b>66.6</b>	<b>Total Decreases . . . . .</b>	<b>182,044</b>	<b>207,126</b>	<b>-25,082</b>	<b>-12.1%</b>
<b>100.0</b>	<b>Total . . . . .</b>	<b>319,520</b>	<b>334,250</b>	<b>-14,730</b>	<b>- 4.4%</b>

tion relief duties this summer.

Sympathy was extended to the family of Fred R. Dane who died at the age of 96. Mr. Dane retired from the railroad in 1949. Burial was in the Custer County Cemetery.

Sympathy was extended to the Myron Lindberg family. Mrs. Lindberg's father died May 6. Myron is the section foreman at Miles City.

It is with regret we report the death of Mrs. Daisy Babcock, wife of Brake-man Elmer Babcock, on April 20. Mrs. Babcock is survived by her husband, a son and two daughters. Burial was in the Custer County Cemetery.

Sympathy was extended to retired Operator Gordon Kuni and family of Roundup, Mont. Gordon's mother, Mrs. Anna Kuni, died on April 15.

Retired Roundhouse Laborer Eli Pedors died on Mar. 22 at the age of 83. Mr. Pedors had worked for the railroad for 40 years before retiring. He is survived by two step-daughters and a step-son. Burial was in the Custer County Cemetery.

Retired Section Laborer F. A. "Shorty" Reed died on Mar. 13 at the age of 63, following a period of illness. Mr. Reed is survived by three sons and two daughters. Burial was in the Round-up Cemetery.

It is with regret we report the passing of Hazel C. Pratt, widow of retired Conductor H. C. Pratt. Mrs. Pratt died on Mar. 25. She is survived by one daughter. Burial was in the Custer County Cemetery.

Retired Machinist Helper Charles J. Hobbs died on May 4. He worked for the railroad from 1943 until his retirement in 1965. He is survived by his widow, four sons and two daughters. Burial was in the Custer County Cemetery.

It is with regret we report the passing of Elsie Brown, widow of retired Conductor C. S. Brown. Mrs. Brown died on Mar. 16 at the age of 87. Burial was in the Custer County Cemetery.

### Aberdeen Division

#### EAST END

Mavis Mace, Correspondent

Congratulations to Brakeman Kenneth Sparby and his new bride, Kathy Yow, who exchanged vows at Baxter Lutheran Church on March 9. The young couple will be living in Montevideo.

Montevideo has welcomed new Traveling Engineer-Trainmaster Bob Guse, who was formerly at Sioux Falls, S.D. He replaces Bob Bakke, who has returned to engine service and is now working out of St. Paul, Minn.

New arrivals among railroad fam-



**Engineer** Kenneth W. Hunt waves farewell as he begins his last trip on Train No. 63 out of Savanna, Ill., on Feb. 27. He made the last run just before his retirement in Perry, Iowa.

ilies include a daughter to Brakeman and Mrs. Curtis Ripley and a son to Conductor and Mrs. Arlas Rustand. Both men work out of Montevideo. Jim and Mrs. Giese are parents of a new baby daughter, their second girl. Jim is a B&B Foreman at Milbank. Clerk and Mrs. Kenneth Ell, of Hopkins, have a new son, their first, Christopher Lee. Grandparents are Mr. and Mrs. Alfred Ell, and Mr. and Mrs. Glen Erickson, all of Aberdeen, S.D.

Roundhouse Foreman Tom Golden, Montevideo, informs us that with the arrival of Scott Lee, son of daughter Mary and Roger Gronholz, he now has a total of four grandsons.

We are happy to report that Pat Valle, B&B and roadmaster's clerk at Aberdeen, is recovering nicely at her home following surgery.



**BLESS-VAN SICKLE.** Rita Diane Bless, daughter of Mrs. Aaron Bless of Clear Lake, Iowa, was married to Gene A. Van Sickle, son of Cedar Rapids General Agent and Mrs. M. W. Van Sickle, in Davenport, Iowa.

JUNE, 1974

Recent retirees include East End Engineers Brunis Smoka of 2513 St. Anthony Blvd., NE, Minneapolis, and John G. Acers of 1510 Hennepin Ave., Apt. 101, Minneapolis.

New conductors working out of Montevideo include Ron Skogrand, Allan Plinske, Mike Baker and Steve Holtquist.

Arthur E. O'Neill, East End Engineer at Minneapolis, died on Feb. 18. Survivors include his widow, Margaret, two daughters, one son, and his mother.

Services were held in Ortonville, Minn., on April 1 for Jesse Lowe, 81, who died on March 28. Jesse was the agent at Ortonville and retired in 1958.

## IM & D Division

### SIoux CITY AREA

Marie B. Franken, Correspondent

Office of District Manager-Sales

Sioux City

Retired Relief Yardmaster Elgia H. Miller, formerly of Sioux Falls, S.D., died on March 21 at Dallas, Ore. He retired in 1964 after 44 years of service and is survived by his widow, two sons and one daughter.

