

**THE
MILWAUKEE ROAD
MAGAZINE**

Employee's Benefits explained

APRIL, 1975

*Pictures & Story
of Little Joe Elbe's
Retired*

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



MARC GREEN: -30-

Marc Green, director of information services, retired on March 31, ending a distinguished career of 39 years with the Milwaukee Road. For 36 of those years it would be no exaggeration to state that Marc served as the voice of the railroad.

Marc joined the Milwaukee in 1936 in the Real Estate Department. He transferred to the Public Relations Department in 1939 as assistant editor of the Milwaukee Road Magazine, one of the railroad industry's oldest employee publications. Marc became editor in 1940, a post he filled ably and creatively until 1958 when he was named director of publicity. He was appointed director of information services in 1972.

During his long career Marc wrote literally millions of words about the Milwaukee Road. His positions in the Public Relations Department provided him with a vantage point afforded to few people who have worked for the railroad. In the magazine, annual reports, countless news releases and an endless procession of other publications Marc reported the activities of the Milwaukee Road during some of the most exciting years of its history.

Marc was also active in various professional associations. He is a former president of the American Railroad Magazine Editors Association (now the Association of Railroad Editors); a member of the Chicago Chapter of the Public Relations Society of America; a member of the Chicago Public Relations Clinic; and a member of the Railroad Public Relations Association.

Those who had the privilege of associating with Marc Green know him as a talented writer, a keen observer of the times and a loyal and dedicated employee.

The man who spoke so well for the Milwaukee Road for so many years will be missed.

Marc and his wife Helen plan to continue to live in Western Springs, Ill., a suburb of Chicago.



THE
MILWAUKEE ROAD
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Member,
Association
of Railroad
Editors

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Cover

It's time to take stock in America. Worthington L. Smith is shown receiving one of the new Bicentennial Series E Savings Bonds from Walter Kocher, Chicago area manager, U. S. Treasury Department. These Bonds will carry the same interest rates as the familiar Series E Bonds and will be available in denominations of \$25, \$50 and \$100. The Treasury Department is issuing the new Bonds in observance of the nation's 200th birthday.



transport briefs

ICC Approves 7% General Freight Rate Increase

On March 25, the Commission reversed its earlier decision and approved Ex Parte 310 which provides for increases up to 7% in railroad freight rates on 15 days notice. In granting the increase, however, the ICC ordered hold-downs in the rates for the automotive, home construction, lumber and recycling industries which are considered depressed industries.

Fourth Quarter Drop in Rail Industry Operating Income

Declining traffic and the effects of inflation caused the railroad industry's operating income for the fourth quarter of 1974 to drop from \$276 million a year earlier to \$201 million.

Industry-wide operating revenues for the fourth quarter climbed from \$3.9 billion in 1973 to \$4.3 billion last year - an increase of 10.3%. However, during the 1974 fourth quarter operating expenses, taxes and rents rose 13.1% over the 1973 fourth quarter figures.

Despite the decline in fourth quarter earnings, annual statistics showed improvement over the 1973 level, reflecting higher traffic levels and rate increases granted during the year.

Operating revenues for the year totaled \$16.9 billion, up 14.3% over the record set a year earlier. Operating expenses, taxes and rents rose from \$14.0 billion in 1973 to \$16.0 billion last year, also a 14.3% increase.

Net railway operating income rose to \$981 million for 1974, a gain of \$14.8% over 1973. As a result, the industry's rate of return on net investment in 1974 was 3.45%, up from 3.06% in 1973.

Continued Rock Island Operations Ordered

The federal judge who is overseeing the bankrupt Rock Island has directed the line to continue accepting freight shipments at least through May 15. The Interstate Commerce Commission voted unanimously to allow the Rock Island to file for a terminal surcharge of \$30 per car and \$15 per trailer on five days' notice to the public, subject to protest and possible suspension. The surcharge would apply only to shipments originating and/or terminating on the Rock Island Line and would remain in effect no longer than 60 days. The actions of the federal judge and the ICC were taken so that shippers who rely on the Rock Island would not be cut off abruptly from service. These actions will allow the Rock Island to continue operating until at least June.

Milwaukee Road proposes acquisition of eastern line

Extension of Milwaukee Road freight service from Chicago eastward across Indiana and Ohio to Pittsburgh, Penn., was proposed last month by Worthington L. Smith, Milwaukee Road president.

The Milwaukee Road is interested in acquiring the lease of the Western Lines portion of the Philadelphia, Baltimore and Washington Railroad Co. (PB&W), a corporation within the bankrupt Penn Central, Smith said.

The Western Lines of the PB&W currently connect with the Milwaukee Road at Western Ave. in Chicago, Ill., and at Terre Haute, Ind. The Western Lines run southeastward from Chicago into Indianapolis, Ind. From Indianapolis, branches of the railroad extend westward to St. Louis, Mo., and southward to Louisville, Ky. Other lines run eastward from Indiana to Cincinnati, Ohio, and across the Ohio River into Pittsburgh, the eastern terminus of the PB&W's Western Lines.

Smith made the proposal during testimony at hearings in Chicago on the Preliminary System Plan for restructuring the bankrupt Northeastern railroads. Hearings were conducted by the Rail Services Planning Office of the Interstate Commerce Commission (ICC). The Preliminary System Plan would partially dismember the PB&W.

Trustees of the PB&W suggested that the Milwaukee Road acquire the lease of the line as part of its reorganization, Smith said.

In his testimony, Smith concluded that recent ICC statements about whether or not to allow the Milwaukee Road to join merged railroad systems in the Midwest and West seemed to indicate the ICC's desire to keep the Milwaukee Road as an independent property. "If the Commission remains of this view, the Milwaukee Road must look elsewhere for the opportunity to improve its resources in the public interest," he said. Smith declared that pursuit of such an opportunity would be the only way the Milwaukee could be a primary intramodel competitor of the

BN and UP systems, and that succession to the lease of the PB&W would seem to be one opportunity.

The Milwaukee Road's largest freight interchange with the Penn Central is at Chicago, where more than 80,000 cars were interchanged in 1973. "The Milwaukee Road would seek to preserve this business by all means at its disposal," Smith testified.

He pointed out that while the PB&W is presently a duplicated Penn Central route to Chicago, and portions of it have been designated as "potentially excess" by the U. S. Department of Transportation, the PB&W would become a Milwaukee Road main line if the Milwaukee acquired its lease.

Smith said that together, the Milwaukee Road and the PB&W could cut the time it takes to ship freight between the Midwest and Pittsburgh by at least 24 hours in each direction. Preserving and improving the PB&W system would allow resumption of industrial development along its lines, Smith said.

