

THE MILWAUKEE ROAD MAGAZINE

SEPTEMBER
1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



1974 goal: 1/2 million ties

More than 1/2 million cross-ties will be replaced on the Milwaukee Road this year as part of the 1974 track maintenance program. By the end of this year's program the railroad's Engineering Department expects to have 25 miles of new rail laid on main lines and 50 miles of second-hand rail laid on secondary main tracks, passing tracks and in yards.

Plans call for more than 100 miles of track to be resurfaced with crushed rock ballast and approximately 1,500 miles to undergo surface correction.

More than 400 ballast cars have been in use to move the crushed stone and gravel required for ballast and surface correction projects. Included are 50 rebuilt ballast cars received earlier this year and 100 new ballast cars put in service in 1973.

Programs to install new rail and secondhand rail are planned five years in advance, using such factors as train speeds and tonnage and past experience to estimate future wear on rails. Information from the Operating and Traffic Departments is used to anticipate lines that will need additional maintenance to handle heavier tonnage and more trains as traffic increases.

Four detector cars used by the railroad examine 15,000 track-miles of rail each year, covering some stretches of track three or four times a year. These cars locate internal defects in rails, allowing rail replacement prior to service failure.

Stretch of main line near Squaw Canyon, between Malden and Rosalia, Wash., undergoes ballasting and surface correction as part of this year's program. Track maintenance budget has been increased substantially over the original 1974 budget.



Trailer and container handling equipment is put through its paces at the Milwaukee Road's new intermodal terminal in Milwaukee, Wis., on opening day, Aug. 5. Watching the equipment demonstrations are, left to right: P. Laurin Cowling, vice president-executive department of the Milwaukee Road and president of the Milwaukee Motor Transportation Co. (MMTC); Worthington L. Smith, president of the Milwaukee Road; George H. Kronberg, vice president-traffic, and Glenn F. Reynolds, vice president-market development and pricing. The new facility replaces an older terminal in the city and is operated by MMTC, the Milwaukee Road's wholly-owned motor carrier subsidiary. The new Piggy Packer in the background is used to side-load trailers and containers onto railroad flatcars, and is the only machine of its kind in Wisconsin.



Visitors at the grand opening of the Milwaukee Road's new piggyback and container facility in Milwaukee, Wis., saw this 1948 Mack tractor and trailer unit—one of the early pieces of equipment used by MMTC. The motor carrier subsidiary began its operations in 1943. This tractor-trailer unit remained in revenue service until 1966 when it was restored to original condition by MMTC personnel at St. Paul, Minn. The unit's hauling days are over and it has been displayed at various civic events and at other intermodal facility openings. It has been replaced by newer MMTC units such as those in the background. Admiring the old truck are, left to right: Gene Solvie, assistant vice president-marketing for MMTC; C. E. Goldsmith, assistant vice president-operations for MMTC, and P. Laurin Cowling, president of MMTC.

**THE
MILWAUKEE ROAD
MAGAZINE**

Vol. 62 Sept., 1974 No. 7

Public Relations Department

Union Station / Chicago

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

**Member,
Association
of Railroad
Editors**



Paymaster duties reassigned

The Office of Paymaster was abolished on June 16 and the functions of that office have been reassigned.

Administration of insurance plans and other benefit programs, company contact with the Railroad Retirement Board, verification of employment and service, and similar personnel related functions have been assigned to William M. Bert, benefits administrator, Personnel Department, Room 107, Chicago Union Station, telephone extension 701.

Preparation and recording of payroll earnings and deductions, and other payroll accounting functions have been assigned to Charles E. Morris, manager-payroll accounting, Finance and Accounting Department, Room 343, Chicago Union Station.

Distribution of paychecks, replacement of lost paychecks, and similar financial functions have been assigned to Charles L. Schiffer, treasurer, Finance and Accounting Department, Room 732, Chicago Union Station, telephone extension 706.

Milwaukee Shops power system gets renovation

The first phase of a proposed five-part renovation of the electrical power distribution system at the Milwaukee Shops in Milwaukee, Wis., was completed recently under supervision and planning of the railroad's Engineering Department.

The first phase involved installation of new recloser and fusing devices, which are housed in large cubicles between the Truck Shop and Wood Mill buildings at the Shops. This new equipment replaces an obsolete bank of fuses and switches housed in part of the Wood Mill and was installed at a cost of nearly \$70,000.