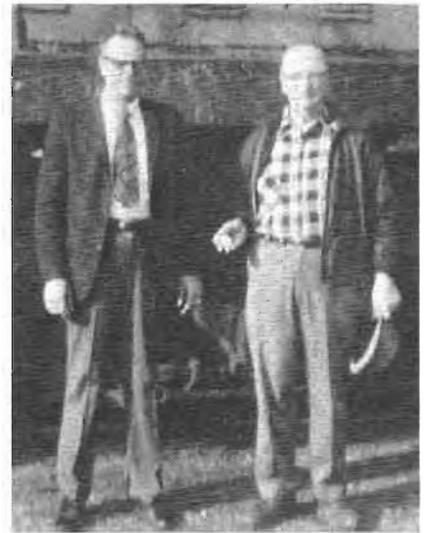
Sidney T. Grinde, enginewatchman at Mitchell, S.D., retired March 15 after more than 32 years of service. A coffee party was held on that day in his honor at the roundhouse at which time he was presented with a locomotive transistor radio. On March 23 a dinner was held in his honor at Chef Louie's Steak House in Mitchell with co-workers and friends attending.

In August, 1973, he was awarded a ruby safety award pin for working over 30 years without an injury on the job. Sid and his wife, Helen, have been looking forward to his retirement so they can do some fishing.

Retired Conductor John Deuremier of North Hollywood, Cal., died on April 17 at the age of 93 after suffering a stroke two weeks earlier. John worked in train service on the old SC&D Division in Sioux City, Iowa, for 49 years prior to his retirement in 1954. He has lived in California since his retirement and is survived by one son.

Sympathy was extended to Agent J. B. McGuire and his family on the death of Mrs. McGuire's mother on April 24 in Oxford Jct., Iowa.

A tombstone found under the loading platform at the Tyndall, S.D., depot has been a source of mystery and speculation. No records of any kind have been found which would provide information as to whether the stone is on a grave site or was discarded or lost. The lettering on the stone reads: "Virginia, daughter of C. V. and R. M. Fox,



**Engineer** C. W. Lemon (right) stepped down from his locomotive and retired on March 31. He started as a fireman on the West H&D Seniority District in 1945 and was promoted to engineer in 1950. On hand to congratulate him is Traveling Engineer-Trainmaster E. H. Hopper.

Nov. 9, 1896, Nov. 12, 1896, our loved one."

Retired Engineer R. V. Manson died on March 13 at the Sioux Falls Veterans' Hospital. Mr. Manson retired in 1956 after 49 years of service. Sympathy was extended to his widow.

On our sick list recently was District Manager-Sales Ray Kolhoff, who spent two weeks of his vacation in the hospital but is now back at work and looking forward to his retirement on May 31.

Conductor Kenneth South was also hospitalized recently but he expected



**Mr. and Mrs.** Frank M. Duffy celebrated their 50th wedding anniversary on April 3 at their home at 1244 Edgemont, Des Moines, Iowa. Hosting them were their daughters, Mrs. Robert Anderson of California and Mrs. Robert Harris of Des Moines, and granddaughter Susan Harris of Des Moines. Frank worked for the railroad for 47 years, retiring as freight agent at Seattle, Wash., in 1964.

21



**BOHNER-SPRINGER.** Cynthia J. Bohner, daughter of Mr. and Mrs. Richard Bohner of Perry, Iowa, was married to Richard C. Springer, son of Roadmaster and Mrs. Charles Springer of Perry on March 1. The couple will live in Perry where Richard is a Milwaukee Road brakeman.

to return to work soon.

**ANNOUNCEMENT: ALL EMPLOYEES ON OLD SC&D DIVISION** —Do not forget the Annual Retirement Dinner to be held the first Sunday in October in Sioux City.

Richard A. Witt, son of Assistant Superintendent and Mrs. T. E. Witt of Sioux City, graduated Summa Cum Laude from the College of Business Administration at Creighton University in Omaha, Neb., on May 11. Several honors were bestowed on Rick during commencement exercises, including



**Over 150** of Oscar Sorby's friends joined him at Brookside Manor in Montevideo, Minn., to wish him a happy ninetieth birthday on March 17. Oscar is a retired engineer, and during the festivities he showed slides of railroad scenes taken over the years. He is still active in gardening and his friends found that he is still going strong. Joining him at the party were his daughter from California and his son from North Dakota.



**Enginewatchman** Sid Grinde (center) holds the locomotive transistor radio presented to him as a retirement present by his friends at Mitchell, S.D. Congratulating Sid on his retirement after more than 32 years with the railroad are Assistant Master Mechanic Bill Bidlingmeyer (left) and Roundhouse Foreman Vern Hanson.

the Delta Sigma Pi Scholarship Key, which is awarded to the senior man who upon graduation ranks highest in scholarship for the entire Business Administration program. He also was awarded the Wall Street Journal Student Achievement Award, membership in Omicron Delta Epsilon honorary economics fraternity, the Spirit of Creighton Award, and membership in Beta Gamma Sigma national honorary society. Our congratulations to Rick on this fine record.

#### **EAST END**

R. D. True, Correspondent  
Office of Superintendent

Sympathies were extended to the families of the following employees who have died:

Mrs. Harry (Minnie) Kinney, the

wife of retired chief clerk at Mason City, Iowa, who died on Mar. 22 at the age of 90.