He said that the Milwaukee Road's plan to lease the PB&W would be entirely compatible with legislation,

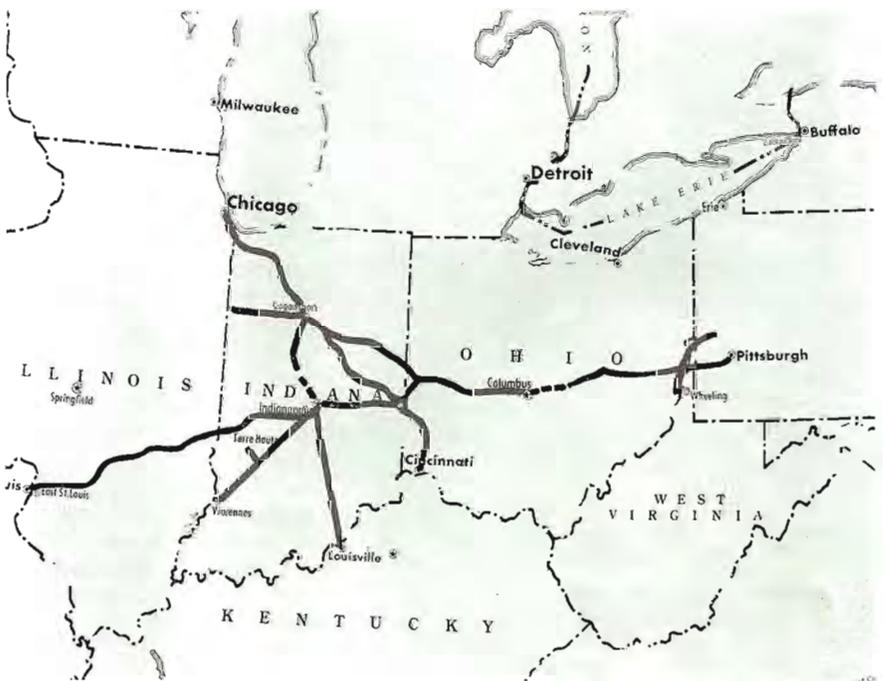
known as the Regional Rail Reorganization Act, which provides guidelines for restructuring the bankrupt Northeast carriers.

Commenting on other parts of the Preliminary System Plan, Smith testified that the Milwaukee Road has no intention of abandoning service to a steel mill at Hennepin, Ill. The plan does not recommend including into the ConRail system certain tracks of the Penn Central in Illinois which are used by the Milwaukee Road to gain access to the mill.

The Milwaukee Road has taken the position that the plan should not be permitted to end or threaten any services presently performed by the Milwaukee. Smith said that, if necessary, the Milwaukee Road is prepared to purchase trackage to preserve present service to the steel mill.

The Milwaukee Road's proposal to acquire the PB&W has drawn opposition from some other railroads in the Midwest and Northeast that expect to pick up portions of the bankrupt systems. Hearings on the Preliminary System Plan will lead to development of a Final System Plan, which will be sent to Congress this summer.

Principal western lines of the PB&W



RAILROAD REORGANIZATION PLAN

A plan to reorganize the Northeast's bankrupt railroads will be presented to Congress this summer. Although this plan deals specifically with the Northeast and Midwest regions of the nation's rail network, it is important to the Milwaukee Road for two reasons.

First, the plan could set a pattern for future government involvement in the affairs of troubled railroads in other parts of the country and, secondly, the Milwaukee Road is touched directly by bankrupt lines in Illinois and Indiana that will be affected under the final reorganization.

The Regional Rail Reorganization Act was passed in 1973 to provide a framework on which to rebuild the bankrupt roads. Collapse of the 20,000-mile Penn Central system has drawn the most attention. The Reading, the Lehigh Valley, the Ann Arbor, the Central of New Jersey, the Erie-Lackawanna and the Lehigh and Hudson River railroads are other bankrupts included under the Regional Rail Reorganization Act.

The Regional Rail Reorganization Act alters the usual rules followed by a company going through bankruptcy. This was done because it was felt that complete liquidation of the bankrupt properties would be disastrous to the nation, and that reorganizing the railroads in much the same way that they existed before would not solve underlying causes of their financial failures.

To speed up the bankruptcy process special powers were given to two government agencies, the U. S. Railway Association (USRA) and the Rail Services Planning Office (RSPO) of the Interstate Commerce Commission. In addition to deciding upon a plan to restructure the bankrupt railroads, these two agencies must decide how to pay back creditors of the companies and look out for interests of other railroads, shippers and the public.

The Milwaukee Road's Bicentennial Locomotive, #156, has been covering approximately 14,000 miles of track per month since it rolled from the Milwaukee, Wis., Shops with its new coat of paint in November. The red, white and blue unit is shown here at the head of five other diesel units on freight train 201 moving west through Othello, Wash., on Christmas morning.

The USRA has developed a Preliminary System Plan which it has proposed as a solution to the Northeast reorganization problem. The RSPO, as a branch of the ICC, has been holding public hearings to enable it to give the USRA its evaluation of the preliminary plan. The ICC, meanwhile, must decide whether or not sections of the plan calling for solvent railroads to take over parts of the bankrupt railroads will meet legal requirements.

From all of this the USRA must develop a Final System Plan by June 26, and send the plan to Congress by July 26. Eventually, a for-profit corporation, Consolidated Rail Corporation or "ConRail", is to take over and operate the railroad property assigned to it in the Final System Plan.

Here's what the USRA's Preliminary System Plan says:

- The Northeast and Midwest should be served by three major railroads—ConRail, the Norfolk and Western, and the Chessie System. ConRail should be largely based on the Penn Central, and the other two roads should expand to control and operate certain parts of the bankrupt lines. The idea here is to keep ConRail from monopolizing any major market.
- ConRail should initially be a large system with many light-density lines. This would permit ConRail and the solvent railroads of the Northeast to take care of most of the traffic in the Region.
- ConRail should begin to make money by 1978, but it will not make enough to finance necessary repairs during the next ten years.
- ConRail will need government financing.
- Passenger service in the Northeast should be improved separately from the ConRail system.

Naturally, sweeping proposals such as these will undergo continuous debate before the plan reaches its final form sometime between now and July.

The 3,000-horsepower locomotive was given the special paint scheme to help spread awareness of the nation's 200th birthday. Like other engines of its class, it is usually assigned to freight trains running between Tacoma, Wash., and Chicago, Ill. Photo by Wade Stevenson.





Although it was a snowy day, nine new truck tractor units recently acquired by the Milwaukee Motor Transportation Company were put on display at the Milwaukee Road Intermodal Center in Franklin Park, Ill. Shown on the cab doors is the new logo adopted by the trucking company.

The Milwaukee Motor Transportation Company (MMTC), the wholly-owned subsidiary of the Milwaukee Road, has adopted this new logo. The logo will be painted on all new equipment acquired by the trucking company.

The logo symbolizes MMTC's im-



Q: What has an orange and black head, looks like a disjointed snake and moves only during the day at 25 mph?

A: A Milwaukee Road diesel moving an extra-wide shipment of kiln sections from the Allis-Chalmers plant at West Allis, Wis., to Mason City, Iowa.

Recently the Milwaukee helped move five kiln sections that averaged 100 feet in length and were 15½ wide from West Allis to the Northwestern Cement Company at Mason City. This extra-wide shipment posed a challenge to the railroad. Because of clearance problems the shipment could only be moved during daylight hours at a maximum speed of 25 mph. A cautious, roundabout route through Wisconsin and Illinois brought the 10-car train to Mason City in five days.

About once a year the Milwaukee moves a new kiln to Mason City, but this shipment was the widest to date.

portant role in piggyback traffic. In those areas where the trucking company provides only over-the-road service, the logo will be modified to show only the MMTC name and truck design but not the rail car wheels.

Presently MMTC operates 40 of the Milwaukee Road's piggyback terminals. The trucking company's operations are wide-ranging and cover

much of the territory between the Pacific North Coast Ports and Louisville, Ky. Currently MMTC has a fleet of nearly 2,500 piggyback trailers and operates over 200 power units of all types.

The trucking company is constantly expanding its fleet to meet changing traffic patterns and demands. The new logo will appear on these additions.