Power for the 160-acre Milwaukee Shops complex comes directly from Wisconsin Electric Power Co. through two 26,000-volt lines. The power passes through three transformers which reduce it to 2,300 volts. The 2,300-volt power is fed to the various shop buildings through the newly-installed equipment, which protects the system in event of faults



Aberdeen Div. holds engineer training at Twin Cities

Engineer-trainees on the Aberdeen Division went through an in-depth training program in St. Paul, Minn., during July 16-19. The training sessions were the result of combined efforts of the Aberdeen Division's and the Twin City Terminal's traveling engineer-trainmasters. Engineer hopefuls were made familiar with the Twin City area's freight yards and facilities and attended training sessions with representatives of Twin City Terminal (TCT) and the St. Paul Locomotive Department. TCT Traveling Engineer-Trainmaster J. F. Kiley was host for the program, which was based on the Terminal's own engineer-trainee program.

Trainees and division representatives shown above are, left to right: Front row—R. L. Koch, engineer-trainee, Montevideo, Minn.; R. C. Guse, traveling engineer-trainmaster, Montevideo; J. F. Kiley, traveling engineer-trainmaster, St. Paul, Minn.; E. H. Hopper, traveling engineer-trainmaster, Aberdeen, S. D., and Brian Van Horn, engineer-trainee, Minneapolis, Minn. Second row—M. R. Anderson, engineer-trainee, Bristol, S. D.; Terry Torrence, engineer-trainee, Hastings, Minn.; G. W. Gilrud, engineer-trainee, Montevideo; James Lynde, engineer-trainee, Aberdeen; L. J. Meehan, engineer-trainee, Aberdeen; B. Gale, engineer-trainee, Aberdeen; J. B. Mathis, engineer-trainee, Aberdeen, and R. D. Hamile, engineer-trainee, Montevideo.

Shown below are Twin City Terminal and Aberdeen Division officers who participated in the program. They are, left to right: Front row—R. C. Guse, traveling engineer-trainmaster, Montevideo, Minn.; J. F. Kiley, traveling engineer-trainmaster, St. Paul, Minn.; E. H. Hopper, traveling engineer-trainmaster, Aberdeen, S. D., and R. A. Hargis, district master mechanic, St. Paul. Second row—J. J. Taylor, assistant trainmaster, St. Paul; H. L. Johnson, regional road foreman of engines, St. Paul; W. C. Grandstaff, safety engineer, Minneapolis, and J. C. Hohenadel, district diesel supervisor, St. Paul.



such as short circuits and overloads.

Proposed modernization of other parts of the power system calls for

replacement of overhead electrical wires and poles with an underground electrical supply system.

Call it what you like, it's that time again

It's that time of year again, and whether your community calls it United Way, the Crusade or the United Fund, the goals are basically the same—to raise the funds that make human care services a reality in your neighborhood.

Because these fund-raising campaigns are conducted in many cities through the company, everyone benefits. Your dollar goes farther since your fellow employees volunteer their on-the-job time to organize the drive. That way more of the contribution you make goes to the people who need it and less is spent on the costs of running a campaign. Besides that, you are dealing with people you know and you can make your contribution to your community's well-being in a convenient way through payroll deductions.

If you take part in the Chicago metropolitan area's Crusade of Mercy, for example, you'll know that 95 cents of each dollar you give goes directly to support human care services—not just in the city, but in 149 suburbs too.

Twin Cities campaigns

United Way campaigns in the Twin Cities area will take place in October, under co-chairmen James J. Taylor, assistant trainmaster, and Joseph W. Podgorski, special representative to the superintendent. Employees there will participate in one of two campaigns, the United Way of Minneapolis and the Greater St. Paul United Way.

Approximately 1,720 employees in the Milwaukee, Wis., area will be contacted when the railroad's effort for the United Fund of Greater Milwaukee starts in early October. Superintendent Norman H. McKegney is chairman of the company drive there. Employees will be aiming for a campaign goal of \$18,000 in pledges.

Virginia Fuller, secretary to the superintendent, is running the campaign for the 268 employees in the Tacoma, Wash., area, who will be participating in the United Way of

Pierce County. This year's campaign starts on Sept. 24 and runs until Oct. 24. Virginia points out that last year's employee participation was up to 34.7 per cent compared to 8.3 per cent in 1972. She hopes for even more improvement in participation this year since one in every ten employees in the county will be picked to be a campaign solicitor among fellow workers.

The Seattle, Wash., area's United Way of King County campaign gets underway this month and an attempt will be made to top last year's 78 per cent improvement in participation by Milwaukee Road employees.