Merle E. "Hoppy" Hopperstad, retired agent-operator, who died at Fari-bault, Minn., on Feb. 27.

Fred W. Bauer, retired engineer, who died at Albert Lea, Minn., in January.

Word has also been received that Mrs. Verne Kuhlurst, daughter of former Superintendent and Mrs. W. F. Ingraham, died at Palo Alto, Cal., in January.

Harry B. Dockstader, retired agent at Otranto, Iowa, died on Feb. 24.

Lyle V. Olson, retired agent in the Spring Valley, Minn. area, died on Feb. 22.

Retired Engineer Milton Erichson died at his home in Austin on Feb. 21. Surviving him are his widow, Malinda, son Harold, three grandchildren and

**On hand** to say goodbye to Engineer Brunis E. Smoka (center) when he retired recently at St. Paul, Minn., were Trainmaster John F. Kiley (left) and Roundhouse Foreman Vern Crawford. Brunis and his wife will continue to live in Minneapolis.



two great-grandchildren.

Mr. and Mrs. Aaron Dahlby, farmers in the Emmons, Minnesota area, and parents of Junior Engineer Ed Dahlby of the Austin Office, have been breeding a European breed of cattle and recently sold one of their animals at the National Simmental cattle sale in Louisville, Ky., for \$18,000.

Congratulations are in order for Ken Sexter, agent at Faribault, who recently became a grandfather.

Retired Division Engineer Fred Hornig, chairman of the East End IM&D Banquet, advises that the Third Annual Banquet is tentatively scheduled to be held in Austin on Oct. 5. Time and place will be announced later. Please keep this date in mind.

A trip to Kentucky was a pleasant interlude during Easter for Roundhouse Clerk Paul Martinucci and wife. They report that the weather was beautiful and they had no trouble getting gasoline albeit the driving was rather slow.

LaCrosse, Wis., Roundhouse Foreman Ken Hare was married on March 8 in the Sacred Heart Catholic Church in St. Paul. He and his bride honeymooned in Las Vegas.

Greg Burris, machine helper apprentice, became the groom of Susan Friedrich on April 26. Mrs. Burris is employed by the White Bear Lake Police Department.

Ed Svoboda, machine helper at Minneapolis, died on April 21 after a short



**FRIEDRICH-BURRIS.** Greg Burris, a machine helper apprentice at St. Paul, Minn., was married to Susan Friedrich on April 26.



**St. Paul Assistant Trainmaster J. J. Taylor (left) and J. W. Podgorski, special representative to the superintendent at St. Paul, display the Gold "Excellence" award presented by the United Way of the St. Paul Area to Milwaukee Road employees. Both men were co-chairmen of the railroad's 1973 drive and the results of their efforts were recognized at an awards ceremony on May 28.**

## Twin City Terminals

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

Robert Portz and wife became parents of a baby girl on April 23. Rebecca Marie joins brother Robert, 2 years old. Robert is a roundhouse laborer and his wife is the daughter of Locomotive Painter Ed Fontaine.

### 744th R.O.B. REUNION

The 744th Railway Operating Battalion of World War II will have its Twenty-Eighth Annual Reunion in Duluth, Minn., at Hotel Duluth on June 21 - 22, 1974.

Leonard Gulbranson, 624 Second Street, Proctor, Minn. 55810 is the 1974 president. Alvar Nelson, Duluth, is vice president and Michael Martin, Pittsburgh, Penn., is secretary-treasurer.

Members will be coming from every state and from as far away as Caracas, Venezuela.

For more information contact Mr. Gulbranson.

illness. Ed began with the Milwaukee Railroad in Minneapolis in 1942.

Another death has come to our attention. Retired Passenger Carman Peter Prymack passed away at the age of 80 on May 2.

A welcome is extended to Machinist Helper Walter and Laborer Everett Fontaine. Both are sons of Locomotive Painter Ed Fontaine.

Bob Quick is now permanently with the Materials Division now that Mark Hollonitsch has transferred to the Police Department.

Lieutenant Pat McDermott of the Police Department and his wife are happy to announce the birth of a baby girl, Michele Marie. She joins Teri and Timmy.

Your correspondent, Edna M. Bowers, is back at work again almost as good as when she left. It was a long illness and takes patience to overcome.

Local Storekeeper Stan Kyrk and North St. Paul Hockey Boosters treated 62 hockey players to four days in Winnipeg, Canada, after another successful hockey season.

Brunis E. Smoka, locomotive engineer, retired recently after a career that

started in 1947. He had service as a switchman with the Northern Pacific previously. His immediate plans include a visit to the World's Fair at Spokane and more attention to his hobbies of fishing and community and church affairs.

He and his wife will continue to make their home at 2513 St. Anthony Blvd., Minneapolis.

Caribbean cruises were on the agenda for Car Foreman R. K. Rodin and wife and retired Storehelper Carl Matson and wife. Although they did not go on the same trip they headed in the same direction and all enjoyed their cruises.

Don't overlook the meetings of the Milwaukee Railroad Women's Club. On June 12 there will be a picnic at



**Mrs. Lida Alexander**, a charter member of the New Lisbon, Wis., Milwaukee Railroad Women's Club, is 92 years old and is active as the Club secretary. She has held several Club offices, including junior past president.