MILWAUKEE ROAD SERVICE

BETWEEN



AND



Jerry Finkelstein, New York City industrialist and publisher, was elected on March 17 to the board of directors of Chicago Milwaukee Corporation (CMC) and of the Milwaukee Road.

Mr. Finkelstein is chairman of the board of Struthers Wells Corporation (engineers and manufacturers of heat transfer and pressure vessels) and a number of related companies. He is also chairman of the board of New York Law Publishing Company; a commissioner of the Port Authority of New York and New Jersey; and a member of the board of Rockefeller Center, Inc.

Mr. Finkelstein was elected as an additional member to the CMC and the Milwaukee Road boards.



Donald M. Wiseman, vice president-sales and service: "... Alaska traffic is a now opportunity."

A SALES CAMPAIGN TO "Think Alaska"

The Sales and Service Department is presently conducting an active campaign to obtain business moving to Alaska from the lower 48 states in connection with the Alyeska Pipeline Project and other developments on the North Slope.

The work force required by the North Slope projects alone represents an enormous potential for rail shipment. It is estimated that at full strength this force will require more than 60,000 pounds of food each day—much of it in the form of canned goods. And added to this potential volume will be the countless tons of equipment, machinery and other supplies needed for the oil field projects.

To tap this traffic potential the Milwaukee established an Alaska Task Force. This group was composed of members from several railroad departments and its responsibility was to identify opportunities for

the movement of goods and materials by rail in the lower 48 and on to Alaska by water or air to the work force on the North Slope. In speaking of this group railroad President Smith said the task force "is intended to be a focal point for bringing together the distribution need with the transportation resource".

In addition to the work of the task force, a field sales office was opened in Anchorage, Alaska last April 1. At a later date Dean W. Cooksy was appointed director of sales—Alaska project with headquarters in San Francisco.

Donald M. Wiseman, vice president-sales and service, says that all field sales personnel have been urged to "Think Alaska" in their contacts with present or potential shippers. Wiseman is very optimistic that this campaign will result in a continued impressive carloading gain in Alaska-bound traffic during 1975.

Donna A. Hendricks has been appointed a sales representative in the Seattle, Wash., sales office. She is the first woman to hold such a position on the Milwaukee Road, and it is believed that she is the first female sales representative to be appointed by a major western railroad.

Mrs. Hendricks is no stranger to the Milwaukee or its sales objectives and philosophy. For over three years she worked as a secretary in the Seattle sales office. There she had considerable personal and telephone contact with Milwaukee Road customers. Mrs. Hendricks has been interested in sales work for quite some time and she is active in various women's traffic groups in the Puget Sound area.

In the near future Mrs. Hendricks will take part in a product knowledge training program conducted by one of the Sales Department's Training Coordinators.

A native of Yakima, Wash., Mrs. Hendricks attended Yakima Valley College and Yakima Business College before she joined the Milwaukee Road in 1971.



Roundhouse improvements begin as St. Paul Becomes major locomotive service point

Construction will start soon on a major addition to the St. Paul, Minn., Roundhouse which will improve diesel locomotive maintenance at the facility. Estimated cost of the project is \$1.5 million.

Addition of a new two-stall diesel servicing shop along the south side of the present roundhouse and machine shop at the St. Paul Yards will permit run-through servicing of eight locomotives at once.

A new drop table for removing locomotive trucks and a new wheel truing machine to be installed in the existing portions of the machine shop and roundhouse will permit heavy repairs and maintenance on engine units.

First steps towards construction of the new facilities started March 3 with demolition of part of the south side of the roundhouse. Driv-

ing of foundation piling for the run-through shop is expected to start in May, according to the Engineering Department.

Unlike older locomotive facilities, the new run-through stall will permit engine units to move through the servicing operations in production-line fashion. Traditional roundhouse facilities, which were designed for steam locomotive maintenance, are dead-end tracks and stalls which require that units be backed-up when maintenance is completed.

At the St. Paul facility, units will be sanded and washed outside before entering the east end of the new 448' by 277' stall section. Inside, units will be fueled, inspected and regular servicing will be performed. Units will leave through doors on the west end of the building and be returned to the yard for duty.

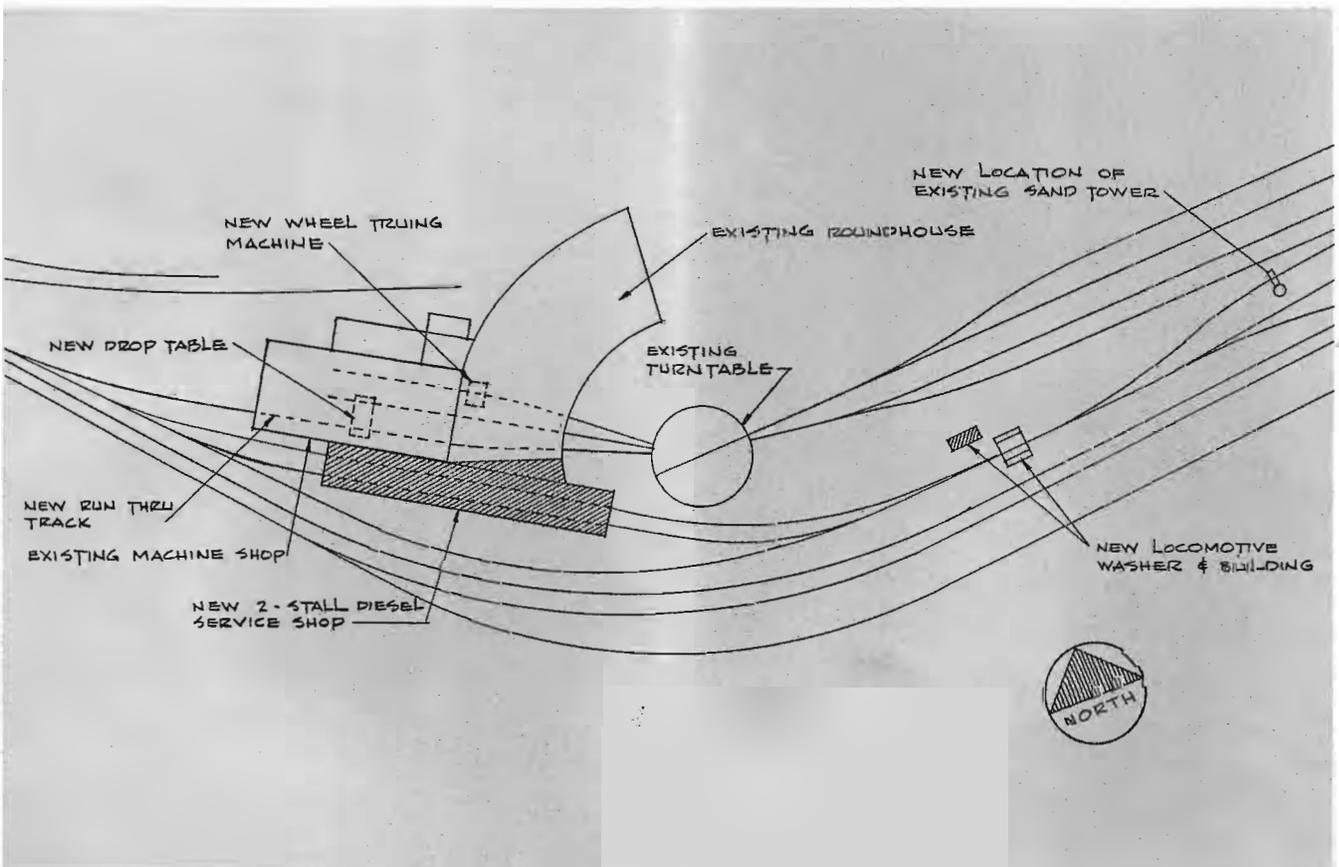
The steel building will be mechanically ventilated and steam heated. It will have a precast concrete roof and is expected to be completed by late this fall.