Chicago goals set

The Chicago area campaign began on Sept. 23 and will run through Oct. 18. Campaign Chairman George H. Kronberg, vice president-traffic, has set goals of increasing participation by at least 50 per cent and increasing dollar contribution by 100

per cent over last year's achievements.

Employees in the Chicago area participate in the Milwaukee Road Employees' Combined Fund Raising Plan. Eighty-five per cent of the amount raised is given to the Chicago Metropolitan Crusade of Mercy and the balance is given in specified amounts to the American Cancer Society, the Chicago Heart Association and the National Foundation (March of Dimes). Additional portions go to the Boy Scouts of America and the Girl Scouts of America, over and above the allotment given to these two groups from the Crusade of Mercy. The Crusade helps community organizations in a five-county area in northeastern Illinois.

But regardless of the size of your community and the name of its yearly campaign, your personal contribution makes available the kinds of services that help your neighbors every day.



Main line trackwork. One of the major track resurfacing projects in progress this summer on the Milwaukee Road is this one between Chicago, Ill., and Milwaukee, Wis. Track aligning and tamping equipment shown here at Somers, Wis., combines operations once performed by several machines. Track, with a new layer of crushed stone ballast, is raised, straightened and tamped into place with this machinery. Earlier steps in the process involved replacement of worn ties, tieplates and other track hardware. Track at right will also undergo tie renewal and resurfacing.



Above: Drivers Jack L. Farris (left), Charles J. Clauss and Bruce W. Wells represented the Milwaukee Motor Transportation Co. (MMTC) at the Illinois Trucking Association's state roadeo. **Below:** Clauss maneuvers his MMTC tractor at the MMTC Roadeo held at Bensenville, Ill., to select drivers for the Illinois competition. Clauss went on to win fourth place in the five-axle flatbed class in the Illinois meet.

MMTC Roadeo produces state winner

Charles J. Clauss, a truck driver for the Milwaukee Motor Transportation Co. (MMTC), won fourth place in state-wide truck driving competition sponsored by the Illinois Trucking Association recently. Clauss competed in the five-axle flatbed class, while fellow MMTC drivers Bruce W. Wells and Jack L. Farris competed in the five-axle van and four-axle van classes, respectively.

The Illinois State Roadeo marked the first time that MMTC drivers took part in this kind of competition, which tests drivers' knowledge of truck safety regulations and their skill in handling particular tractor-trailer combinations.

MMTC's state roadeo participants were chosen earlier at the first annual MMTC Truck Roadeo held at the Milwaukee Road piggyback facility at Bensenville, Ill., on June 2. Six drivers from the Milwaukee Road's motor carrier subsidiary competed for the right to represent MMTC at the Illinois meet. Competing drivers

in addition to Clauss, Farris and Wells were Donald C. Ankebrant, Eugene M. DeSanto and Anthony F. Gilio.

A crowd of about 200 spectators watched the MMTC Roadeo. The event was judged by men and women from local and state police forces and from the trucking and insurance industries. Scores were based on combined driving skill and written tests.



New Amtrak contract signed

A new passenger service contract signed by the Milwaukee Road which became effective July 1 is the result of compromises and concessions made by both Amtrak and the railroad, according to Milwaukee Road President Worthington L. Smith. One part of the agreement calls for a financial incentive to the Milwaukee Road for superior on-time performance in the operation of passenger trains for Amtrak. The agreement also calls for a financial penalty against the railroad if train on-time performance falls below a certain level.

Another important provision of the new contract gives the Milwaukee Road "sole control" of train operations. This means that the Milwaukee is not required to delay its train departures to make connections with late-arriving Amtrak trains. Nevertheless, the Milwaukee Road has voluntarily delayed trains at Amtrak's request for the sake of passenger convenience.

Milwaukee Road engine and train crews operate Amtrak trains over the Milwaukee's track between Chicago, Ill., and Minneapolis, Minn., via Milwaukee, Wis.

Q. & A.

Do Railroad Retirement survivor benefits cover students?

Children over the age of 18 but less than 22 are eligible for survivor monthly benefits under the Railroad Retirement Act if they are attending school on a full-time basis. These benefits are an extension of benefits provided for support of children under age 18 of deceased railroad workers.

Career employees are thus assured that their children will have financial assistance with which to continue their education in the event of the employee's death.

The following questions and answers illustrate the requirements for these benefits and other pertinent items:

Q: How much do these students' annuities generally amount to?