Minnehaha Falls, and each member tells of the enjoyment they have had at the past meeting.

Another retiree of the Car Department has died. Stan Olson, retired passenger carman, died March 1 and was buried in Lakewood Cemetery.

### LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent  
Roundhouse Office, Wausau

Our deepest sympathy was extended to the family of retired Engineer Lewis E. Kallies who died on Mar. 2. Burial was in New Lisbon, Wis. Mr. Kallies started with the railroad in 1918 and retired in 1966. Daniel and Douglas, sons of Mr. Kallies, are conductors on the Valley District.

Bonnie Draeger, daughter of Sectionman and Mrs. James Draeger of Tomahawk, Wis., is the winner of the D.A.R. scholarship at her high school. She plans to major in physical therapy at the University of Wisconsin-LaCrosse.

Engineer and Mrs. Edward Zabrockas became grandparents on Feb. 24.

It's a granddaughter for Conductor and Mrs. Al Kasten.

A retirement party was held for Sectionman Paul Richey to honor his 46 years of service. A large turnout was on hand with each department represented, as Paul was a friend to all. A buffet supper was served and Paul was presented with a monetary gift. We all wish Paul and Mrs. Richey a long and happy retirement. Their son James is a conductor at Wausau.



**Retired** Conductor Alford Young of 1013 Caledonia St., LaCrosse, Wis., has returned home from the hospital after suffering a recent heart attack. Alford is 87 years old and worked for the railroad from 1908 to 1958. As a conductor, he worked on passenger trains between LaCrosse and Minneapolis, Minn.



**Durand, Wis., Agent** Len Knutson shows off the trophy he brought home after taking first place in YMCA singles tennis league competition in Eau Claire, Wis. Len, who has been with the Milwaukee Road for 30 years, has been playing at the indoor YMCA tennis courts for several months. Len has been agent at Durand for 17 years.

### Milwaukee Division FIRST DISTRICT

James E. Boeshaar, Correspondent

Anton (Tony) Lukes, retired engineer on the Chicago Division, died on March 26. Tony retired in 1968 after 45 years of railroad service which included service as a traveling fireman during WWII.

Lou Mack, Milwaukee Road agent at Beloit, Wis., was elected recently as president of the Southern Wisconsin Traffic Club for the 1973-74 term.

James F. Stearns, retired conductor, died on Feb. 28 at the age of 75. Mr. Stearns had 49 years of service with the Milwaukee Road when he retired in 1967 as a commuter train conductor

**Sectionman** Paul Richey (center) and his wife were honored by their friends at Wausau, Wis., where Paul retired from the railroad with 46 years of service. With them is Conductor Donald Streeter who organized the retirement party.



on the line between Chicago, Ill., and Walworth, Wis. His survivors include his widow, Mary, two daughters, and two sons.

Karen Weis, daughter of a Milwaukee Road train dispatcher in Milwaukee, recently topped her impressive tennis standings with her victory as the No. 1 singles player in the Girl's 16 and Under competition for 1973 in Wisconsin, a title she also held in 1972. A junior at Wauwatosa West High School, she also plays volleyball, basketball and baseball.

### SECOND DISTRICT

Jerry Magnuson, Correspondent

Asst. Superintendent's Office, Green Bay

Congratulations are in order to the following employees on the arrivals of new additions to their families: Engineer William Schumacher and his wife Barbara on the birth of a son, William Allen, on March 3, who joins three brothers and two sisters at home; Carman Ray Terrien and his wife Sandra on the birth of a daughter, Crystal Lynn, on March 7, who joins one brother and one sister at home; Switchman Bill Behrendt and his wife Brenda on the birth of a son, William Antone, on April 6, who joins one sister at home, and to Switchman Carl Castelic and his wife Kay on the birth of a daughter, Nancy Ann, on May 5, who joins one brother at home.

Engineer Richard Snouffer who was injured in Green Bay March 13 is doing fine. Richard is in St. Vincent's Hospital, Room 1010, and no doubt he would welcome visitors and enjoy hearing from friends. His friends in Green Bay send him their best wishes for his recovery.

We are also happy to hear that Bob McCormick, traffic and sales employee, is home and doing well after undergoing open heart surgery on April 4 at St. Luke's Hospital in Milwaukee.

Your correspondent is hoping that outside reporters will get some news in for their areas and would like to hear from some of our retired employees.



Over 1,376,160 man-hours

## Tomah Shops Near 10-Year Safety Mark

**Employees** at the Milwaukee Road's shop facility at Tomah, Wis., are pushing ten consecutive years without any disabling injuries. To mark the completion of their ninth year without a disabling injury, Tomah employees were presented with National Safety Council and Milwaukee Road safety awards on May 15. On behalf of his 80 employees, Tomah Shop Superintendent Frank J. Reese (center of photo above) receives the 1973 National Safety Council award from Superintendent of Safety George J. Barry (left) and Assistant Chief Mechanical Officer A. W. Hallenberg. Displaying the Milwaukee Road Award of Merit for 1973 in the photo at right are Frank Reese (left) and George Barry.