Maintenance facility improvements coincide with selection of St. Paul as a major turn-around point on the east end of the system for road locomotives assigned to so-called transcontinental freight trains. Tacoma, Wash., will continue to be a major West Coast maintenance point.

Repair facilities at Deer Lodge, Mont., have been phased-out with the retirement of electric motor units, which were limited to use on electrified portions of the Rocky Mountain Division. Electric units were replaced by new diesel locomotives which can be run continuously between Seattle/Tacoma and Chicago.

The shop area at St. Paul will look like this when improvements are completed sometime this fall. The shaded area shows location of the new two-stall service building which will accommodate four locomotives in each stall on a run-through basis. New machinery will be installed in the existing roundhouse for

heavy repairs to diesel units. The sanding tower will be moved to a new location and a new locomotive washer will be installed. Improvements will permit more efficient maintenance operations than the present dead-end maintenance stalls.



Q. & A.

What kind of benefits can a railroad employee's wife receive?

The Railroad Retirement Act provides annuities for the wives or dependent husbands of retired employees. These annuities are paid in addition to regular and supplemental annuities on the basis of a retired employee's railroad service. Recent legislation, effective on Jan. 1, 1975, liberalized the age requirements for railroad retirement wives' annuities.

The following questions are answered by the Railroad Retirement Board and illustrate the conditions under which wives' annuities are payable:

Q: How much can a spouse annuity be?

A: A wife's annuity is one-half of her husband's regular annuity, but no more than \$247 in 1975. The average spouse annuity awarded in January, 1975, was almost \$150 per month.

Q: My husband retired at age 60 with 30 years of service in July, 1974. When am I eligible for a wife's annuity?

A: Under new railroad retirement laws effective in 1975, a full spouse annuity is payable at age 60 to the wife of a retired employee age 60 or older with 30 years of service, if the employee's regular annuity began after June 30, 1974. If the wife of such an employee has a minor or disabled child in her care, she is eligible at any age. Under previous law, every employee had to be age 65 before his wife could be eligible for a spouse annuity, and a wife had to be at least age 62 to receive a reduced spouse annuity unless she had a child in her care.

Q: My husband is planning to retire at age 62 with 10 years of railroad service in 1975. Am I, as his wife, affected by the new railroad retirement laws?

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

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

A: The eligibility requirements for wives of 30-year employees who retired before July 1, 1974, and for the wives of 10- to 29-year employees retired before 1975 were not changed. Your husband must still be at least 65 years old and you must be at least 62 to be el-

igible for a reduced annuity, or be 65, or have a minor or disabled child in your care, to be eligible for a full annuity.

Q: My husband and I are both career railroad workers. Can I qualify for a railroad retirement spouse annuity based on my husband's railroad work as well as an annuity based on my own railroad work?

A: A female railroad worker may qualify for a railroad retirement spouse's annuity as well as an employee annuity if either she or her husband had some railroad service prior to 1975.

Q: When I retire in 1976, my wife will be eligible for a social security benefit based on her own earnings as well as a railroad retirement wife's annuity based on my earnings. Will she be paid both benefits?

A: Both her railroad retirement and social security benefits will be paid by the Railroad Retirement Board and her railroad retirement annuity may be reduced up to the amount of the social security benefit. However, if she was already insured for social security benefits on Dec. 31, 1974, and you had 10 years of railroad service on that date the reduction is much smaller.

Q: How much is a wife's annuity reduced if she chooses to begin receiving it at age 62 instead of 65?

A: For wives not eligible for a full annuity at age 60, or earlier on the basis of having a child in their care, the reduction is 1/180 for each month the wife is under age 65 when her annuity begins.

The reduction at age 62 is 20 per cent of the amount that would be payable at 65. Therefore, a wife's annuity payable in the amount of \$160 at 65 would be \$128 if payment began at 62.

Q: Is a wife required to be living with her husband in order to be eligible?

A: As of the day she files her application for her annuity, she must be living with her husband, or receiving

regular contributions from him for her support, or her husband must be under court order to provide her support.

Q: Must a couple be married for a certain period of time before a wife's annuity can begin?

A: There is a one-year marriage requirement unless the wife is the natural mother of her husband's child, or she was eligible for a widow's, parent's or disabled child's annuity under the Railroad Retirement Act in the month preceding the month of her marriage to the employee.

Q: Are there any restrictions on the receipt of a wife's annuity?

A: Before her annuity begins, a wife must stop all work for pay (other than self-employment) and give up her rights to return to such work.

After she begins receiving her annuity, payment is stopped for any month in which her husband's regular annuity is not payable. Also, a wife's annuity is not payable for any month in which a wife works for a covered employer (railroad or rail union) or for the person or company for which she last worked before her annuity began. If she also receives social security benefits, excess earnings deductions may be assessed if she earns over \$2,520 in 1975.

Q: When would the payment of a wife's annuity end?

A: A wife's entitlement would end with the death of her husband; then a widow's benefit would normally be payable by either the Board or the Social Security Administration on the basis of the deceased husband's credits with both systems. A wife's annuity also ends with divorce or, of course, with the death of the wife.

If a wife's annuity is being paid to a woman on the basis of her caring for a minor or disabled child and the child attains age 18 or recovers from his disability, her annuity would cease to be payable until she reaches retirement age.

Q: Under what circumstances can the husband of a retired female railroad employee qualify for a similar spouse benefit?

A: The husband would have to be dependent on his wife for more than half of his support at the time her employee annuity begins.

"Little Joe" E70--Symbol of an Era

Last year the Milwaukee Road donated retired electric unit "Little Joe" E70 to the city of Deer Lodge, Montana, after the phase-out of the railroad's electrified operations.

In December a group of volunteers helped move the locomotive to its final resting place near the court house. For years Deer Lodge had been a major terminal for the famous Milwaukee "Little Joes".

E70 is now on display at Deer Lodge—a proud symbol of a proud era on the Milwaukee Road.

"Little Joe" E70 served on the Milwaukee Road for more than a quarter century. It was built by General Electric in late 1948 as one of a total order of twenty electric locomotives originally intended for delivery to the Soviet Union. The beginning of the Cold War and the breakdown in East-West relations

kept the engines from going to the Soviets, but G. E. soon found other buyers.

The best potential customer for the engines, which had earned the nickname "Little Joes"—a reference to the Soviet leader Josef Stalin, was the Milwaukee Road. By the late 1940s the railroad's fleet of electric locomotives was rapidly aging. At the time the railroad's managers were debating the economics of investing in new electric locomotives or favoring an ongoing dieselization program and the phase-out of both steam and electric operations.

The availability of the "Little

Joes" solved this problem. The railroad was able to purchase twelve of these units at bargain prices. This permitted the Milwaukee to update its electrified operations without cutting into the acquisition of diesel engines.

Engine E70 was the first "Little Joe" to operate on the Milwaukee Road. General Electric converted the unit from the wide Russian gauge to standard American gauge and delivered it at Harlowton, Montana in December, 1948 for a four-month trial. During this period the engine carried G.E. colors and the number GE-750.