A: At the end of June the average monthly benefit paid to a student was about \$175.

Q: What is required for the student to be eligible?

A: He must be between 18 and 22 years old, unmarried and attending school on a full-time basis. His deceased parent must have been insured for survivor benefits under the Railroad Retirement Act. In general, the parent would be insured at death if he had 10 or more years of railroad service and a "current connection with the railroad industry." The "current connection" requirement is generally met if the parent had been working in the railroad industry up to or shortly before his death or his retirement.

Q: What is required for a child to qualify as a full-time student?

A: A student attending college, either in day or evening classes, meets this requirement if the college, or junior college, considers him a full-time student.

If he attends a high school, vocational school, or other instructional school, either as a day or evening student, he is considered a full-time student if he is enrolled in a course of study lasting at least 13 weeks, he is recognized by the school as a full-time student, and he is enrolled for at least 20 hours a week.

Q: Are there any restrictions on the type of school a student may attend in order to qualify for an annuity?

A: Yes. He must attend a high school or vocational school that is supported or operated by a local or state government, or the Federal government; a state university or college or a community college; a private school or college that is ap-

proved by a state or is accredited by a recognized agency, or a non-accredited school or college if its credits are accepted on transfer by at least three accredited schools or colleges. Also acceptable is attendance at foreign secondary schools and some foreign colleges and universities.

A student should get in touch with the nearest office of the U.S. Railroad Retirement Board for further information as to whether or not attendance at a particular school satisfies the requirements.

Q: Will enrollment in correspondence courses qualify a child as a full-time student?

A: Generally not. Only under certain special circumstances can full-time attendance be based on correspondence courses.

Q: If a child is taking some job-related courses at college at the request of his employer, can he receive an annuity if he is receiving his salary while at school?

A: No. The fact that his employer pays him while he is attending school disqualifies him for an annuity.

Q: What information should the student be prepared to give when he visits a Board office to apply for his annuity?

A: The Board will need to know the name and address of his school; the dates of attendance during the past year; his student identification number, if he has one; the number of hours of attendance each week if he is a student at a high school or vocational school, and if and when he plans to return to school full time after the close of the current year.

Q: Will a student receive his annuity for the months that he is not in school?

A: Yes. He can receive his annuity during periods of four months or less, such as summer vacation, if he was

attending full time before the period began and intends to return to school full time when the four-month period ends.

Q: Will a student's earnings affect his annuity?

A: The rules on earnings for students are the same as for other survivors. He may earn up to \$2,400 in 1974 with no effect on his annuity. If he earns more, his annuity will be reduced at the rate of \$1 for every \$2 earned over \$2,400; however, he will not lose benefits for any month in which he earns \$200 or less.

Q: How long does a student receive an annuity?

A: His annuity may continue until he reaches age 22, marries, or when he is no longer attending school full time, whichever first occurs. His last payment will be for the month before one of these events occurs. However, a benefit can be extended through the end of the quarter or semester in which the student attains age 22, if he has not yet completed the requirements for a bachelor's degree.

Q: Is a student obligated to notify the Board if he decides to cease attending school full time or to marry?

A: Yes, he should notify the nearest district office of the Board immediately, in order to avoid a possible overpayment which may be difficult to repay. Any checks he receives in error should be returned uncashed to the Board.

Q: Can the children of a retiree qualify, while their parent is living, for the same student benefits as the children of a deceased retiree or employee?

A: No, benefits are not provided by the Railroad Retirement Act for minor or student children during a retiree's lifetime. However, in some cases the annuity of a retiree is increased on account of his minor or student children through the special-guaranty provision of the Act. This provision insures railroaders that benefits for their families will total at least 10 per cent more than their benefits would be under the Social Security Act if their railroad employment was covered under that law.



Appointments

Traffic Dept.

Effective June 1:

Lawrence E. Fancher appointed manager-pricing services, Chicago, Ill.

Effective June 27:

Orren R. Anderson appointed manager-passenger services, Chicago, Ill.

Effective July 1:

Vincent A. Lensing appointed administrative assistant to vice president-sales and service, Chicago, Ill.

E. Paul Schilling appointed district manager-sales, San Francisco, Cal.

Lawrence R. Whelchel appointed district manager-sales, Atlanta, Ga.

Operating Dept.

Effective June 1:

Richard A. Adams appointed trainmaster, Iowa Division, Council Bluffs, Iowa.

Michael E. Beckert appointed trainmaster, Iowa Division, Marion, Iowa.