Individual safety award pins and hard hat decals were given to each employee. Personnel with 10 or more consecutive years of service without a single injury are Edward F. Batko, 12 years; Edward C. Huber, 27 years; Edward D. Protz, 22 years; Emil A. Prise, 11 years; Frank J. Reese, 28 years; Richard R. Schultz, 17 years; Glenn C. Simonson, 10 years; Keith G. Storkel, 10 years; John E. Wich, 17 years, and James E. Zingler, 11 years. Members of this group shown at lower right are, left to right, Frank Reese, Edward Protz, Richard Schultz and Assistant Foreman James Singler.

From July 24, 1964, to Dec. 31, 1973, Tomah Shops employees had worked 1,376,160 consecutive man-hours without a disabling injury, and are aiming at the 10-year mark, Superintendent Reese said.





**Kathy Goyette**, secretary in the Locomotive Department General Office in Milwaukee, Wis., went on a leave of absence on Mar. 29 to begin waiting for the stork in earnest. Kathy is the secretary for Bill Cruickshank, Jerry Stuckey, Bob Winter and Marty Wangberg of the Locomotive Department. She and her husband Jim expected the baby to arrive about May 20. Kathy has been with the railroad since 1965, when she started in the Material Division.

Mechanic W. Bidlingmeyer, Sr., from Mitchell, S.D.; Truck Shop Foreman E. Rogowski, and Al Drew, chauffeur in the Wheel Shop. It is understood that all men made a fine showing. Incidentally, W. Bidlingmeyer, Jr., announced his engagement to Miss Geraldine Richter. They will be married July 6 at Roshort, Wis. They will make their home in Milwaukee.

Dan Bedea, laborer in the Dieselhouse, was married on April 19 to Miss Carol Capomigro. Our best wishes are extended to the happy couple.

Oscar Biggs, retired laborer in the Dieselhouse, died on March 20. Oscar started with the railroad in 1928 and retired in 1971.



**Lowell Chandler** (left) retired on Feb. 28 as watchman at the Hulman St. crossing in Terre Haute, Ind. Lowell has worked for the railroad for 48 years, starting as a blacksmith's helper. With him is Tom Gish, Terre Haute section foreman.



**Mary E. Wiley**, a coach cleaner in the Car Department at Western Ave. in Chicago, Ill., was hosted at a coffee and cake party by her fellow employees. She was presented with a monetary gift at the March 27 retirement party. With her at the party are, left to right, General Car Foreman C. E. Curran, Electrical Foreman A. P. Watrobinski and Coach Yard Foreman E. F. Buchholtz. Mary started with the Milwaukee Road in 1943 and she retired on March 15, 1974.

For the second consecutive year, the team called the Flatspots took first place in the Railroad Couples Bowling League. This league consists of 12 teams of mostly railroad employees who get together every Friday night. Second place for the season was taken by the Trailers and third by the Weed-burners. The winning team consists of Marian and Cal Witter, machinist in the Truck Shop, and Marge and Elmer Prosser, foreman in the Dieselhouse.

Machinist Rogerio Lopez of the Dieselhouse was married to Miss Ruth LaMoore on April 20. The young couple will make their home in Milwaukee.

#### LD SHOPS

John Riley, machinist helper in the Truck Shop, and his wife Susan became the proud parents of Jill Ann, born Feb. 13. Jill joins her brother, John, Jr.

Retired District Master Mechanic Alfred Hagen died on Mar. 16 at the age of 76. Burial was in Highlands Memorial Park.

#### LD WHEEL SHOP

Wheel Shop Foreman Ray Fligge and his wife Betty recently celebrated their 31st wedding anniversary.

Machinist Clarence Fischer and his wife Laverne celebrated their 31st wedding anniversary in April. Our best wishes to both couples.

#### MECHANICAL ENGINEER'S OFFICE

Congratulations to Machinist Mark Mulhollon and his wife Gerri on the birth of their first child, Vincent Lee, on Mar. 8. Helping to hand out cigars was the proud grandfather, Jack W. Mulhollon, assistant director of social counseling.

#### MATERIAL DIVISION

Lyn Johnson, Correspondent

The Material Division at the Milwaukee, Wis., Shops announces another employee who has joined the rank of grandparent. Clerk Francis Rainer became a grandfather for the first time when his daughter gave birth to Teresa on March 6.

Richard Waldman is now an invoice clerk in the Manager of Materials' Office. He succeeded Henry Turtenwald, now an assistant sectional stockman.