Retired Milwaukee Road electric unit E70 took a short cut through the streets of Deer Lodge last December as it was moved to its final resting place near the city courthouse. The unit was donated to Deer Lodge last year after the phase-out of electrified operations. Diesel locomotives have replaced the electrics on mountain territories throughout the Milwaukee. A 1916-vintage box-cab electric locomotive was also donated by the railroad to the city of Harlowton, Mont. Photos by Jerran White.



During the final years of electrification the "Little Joes" usually worked on multiple-unit combination with diesel engines. Here E70 is the second unit on a transcontinental freight passing through Three Forks, Mont. E70 remained in service until July, 1974 when it was one of the last "Little Joes" to be retired.





This engine along with two other "Little Joes" was officially acquired by the Milwaukee on August 9, 1950. The remaining nine units were delivered between September and December, 1950.

All twelve "Little Joes" were assigned to the Rocky Mountain Division. Two units were equipped with train-heating boilers for passenger operations. The other units, including E70, were used exclusively in

Moving the Little Joe took several weeks for the group of volunteer workers. Ben Bailey, president of the Deer Lodge Chamber of Commerce and mastermind of the project, studies a wheel which derailed from the makeshift track used to move the 500,000-pound orange and black electric. Standing next to him is Bob Hollenback, project co-chairman.

Locomotive E70 carried General Electric colors and the number GE-750 when it was delivered to the Milwaukee as a demonstrator model in late 1948. The unit was painted in the familiar Milwaukee colors of orange and maroon and given the number E70 after it was officially acquired by the railroad in August, 1950.



freight service.

The "Little Joes" did yeoman service during the final years of Milwaukee Road electrification. The beginning of the end came in 1971 when electrification was ended on the Coast Division. By 1972 less than 20 per cent of the locomotive miles on the Rocky Mountain Division were run with electric power.

The railroad officially announced on February 2, 1973 that electrification would end as soon as possible. Electric engines still in service would be retired and replaced by diesels as they came due for regular overhaul.

"Little Joe" E70 was retired on July 8, 1974—just seven days before the last electrically powered train operated on the Milwaukee Road.

Growing Savanna Credit Union Makes its home in railroad coach

At the organization's 40th annual stockholders meeting, members and directors of the Milwaukee Road Employee's Credit Union at Savanna, Ill., learned that 1974 was a successful year for the employee-operated credit union.

Membership increased by 159 to a total of 1,139 members and assets grew by more than \$278,000 last year. The Savanna Credit Union passed the million dollar mark when it ended the year with a total of \$1,269,111 in assets, double the assets of four years ago.

Approximately 265 members and guests attended the Jan. 15 dinner and business meeting at the Black Angus in Savanna. Results of the election of directors for 1975 were as follows: Albert Klein, treasurer; Jack Karr, president; Gerald Griswold, secretary; J. E. Brodbeck, vice president; Sam Crisci, J. F. Wilbur, Louis Cerveny, Robert Miller and Jack Rielly, directors.

President Jack Karr pointed out that payroll deduction provided by the Milwaukee Road gives employees a convenient way to accumulate savings and make loan payments with the credit union.

Retired Milwaukee Road passenger coach 541 serves as credit union headquarters, managed full-time by Albert Klein, treasurer.

The Milwaukee Road operated 5,145 passenger trains under contract for Amtrak last year, and 88.5 per cent of these trains completed runs within the standard trip times.

This compares with performance records of 69.2 per cent in 1973, 87.5 per cent in 1972 and 88.3 per cent in 1971. In January of 1975 Milwaukee Road trains improved their performance to 93.6 per cent, and tallied 91.6 per cent in February.

The Milwaukee Road operates trains between Chicago and Milwaukee and between Chicago and Minneapolis. For the Chicago-Milwaukee run, standard trip time consists of the time interval appearing on train schedules plus a tolerance of five minutes. A 20-minute tolerance is allowed for trains operating over the Chicago-Minneapolis route.



Savanna, Ill., Credit Union offices are housed in this retired passenger car. The car was purchased from the Milwaukee Road in 1972 and converted into a unique office. Photos by W. I. Shrake.



Directors of the Savanna, Ill., Credit Union are, front row, left to right: Jack Rielly, Iowa Division engineer; Robert Miller and Louis Cerveny, Iowa Division conductors, and Spiros Themas, assistant section foreman. Back row: Albert Klein, former signal clerk; Gerald Griswold, signal clerk; Sam Crisci, roundhouse caller, and James Karr, relay operator. Not shown are J. E. Brodbeck, yardmaster, and J. F. Wilbur, assistant general car foreman.

IMPROVED INSURANCE COVERAGE

The Travelers Insurance Company has announced that starting on June 1, 1975 improved coverage will be available to furloughed and retired railroad employees and/or their dependents under the provisions of Group Policy GA-23111.

To provide these increased benefits, the company also announced an increase in the required monthly premium effective in May.

The announcement from the insurance company is as follows:

Furloughed and Retired Railroad Employees and/or their Dependents

Increase in Benefits Effective June 1, 1975

At meetings held in February, 1975, the Railway Labor Organizations, who are the Policyholder under Group Policy GA-23111 issued by The Travelers Insurance Company, after reviewing the benefits now provided under the Plans available to Furloughed and Retired Employees, the experience encountered under each Plan and the need for more complete coverage in the light of today's hospital and medical care costs, have decided to revamp the Plans to make available improved coverage for these employees and their dependents. Under the revised plans the Hospital and Surgical Expense benefits have been increased substantially under Plan C and a new Supplemental Major Medical Expense benefit has been added as well. After satisfaction of a \$100 cash deductible, the new Supplemental Major Medical Expense benefit will pay 80% of those reasonable expenses necessarily incurred which are in excess of the amounts payable as Hospital, Surgical, Doctors' In-hospital visits or Radiation Therapy benefits under Plan C.

It should be noted that the covered expenses to be considered under the Major Medical Expense benefit do not include any expenses other than those in the categories covered by the basic plan. For example, hospital charges for a confinement in excess of 70 days or reasonable surgical charges in excess of the amount in the Schedule would be covered Major Medical expenses. However, charges for drugs, private duty nursing, doctor's Home and Office visits, Lab and X-ray examinations, etc., which are not covered under the basic plan would *not* be covered expenses under the Major Medical-Expense provisions.

The coverage under Plan D, which is limited to Persons Eligible Under Medicare only, was increased effective January 1, 1975 to cover the new Deductible and Co-insurance amounts required under Part A of Medicare as outlined in the Important Announcement mailed to eligible persons in January.

Following is a brief outline of the new coverages under Plans A, B and C to be effective June 1, 1975:

| | PLAN A | PLAN B | PLAN C |
|--|---------------|---------------|--------|
| HOSPITAL BENEFITS | | | |
| Room & Board - Daily Benefit up to | \$ 20 | \$ 35 | \$ 55 |
| Room & Board - Maximum per confinement | 1,400 | 2,450 | 3,850 |
| Hospital Extras and Emergency Out-patient, up to | 200 | 700 | 1,000 |
| SURGICAL BENEFITS | | | |
| Per Schedule up to | 300 | 450 | 550 |
| Obstetrics | (Not Covered) | 112.50 | 137.50 |
| DOCTOR'S VISITS IN-HOSPITAL | | | |
| Per day of hospital confinement | (Not Covered) | 5 | 5 |
| Maximum per confinement | (Not Covered) | 350 | 350 |
| RADIATION THERAPY BENEFITS | | | |
| Per Schedule - Maximum per Calendar Year | (Not Covered) | 200 | 300 |
| POLIO BENEFITS | | | |
| | (Not Covered) | 5,000 | 5,000 |
| MAJOR MEDICAL EXPENSE BENEFITS | | | |
| | (Not Covered) | (Not Covered) | 50,000 |

(continued next page)

(Insurance Coverage, cont.)