Fred L. Krebs appointed assistant trainmaster, Chicago Division, Bensenville, Ill.

Howard C. Neff appointed trainmaster, Rocky Mountain Division, Deer Lodge, Mont.

William J. Peta appointed assistant superintendent, IM&D Division, Mitchell, S.D.

Richard J. Potvin appointed assistant trainmaster, Milwaukee Division, Milwaukee, Wis.

Effective July 1:

John T. Condon appointed manager-equipment utilization, Chicago, Ill.

James E. Hanscom appointed agent, Winona, Minn.

Jeffrey L. Playman appointed assistant agent, Cedar Rapids, Iowa.

Robert L. Tisdall appointed administrative assistant, Chicago, Ill.

Conrad M. Wencka appointed assistant agent, Galewood, Ill.

Milwaukee Land Company

Effective June 18:

Alvin L. Nance elected assistant secretary, Seattle, Wash.

Milwaukee Motor Transportation Co.

Effective June 1:

Jennifer P. Schwalb appointed intermodal service representative, Chicago, Ill.

Engineering Dept.

Effective July 1:

Robert T. Pearson appointed division engineer, Chicago Division, Bensenville, Ill.



Retirements

Applications Reported During May-June 1974

Angelo A. Antonelli, locomotive engineer, Milwaukee, Wis., entered service 1928, retired April 30.

Arthur J. Berry, assistant regional manager-sales, Chicago, Ill., entered service 1935, retired May 31.

Roy M. Barry, locomotive engineer, Chicago, Ill., retired April 30.

Henry M. Carroll, section laborer, Minneapolis, Minn., retired Aug. 1972.

Warren Carroll, conductor, Malden, Wash., retired April 30.

Thomas J. Coulter, conductor, Kansas City, Mo., retired Jan. 25.

Philip J. Cullen, vice president-special traffic studies, Chicago, Ill., retired May 3.

C. L. Deuland, signal maintainer, Perry, Iowa, entered service 1934, retired April 24.

Leo J. Dewalt, chief clerk, Aberdeen, S. D., entered service 1925, retired June 4.

Glenn J. Edwards, district manager-sales, Cedar Rapids, Iowa, entered service 1926, retired May 31.

Robert E. Beauchot, conductor, Miles City, Mont., retired Feb. 16.

Helen C. Ewald, clerk, Chicago, Ill., retired May 31.

H. A. Gilliland, section foreman, Sigourney, Iowa, retired June 4.

Ruskin Golden, conductor, Miles City, Mont., retired May 20.

Harold A. Gustafson, brakeman, Deer Lodge, Mont., retired April 18.

Michal Hukalo, carman, Bensenville, Ill., retired May 1973.

Accounting Dept.

Effective June 1:

Paul S. Patterson appointed assistant comptroller, Chicago, Ill.

Effective June 16:

Jack W. Brandenburger appointed assistant manager-accounting administration, Chicago, Ill.

Albert A. Elwart appointed assistant manager-accounting administration, Chicago, Ill.

Sergio Pucci, assistant manager-accounting administration, Chicago, Ill.

Elmer E. Hying, section laborer, Middleton, Wis., retired Nov. 1972.

Harry V. Jankowski, machinist, Chicago, Ill., retired Oct. 1973.

Emil Kiemele, locomotive engineer, Austin, Minn., retired May 31.

Ray A. Kilhoff, district manager-sales, Sioux City, Iowa, retired May 31.

Bryon E. Lutterman, vice president-executive, Seattle, Wash., retired April 30.

Ruth B. McKelvey, chief clerk, Chicago, Ill., retired May 31.

Donald R. McLeod, engineer, Minneapolis, Minn., retired May 31.

Harold E. Neumann, janitor, Milwaukee, Wis., retired Sept. 1972.

Frank E. Nims, switchman, Sioux Falls, S. D., retired Jan. 29.

John E. Novak, conductor, Milwaukee, Wis., retired Jan. 27.

Robert A. Patterson, section laborer, Calder, Idaho, retired May 31.

Henry F. Reinecke, leadman-steamfitter, Milwaukee, Wis., retired June 14.

Walter E. Riebe, conductor, Milwaukee, Wis., retired March 4.

Wayne W. Smith, engineer, Clinton, Iowa, retired May 29.

Edward E. Steiner, conductor, Miles City, Mont., retired May 21.

Karl R. Swanson, yard conductor, Minneapolis, Minn., retired May 31.

Frank J. Vari, freight caller, Chicago, Ill., retired Nov. 1973.