#### Chicago Division GALEWOOD

Eleanor P. Mahoney, Correspondent

Congratulations were extended to Merle E. Gerard upon his retirement from the Regional Data Office at Galewood, Ill., on March 29. Merle started with the Road in 1925 as a messenger at Union Street. In 1935 the Chicago Railroad Freight Collection Associa-



**Patrick J. Walsh** (second from left), director of safety for the Milwaukee Motor Transportation Company (MMTC), receives best wishes from MMTC President P. Laurin Cowling at an evening dinner held in honor of Mr. Walsh's retirement. Also shown here are Mr. Walsh's wife, Alice, and Mr. Cowling's wife, Joan. Mr. Walsh started with MMTC as safety supervisor in 1962 after a career with the Chicago Police Department that began in 1932. Mr. and Mrs. Walsh will continue to live in Chicago, Ill. During his years with MMTC, Mr. Walsh initiated the present safety program for the Milwaukee Road's motor carrier subsidiary. In 1973 MMTC employees won first place for the fourth year in a row in competition for the lowest injury rate under the National Safety Council's Commercial Vehicle Section. Two other 1973 first place safety awards were captured by MMTC employees, one for the best commercial vehicle safety record and one for the most improved safety record in contests sponsored by the American Railroad Truck Lines Association.

tion was started and Merle went to work there and remained there for about 30 years, until it was dissolved. He returned with seniority to the Galewood Regional Office and started there in 1966.

Merle's wife died eight years ago. His son lives in Harvard, Ill., and a daughter makes her home in Mt. Prospect, Ill. He has six grandchildren. He lives close to the Galewood Office on Menard Ave.

Employees of the Regional and Agent's Offices presented him with a monetary gift. The celebration ended with everyone enjoying coffee and cake and extending their best wishes to Merle.

Tina Ostien, a clerk in the Freight Office, gave birth to Thomas James on April 26 in Skokie Valley Hospital. This is Mr. and Mrs. Ostien's first child and our congratulations and good wishes are extended to the happy family.

Roger Chorney, Chief Bill Clerk in Regional Office is the photographer who took the pictures of the retirees appearing in this issue of the magazine. We think he did a fine job and thank him for having his camera handy.

Many retirees have been coming in or calling to have their Amtrak Rail Travel Privilege Cards renewed. The Pass is issued for only one year to retirees and has to be renewed on Form NRPC 93, available from their former employer.

Three of our employees transferred to Bensenville the latter part of March.

We miss Ed Glowczewski, switching rate clerk, Bill Niles, C/L notice clerk and Dave Stuebner, transit clerk.

## BENSENVILLE

Delores Barton, Correspondent  
Office of the Superintendent

The Bensenville Diesel House welcomed Don Baxmann, Jr., on May 1 as a new foreman. Don has been in the training program at Milwaukee, Wis.

New faces in the Bensenville Yard Office from Galewood are Ed Glow-

czewski, W. C. Niles, Dave Stuebner, Jan Pappas, Joyce Brown and Irene Ashford. Second District Clerks W. E. Hasty and R. J. Austin have also taken clerical jobs in the Bensenville Yard Office.

At this writing, Betty Lucas of our Terre Haute office is recovering from surgery and we look forward to her return shortly.

Understand retired clerk Smokie Merriman has purchased a bicycle and is touring the City of Chicago.

Sympathy was extended to the family of retired C&M Division Conductor Archie Davenport who died on April 28. Sympathy was also extended to the family of retired Engineer Ted Lindvig whose daughter, Mrs. Ethel Jagala of Chicago, died on April 26 while visiting with her sister in California.

On April 30 a party was held at the Galewood Yard Office to honor Third District Engineer Roy Barry who retired from the railroad with 52 years of service. Roy began his career in 1922, was promoted to engineer in 1929, was on leave of absence for a number of years and returned to service in 1963 and worked in the Galewood District as engineer since that time. Banana cake and dutch chocolate cake with coffee was served and Roy was presented with a monetary gift from his co-workers. Mrs. Barry is retired from Government employment and both Mr. and Mrs. Barry plan to live in Chicago.

## OFFICE OF MANAGER DISBURSEMENT ACCOUNTING

Frani Field, Correspondent

Hi, I'm Frani Field your new correspondent. I just came back from Las Vegas, and now I won't be able to re-



**Chicago Regional** Data Manager William T. Jepson (right foreground) says goodbye to Galewood, Ill., Regional Office Cashier Merle E. Gerard who retired on March 29. Merle started with the Milwaukee Road in 1925 and came to the Regional Office in 1966. On hand to congratulate Merle are (back row, left to right) Assistant Manager-Revenue Accounting John F. Millard, Assistant Regional Managers Vern Kluck and Harold Bichler, and Manager-Regional Data Offices Farrell E. Groves.



**HOFFMAN-SUPERSON.** Jacquelyne Hoffman, major bill clerk in the Joint Facility Accounting Office in Chicago, Ill., was married to Chief Facility Examiner Richard Superson on Jan. 25.

tire for another two years.

Now for the news. Diane Larson just bought a Honda Cb 200. Best of luck on your new bike, you'll need it! We would like to congratulate Jean Brotherton, Helga Emperado, and Stan Penczak on their new promotions. We also would like to wish Wanda Szajowski and Harry Ciesinski speedy recoveries. We welcomed back Loretta Rzepka, who returned from a stay in the hospital. Sincere condolences to Eileen Kuehner and Stan Penczak whose fathers passed away recently.

We welcome new clerks Loraine Neysto, Dennis Gruszecki, and Brenda Crotty. Best of luck to Vivian Margelis on her retirement. Frances Meyers just returned from her trip to Tangiers, Africa, and Barcelona, Spain.