The Required Monthly Payments effective in May, 1975 to provide the new benefits on and after June 1, 1975 are as follows:

| PERSON(S) TO BE INSURED | REQUIRED MONTHLY PAYMENT | | | |
|--|-------------------------------------|----------------------------------|----------------------------------|---|
| | Persons Not Eligible Under Medicare | | | PLAN D Each Person Eligible Under Medicare |
| | PLAN A | PLAN B | PLAN C | |
| Employee only | <input type="checkbox"/> \$ 6.65 | <input type="checkbox"/> \$17.19 | <input type="checkbox"/> \$36.00 | <input type="checkbox"/> \$12.00 |
| Dependents only or Widow and/or Children | <input type="checkbox"/> \$ 7.76 | <input type="checkbox"/> \$17.19 | <input type="checkbox"/> \$36.00 | <input type="checkbox"/> \$12.00 |
| Employee and Dependents | <input type="checkbox"/> \$14.41 | <input type="checkbox"/> \$34.38 | <input type="checkbox"/> \$72.00 | |
| Each Parent - Eligible under Medicare | | | | <input type="checkbox"/> \$12.50 |
| Student Child (age 19 to age 25) | | | <input type="checkbox"/> \$3.00 | |
| Incapacitated Child (age 19 and over) | | | <input type="checkbox"/> \$5.00 | <input type="checkbox"/> \$12.00 |

In connection with the new Plans described above, arrangements have been made with The Travelers for an open enrollment period from March 1 through May 31, 1975 for all eligible employees and their spouses, or eligible widows. During this period any eligible person who is not eligible to enroll for Medicare benefits and is now insured under any of the present plans may continue under the same plan at the new Required Monthly Payment or may elect to enroll for benefits effective June 1, 1975 under any of the other available Plans.

In connection with the provisions under "Plan C" for major medical expense benefits, particular attention is directed to the second paragraph of the announcement above.

Also, persons eligible under Medicare (as defined in Group Policy Contract GA-23000 as well as Group Policy GA-23111) may enroll under GA-23111 "Plan D" only.

The insurance company also notes that coverage under GA-23111 is available only to employees who retire while insured under GA-23000. This would include those who retire under the provision of the Railroad Retirement Act for retirement at age 60 with 30 years of service, which became effective July 1, 1974.

Employees who are not eligible for Medicare (except under the disability and kidney disease provisions) until they reach age 65, could provide themselves with insurance under GA-23111 until they become eligible for Medicare. During the open enrollment period referred to in the last paragraph of the above announcement, employees who have retired under the 60/30 provision but have not enrolled under GA-23111 may do so.

If employees have any questions regarding these benefit revisions they should contact the nearest district office of The Travelers Insurance Company.



Retirements

Applications Reported During Jan.-Feb. 1975

William E. Allison, conductor, Savanna, Ill., retired Jan. 2.

Rex E. Anderson, sales representative, Toledo, Ohio, retired Jan. 3.

Richard F. Anderson, section foreman, Marinette, Wis., retired May 21.

Fred R. Angeletti, stationary engineer, Chicago, Ill., retired Feb. 5.

James Arrigoni, conductor, Othello, Wash., retired Jan. 4.

Floyd J. Ashburn, conductor, Aberdeen, S.D., retired Jan. 5.

Joseph J. Aufmuth, carman, Chicago, Ill., retired Jan. 31.

Clifford L. Axeli, flagman, Minneapolis, Minn., retired Jan. 2.

Reinold C. Baer, cashier, Mobridge, S.D., retired Jan. 3.

Edward N. Bassett, crane operator, Tacoma, Wash., retired Jan. 3.

Howard C. Beckler, chief clerk, Chicago, Ill., retired Jan. 31.

Walfred Belling, agent, Wells, Minn., retired Jan. 3.

Jack S. Bennett, engineer, Tacoma, Wash., retired Jan. 5.

Fred J. Bergles, trainman, Milwaukee, Wis., retired Jan. 5.

John W. Belongia, carman, Tacoma, Wash., retired Jan. 3.

Robert W. Bigelow, district manager-sales, Vancouver, B.C., retired Jan. 3.

Joseph J. Biksacky, carman-painter, Milwaukee, Wis., retired Jan. 3.

Wayne N. Bittner, district master mechanic, Tacoma, Wash., retired Jan. 15.

Floyd R. Blake, brakeman, Mendota, Ill., retired Jan. 2.

Joe E. Blue, brakeman, Chicago, Ill., retired Jan. 2.

Anthony P. Borowski, engineer, Milwaukee, Wis., retired Jan. 4.

Chas. A. Brogren, clerk, Minneapolis, Minn., retired Feb. 14.

Teddy V. Browning, locomotive engineer, Spokane, Wash., retired Jan. 3.

Raymond A. Burt, brakeman-conductor, Elgin, Ill., retired Jan. 3.

James F. Cameron, caller, Minneapolis, Minn., retired Feb. 15.

David H. Cammack, switchman, Milwaukee, Wis., retired Jan. 4.

R. S. Cantrell, engineer, Mobridge, S.D., retired Jan. 29.

William P. Casey, timekeeper, Milwaukee, Wis., retired Jan. 3.

Viola Christenson, computer operator, Chicago, Ill., retired Jan. 3.

L. L. Christianson, home route clerk, Milwaukee, Wis., retired Jan. 3.

E. S. Cochran, agent, Storm Lake, Iowa, retired Jan. 15.

James Cole, clerk, Chicago, Ill., retired Jan. 31.

Thomas E. Conroy, yard conductor, Minneapolis, Minn., retired Jan. 2.

Minnie Cooper, car cleaner, Chicago, Ill., retired Jan. 31.

A. J. Corbett, acting superintendent-dining cars, Chicago, Ill., retired Jan. 31.

Mariano Crivello, crossing guard, Milwaukee, Wis., retired Jan. 31.

John F. Damerval, switchman, Ottumwa, Iowa, retired Jan. 2.

Milton J. Deacon, engineer, Green Bay, Wis., retired Jan. 4.

John J. Deglman, welder, Milwaukee, Wis., retired Jan. 3.

Edward J. Donlon, assistant division engineer, Bensenville, Ill., retired Dec. 31.

Chas. F. Doten, conductor, Tacoma, Wash., retired Jan. 5.

Clarence P. Duchrow, carman, Milwaukee, Wis., retired Jan. 3.

Irene M. Dumanowski, per diem clerk, Chicago, Ill., retired Jan. 24.

Antone Eckert, supplyman, Milwaukee, Wis., retired Jan. 17.

Walter R. Eggert, operating, St. Paul, Minn., retired Jan. 4.

Harold D. Eisenbise, switchman, Savanna, Ill., retired Jan. 31.

Lester H. Evers, brakeman, Minneapolis, Minn., retired Jan. 2.

Melvin R. Federspiel, section laborer, Channing, Mich., retired Nov. 29.