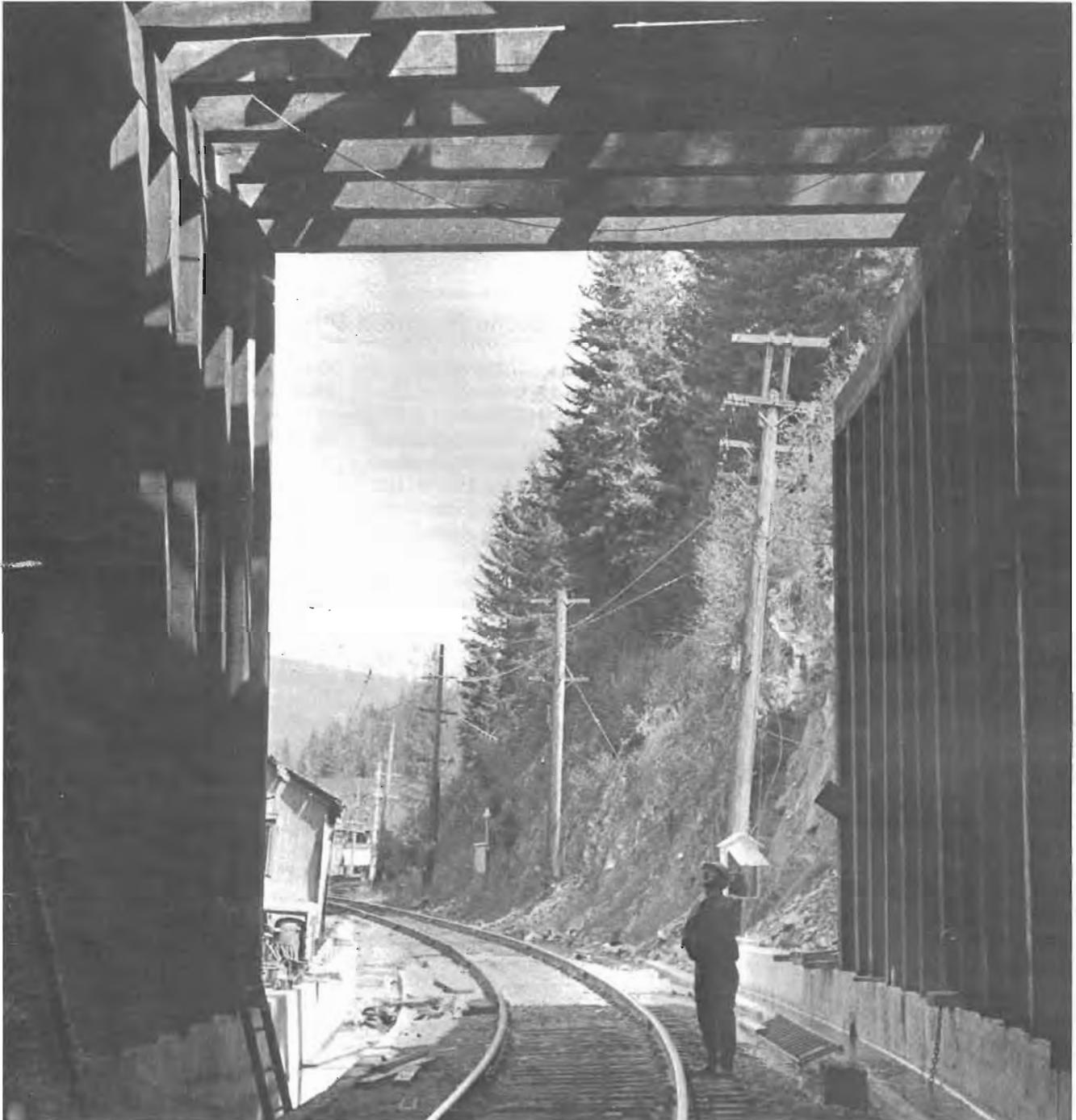
Ronan J. Westphal, freight carman, Milwaukee, Wis., entered service 1927, retired June 4.

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Foreman Danny Granot inspects the progress of snow shed repairs underway this summer at St. Paul Pass Tunnel near East Portal, Mont. The heavy beams and roof of the snow shed protect the Milwaukee Road's main line from avalanches

of snow that tumble down the mountainside during winter months. The structure is built onto the east end of the 8,733-foot-long St. Paul Pass Tunnel through which the Milwaukee's freight trains cross the Bitter Root Range.