Best of luck to Thomasine Shannon who has just bought an Air-Stream Trailer. Happy Trails to you! Congratulations go to our mail boy Lewis Balom who tied the knot on Jan. 2 and to Mary Warfield who just was awarded her drivers license.



**Clarence E. Henderson** (second from right) receives retirement congratulations from Galewood, Ill., Agent **Joseph P. Kalismiki** (right) and Assistant Agent **Jim E. Hanscom**. Clarence retired on Jan. 31 as record clerk after more than 37 years with the railroad.

## OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

An eventful couple of months were in store for the household of Joseph G. Kirchen, manager-capital expenditure. On April 23 he and his wife Doris celebrated their 25th wedding anniversary. On May 11 their son Joe married Kathryn E. Swiatek at Our Lady of Grace Church, with his cousin Rev. A. A. Freeman, Pastor Emeritus of Sacred Heart Church in Melrose Park, officiating. On June 10 their son Steven graduates from DePaul University. Congratulations and best wishes to all.

Ruth Watman, clerk in the bill and analysis section, went on a South American cruise to Peru, Ecuador and Columbia, which included a trip down the Amazon River.

Welcome to Mrs. Darlene Kochanski, now in the A.F.E. current accounts section. Darlene previously worked in the payroll department.

## PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

On April 2 Denise Fase gave birth to a baby girl, Jessica Renee. Both mother and baby doing fine. Congratulations to John and Denise.

Everyone in the Purchasing Department extended deepest sympathy to Fred Bowker, whose father died on April 15.

New faces in the department belong to Elaine Bruso and Linn Rauch, both typists. Linn is on a temporary job until Denise Fase returns from her maternity leave.

## OFFICE OF MANAGER EQUIPMENT ACCOUNTING

Kitty Capoccia, Correspondent

Since you haven't heard from our office since the November, 1973, issue, we have lots of things to catch up on.

We'd like to extend our congratula-



**Assistant Bureau Head Loretta Popernick** of the Office of Manager-Equipment Accounting in Chicago, Ill., retired on Feb. 28, ending a 46-year railroad career.

tions to Joe Byrnes for becoming assistant bureau head in the Local Car Record Bureau on Nov. 1.

Best wishes to Irene Goetz of the Foreign Car Record Bureau who retired on Nov. 16, 1973, after nearly 30 years at the Milwaukee Road. A party was held in the office in her honor.

Sharon Myers and her husband were thankful this Thanksgiving for the birth of their son, David.

Gloria Piorek of the Switching Bureau got a big surprise this Christmas when she and Tom Wray became engaged.

On Feb. 10 the Annual MCA Bowling Tournament was held at The Holiday Bowl. The awards for the Ladies' and Men's best handicap were given to Claudette West and Joe Byrnes.

Karen Konczyk and Mike Klaczynski, both of Foreign Car Records, are looking forward to their forthcoming marriage on Sept. 1.

Loretta Popernick, assistant bureau head in the TOFC Bureau, retired on Feb. 28. Loretta had worked for the Milwaukee Road 46 years. The ladies of our office took Loretta to the Cafe Bohemia for dinner and a luncheon at the Bluebeard's Cove was held in her honor.

On March 14 Steve Penczak was awarded the assistant bureau head position in the TOFC Bureau. Congratulations, Steve.

On May 11 the Union Station Golf outing was held at the Bartlett Hills Country Club. The outing is run by Ed Marx and Norb Bondi. This year Norb Bondi was watching instead of playing. He caught his hand in a garage door and fractured three fingers.

Condolences to Steve Penczak and his family on the death of his father, Stanley.

## Grain trains—

(Continued from page 2)

elevator must take at least five cars and be able to load them within a certain amount of time.

As soon as they are notified that loading at all stations is completed, the crew brings the two engine units back and gathers the grain cars, bringing all twenty into Perry by evening. A new crew takes the train east to Samoa, Iowa, and another crew takes it south along the Mississippi River to a barge-loading facility at Linwood, just south of Davenport. The train arrives here at dawn on Tuesday, 24 hours after it started out from Perry. The grain, consisting mostly of corn, is unloaded from all twenty cars through an elevator directly into barges which take most of the grain down the Mississippi to port cities for loading on ships for export.

The train crew returns for the twenty empty cars and departs for the return trip to Perry, arriving in time for the process to be repeated on Wednesday morning. This time the crew might spot five cars each at Van Horne, Keystone, Haverhill and Cambridge. On Friday morning the same train might be scheduled to load all twenty cars at the big Farmers Coop Elevator at Jefferson on the Spirit Lake line.

The train rolls continuously, six days a week, standing idle for only a short amount of time on Sunday. On a typical week it moves 60 carloads, and by April 30 it had moved 260 carloads.

The success of the first Iowa mini grain train has led the Milwaukee Road's grain marketing staff to plan more of these high-utilization shuttle

trains for grain service at other system locations.

Two special grain trains of 20 cars each have started operations between barge landings on the Mississippi at St. Paul, Minn., and grain elevators in other parts of Minnesota. One

train makes three round trips weekly to stations east of Jackson, Minn., and the other to stations east of Montevideo, Minn.

Talks with other grain shippers are underway to start similar service in other states.