H. J. Finnegan, fireman, Sioux City, Iowa, retired Jan. 3.

Elmo C. Fleenor, invoice clerk, Chicago, Ill., retired Jan. 31.

N. O. Flor, section foreman, Plevna, Mont., retired Feb. 7.

Douglas G. Flowers, yardmaster, St. Paul, Minn., retired Jan. 3.

Thomas W. Foley, switchman, Chicago, Ill., retired Jan. 4.

Esther C. Foy, teletype operator, Chicago, Ill., retired Jan. 31.

Robert G. Freeman, conductor, Tacoma, Wash., retired Jan. 11.

Rubin Funk, section foreman, Virgil, S. D., retired Jan. 4.

Ralph J. Ganterbein, machinist, Milwaukee, Wis., retired Jan. 3.

Theodore S. Garstecki, lift truck operator, Milwaukee, Wis., retired Jan. 3.

Ralph H. Gass, clerk, Luverne, Minn., retired Jan. 3.

Russell L. Gates, sales, Seattle, Wash., retired Jan. 31.

John C. Geraghty, switchman, St. Paul, Minn., retired Feb. 18.

Orville E. Glass, sales representative, Cleveland, Ohio, retired Jan. 3.

Adam E. Gratz, engineer, Alberton, Mont., retired Jan. 14.

Lewis W. Gray, conductor, Ottumwa, Iowa, retired Jan. 24.

Cecil A. Green, conductor, Tacoma, Wash., retired Jan. 2.

Elmer L. Green, section foreman, Sioux Falls, S.D., retired Jan. 3.

Edward J. Gross, switchman, St. Paul, Minn., retired Jan. 4.

Raymond C. Grovesteen, welder-foreman, St. Paul, Minn., retired Jan. 3.

Peter Haag, carman, Milwaukee, Wis., retired Jan. 3.

Fred M. Haberle, air brake inspector, Milwaukee, Wis., retired Jan. 31.

Ralph E. Hammcrot, car inspector, Minneapolis, Minn., retired Jan. 3.

Ingwall L. Hansen, fireman, Chicago, Ill., retired Jan. 8.

Leon Hanson, switchman, Bensenville, Ill., retired Oct. 24.

Ladue E. Harrison, crane operator, Chicago, Ill., retired Jan. 7.

Adam S. Hartung, welder, Milwaukee, Wis., retired Dec. 31.

Richard E. Haugen, brakeman, Minneapolis, Minn., retired Feb. 8.

William H. Heck, conductor, Tacoma, Wash., retired Jan. 3.

Ralph V. Hilary, switchman, Minneapolis, Minn., retired Jan. 2.

Daniel B. Hildahl, general foreman, Othello, Wash., retired Jan. 3.

Charles J. Hill, signal maintainer, Spencer, Iowa, retired Jan. 3.

Donald J. Hix, brakeman, Portage, Wis., retired Jan. 3.

Richard J. Hodges, switchman, Minneapolis, Minn., retired Jan. 3.

Stanley F. Hodorowski, chauffeur, Milwaukee, Wis., retired Jan. 3.

George J. Hoferer, roundhouse supervisor, Milwaukee, Wis., retired Jan. 31.

Arthur Hoffman, carman, Milwaukee, Wis., retired Jan. 3.

Clemens J. Huberty, brakeman, St. Paul, Minn., retired Jan. 2.

Charles B. Hurd, conductor, Spokane, Wash., retired Jan. 2.

Robert L. Inman, locomotive engineer, Deer Lodge, Mont., retired Jan. 5.

Howard R. Isleb, yard conductor, Milwaukee, Wis., retired Jan. 24.

Norbert Jablonski, blacksmith, Milwaukee, Wis., retired Jan. 3.

B. F. Janisch, engineer, Aberdeen, S.D., retired Jan. 5.

H. E. Johnson, car inspector, St. Paul, Minn., retired Sep. 6.

Lawrence O. Johnson, freight service inspector, Minneapolis, Minn., retired Jan. 31.

Clayton R. Jones, conductor, Austin, Minn., retired Jan. 3.

Glen E. Jorgenson, conductor, Minneapolis, Minn., retired Jan. 3.

Wilmer E. Kanzenbach, section foreman, Faribault, Minn., retired Jan. 3.

L. J. Kelly, locomotive engineer, Sioux Falls, S.D., retired Jan. 3.

Noel E. Kelly, foreman, Minneapolis, Minn., retired Jan. 3.

Edwin J. Kiel, locomotive engineer, Milwaukee, Wis., retired Jan. 31.

Ernest A. Kietzman, section laborer, Stewart, Minn., retired Jan. 3.

Clarence A. Kinder, engineer, Harlowton, Mont., retired Oct. 29.

Edgar L. Kinder, carman, Council Bluffs, Iowa, retired Jan. 2.

Howard B. Kipp, weighmaster, Spokane, Wash., retired Jan. 31.

A. A. Kirschbaum, conductor, Aberdeen, S.D., retired Jan. 3.

Zuonimir Klobucar, conductor, Tacoma, Wash., retired Feb. 8.

Lionel E. Knoble, switchman, Council Bluffs, Iowa, retired Jan. 10.

Joseph S. Kopec, chief clerk, Chicago, Ill., retired Jan. 3.

Robert E. Kortman, switchman, Chicago, Ill., retired Jan. 10.

Francis H. Krembs, conductor, Tacoma, Wash., retired Jan. 5.

Raymond J. Kuckleburg, agent, Canton, S.D., retired Jan. 3.

Leo Kuokkanen, foreman, Milwaukee, Wis., retired Jan. 31.

Paul G. Lafavor, switchman, St. Paul, Minn., retired Jan. 3.

Robert W. Leko, yard-conductor, St. Paul, Minn., retired Jan. 3.

A. J. Lewark, switchman, Seattle, Wash., retired Jan. 3.

Hubert T. Lindblom, sales representative, Minneapolis, Minn., retired Jan. 4.

John J. Lindeman, section-foreman, Channing, Mich., retired Jan. 3.

Nicholas Loik, conductor, Bensenville, Ill., retired Jan. 10.

J. L. Loughlin, conductor, Miles City, Mont., retired Jan. 25.

James R. Loving, Jr., conductor, Milwaukee, Wis., retired Jan. 18.

A. E. Maloney, train director, Montevideo, Minn., retired Jan. 31.

Joseph A. Maloney, switchman, Portage, Wis., retired Jan. 13.

James A. Mancuso, carman, St. Paul, Minn., retired Aug. 29.

Richard D. Mann, carman, Savanna, Ill., retired Jan. 3.

James O. McCown, conductor, St. Maries, Idaho, retired Feb. 13.

Clyde F. McCredie, car foreman, Madison, Wis., retired Jan. 31.

Earl J. McGuire, carman, St. Paul, Minn., retired Jan. 3.

William G. Meier, locomotive engineer, Davenport, Iowa, retired Jan. 2.

Donald W. Meixner, conductor, Minneapolis, Minn., retired Jan. 4.

Andrew Michalcik, carpenter, Milwaukee, Wis., retired Dec. 31.

Alexander J. Miller, storekeeper, Green Bay, Wis., retired Jan. 3.

Edward A. Miller, yard clerk, Davenport, Iowa, retired Jan. 4.

Walter H. Miller, section foreman, LaCrosse, Wis., retired Dec. 31.