## President's Trophy Contest

### Safety Standings of Divisions and Departments

January 1 through April 30, 1974

Rank	Division	Killed	All Injuries	Casualty Rate
1	Rocky Mountain		35	57.36
2	Coast		55	61.19
3	Iowa, Minnesota & Dakota		28	61.48
4	Aberdeen		29	62.27
5	La Crosse		52	68.16
6	Chicago		105	74.27
7	Twin City Terminal		39	77.12
8	Iowa		69	85.25
9	Milwaukee		187	98.77
	Others		23	18.32
	SYSTEM		622	68.57

Rank	Department	Killed	All Injuries	Casualty Rate
1	Stations & Freight Houses		29	26.40
2	Signals & Communications		9	31.73
3	Enginemen		42	41.90
4	Material Division		7	54.48
5	Car		60	71.14
6	Locomotive		66	73.36
7	Track		84	85.96
8	Bridge & Building		12	91.40
9	Electrification		5	92.88
10	Road Trainmen		121	96.00
11	Yard Trainmen		176	206.10
	Miscellaneous		11	7.15

### Give us your new address

**Active Employees**—tell your supervisor and timekeeper about any changes of your home address and fill out this form. This will also ensure that *The Milwaukee Road Magazine* gets to you.

**Retired Employees**—when you retire, your subscription to the magazine automatically runs out unless you fill out this form and mail it to the address shown. Be sure to check the "Retired" square.

**Non-employees**—when your address changes, fill out this form and mail it to the address shown. Please check the "Non-employee" square.

**Attach your present address label to speed-up your address change!**

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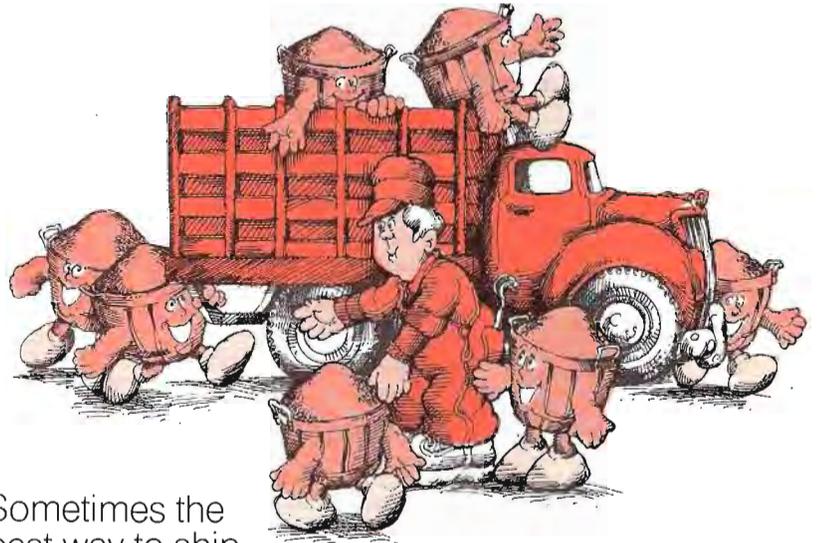
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# How we team trucks and trains to get grain to market.

**This is** one of a series of Milwaukee Road advertisements appearing recently in business, news and trade publications. This particular ad describes a new shipping service which substitutes truck transportation for rail transportation to speed-up the movement of grain from elevators located on light density branch lines. The more-frequent truck service is provided by the Milwaukee Road's motor carrier subsidiary, Milwaukee Motor Transportation Co. Grain is brought by truck from the branch line elevators to loading facilities on the Milwaukee's main line. From these loading points the grain continues on its way in big grain hopper cars which carry twice the weight of ordinary freight cars. The entire truck-train service is offered by the Milwaukee as a complete transportation package to these branch-line customers.

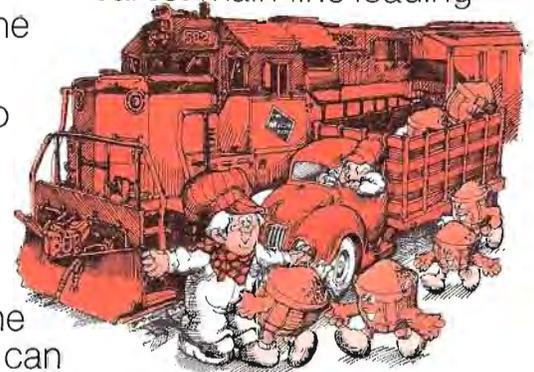


Sometimes the best way to ship on the Milwaukee Road is not *completely* by rail.

In the plains states, for example, some of the grain elevators we serve are located on light density branch lines. To help speed shipments from these points to the market centers and better utilize our freight car fleet, we use the trucks of our subsidiary, the Milwaukee Motor Transportation Co. A quick drive from the elevator to our nearest main-line loading point... then on to the market by rail.

At a savings of up to several days over the all-rail route.

Service like this to our branch line customers is just one example of how we can tailor our service to fit the needs of shippers. Perhaps we can do the same for you.



Whatever you ship, wherever you sell it, we'd like the opportunity to work with you in getting your goods to market. We're a railroad. But our business is *total distribution*.



**America's Resourceful Railroad**