R. N. Moore, rate clerk, Cedar Rapids, Iowa, retired Oct. 15.

Raphael V. Molumby, laborer, St. Paul, Minn., retired Jan. 3.

Wilbur F. Mowery, switchman, Bensenville, Ill., retired Jan. 3.

James L. Muir, locomotive engineer, Tacoma, Wash., retired Jan. 22.

J. W. Musgrave, special lineman, Milwaukee, Wis., retired Jan. 3.

Frank Nahlik, machinist, Savanna, Ill., retired Jan. 2.

Ludwig Noha, section laborer, Marinette, Wis., retired Nov. 29.

Thomas D. Ohearn, conductor, Minneapolis, Minn., retired Jan. 20.

John P. O'Leary, steel bridge erector, Chicago, Ill., retired Jan. 3.

Carroll L. Olmsted, switchman, Bensenville, Ill., retired Jan. 3.

Frederick J. Olson, towerman, Mankato, Minn., retired Jan. 3.

Lyle L. Olson, agent - operations, Redwing, Minn., retired Jan. 7.

E. A. O'Neil, conductor, Marion, Iowa, retired Jan. 4.

Joseph V. Opalinski, switchman, St. Paul, Minn., retired Jan. 3.

Myron E. Osbahr, carman, Sioux City, Iowa, retired Mar. 31.

Delbert G. Paeska, assistant division engineer, Bensenville, Ill., retired Dec. 31.

Clarence M. Paulin, sales representative, Milwaukee, Wis., retired Jan. 31.

E. W. Pennington, carman, Perry, Iowa, retired Jan. 3.

Ralph M. Perry, carman, St. Paul, Minn., retired Jan. 3.

William E. Peterson, switchman, Minneapolis, Minn., retired Jan. 2.

Reuben S. Peth, machinist, Tomah, Wis., retired Jan. 17.

Harry Petry, counterman, Bensenville, Ill., retired Jan. 31.

Harry M. Popek, welder, Milwaukee, Wis., retired Jan. 3.

Sigmund S. Powalisz, house foreman, Milwaukee, Wis., retired Jan. 3.

Leslie G. Quick, switchman, Minneapolis, Minn., retired Jan. 2.

T. J. Rabiola, conductor, Janesville, Wis., retired Jan. 3.

Howard J. Rafferty, perishable freight inspector, Austin, Minn., retired Jan. 3.

William E. Rahn, police lieutenant, Green Bay, Wis., retired Jan. 3.

Frank R. Ranallo, locomotive engineer, Chicago, Ill., retired Jan. 15.

John P. Randolph, carman, Milwaukee, Wis., retired Jan. 2.

Norbert Reichertz, switchman, Milwaukee, Wis., retired Jan. 2.

Theodore Rettner, yardmaster, St. Paul, Minn., retired Jan. 18.

Harold E. Richard, engineer, Chicago, Ill., retired Jan. 31.

Paul E. Rion, track laborer, Marion, Iowa, retired Jan. 3.

Fred L. Robbins, time revisor, Milwaukee, Wis., retired Jan. 3.

L. J. Roder, brakeman, Aberdeen, S.D., retired Feb. 3.

Mike Rollins, carman-helper, Minneapolis, Minn., retired Jan. 3.

Vera H. Roman, accounting clerk, Chicago, Ill., retired Jan. 3.

Ernest S. Rozkalns, switch tender, Milwaukee, Wis., retired Jan. 4.

John W. Sahler, chief clerk, Tacoma, Wash., retired Jan. 15.

Olav Schanke, carpenter, LaCrosse, Wis., retired Jan. 4.

Harold F. Schmeltler, yard clerk, Minneapolis, Minn., retired Jan. 14.

George H. Schwartz, clerk, Milwaukee, Wis., retired Jan. 2.

Orville R. Scott, Sr., clerk, Chicago, Ill., retired Jan. 31.

Golden J. Sessions, locomotive engineer, Spokane, Wash., retired Dec. 27.

Kenneth C. Sexter, agent, Faribault, Minn., retired Jan. 3.

Charles J. Shanahan, welder, Milwaukee, Wis., retired Jan. 3.

Harold M. Smith, conductor, Bellingham, Wash., retired Jan. 4.

Ralph W. Sons, section foreman, Excelsior Springs, Mo., retired Jan. 3.

K. R. South, conductor, Sioux City, Iowa, retired Jan. 8.

George P. Stark, switchman, Milwaukee, Wis., retired Jan. 3.

Elmer I. Starks, conductor, Savanna, Ill., retired Jan. 5.

John C. Stern, conductor, Tacoma, Wash., retired Jan. 2.

Arnold G. Storkel, welder, Tomah, Wis., retired Jan. 31.

Donald M. Sullivan, car tracer, Milwaukee, Wis., retired Jan. 15.

Joseph L. Tessari, conductor, St. Paul, Minn., retired Jan. 5.

Paul W. Thompson, conductor, Terre Haute, Ind., retired Jan. 15.

William J. Treible, engineer, Milwaukee, Wis., retired Feb. 2.

Burrell R. Trowbridge, engineer, Malden, Wash., retired Jan. 2.

James W. Turney, locomotive engineer, Chicago, Ill., retired Jan. 1.

Irvin C. Twete, carpenter, Mobridge, S.D., retired Jan. 2.

Harold E. Underwood, janitor, St. Paul, Minn., retired Jan. 4.

Earl C. Varner, engineer, Bensenville, Ill., retired Jan. 3.

Maurice K. Verdeyen, switchman, Terre Haute, Ind., retired Jan. 31.

William G. Verick, store helper, Tomah, Wis., retired Jan. 31.

C. C. Vodenik, locomotive engineer, Perry, Iowa, retired Jan. 3.

William F. Voeltzke, yard clerk, Wausau, Wis., retired Feb. 14.

Everett J. Voshall, section foreman, Cedar Falls, Wash., retired Jan. 2.

E. C. Wagner, yard conductor, Minneapolis, Minn., retired Jan. 3.

Richard G. Waldow, car foreman, Othello, Wash., retired Jan. 3.

Sylvester Walendowski, welder, Milwaukee, Wis., retired Jan. 3.

Chester F. Waszak, inspector, Milwaukee, Wis., retired Jan. 15.

Roman A. Waszak, checker, Milwaukee, Wis., retired Jan. 3.

Wayne D. Welch, brakeman, Port Angeles, Wash., retired Jan. 3.

Alex S. Weslaski, baggageman, Milwaukee, Wis., retired Jan. 8.

Asahel M. Wheeler, clerk, Channing, Mich., retired Jan. 3.

Charles F. Willett, engineer, Sioux City, Iowa, retired Jan. 5.

Harold J. Williams, sales representative, Minneapolis, Minn., retired Jan. 31.

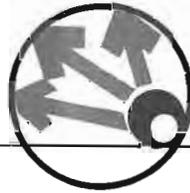
H. F. Wolfe, brakeman, Des Moines, Iowa, retired Mar. 16.

Raymond M. Woods, machinist, Chicago, Ill., retired Jan. 2.

Woodrow J. York, brakeman-conductor, Minneapolis, Minn., retired Jan. 3.

Leo J. Zacho, retarder operator, St. Paul, Minn., retired Jan. 31.

Appointments



Corporate Planning

Effective Feb. 1:

Karl H. Wiegel appointed project manager, Chicago, Ill.

Engineering Dept.

Effective Feb. 1:

C. C. Froke appointed electronics supervisor, Deer Lodge, Mont.

A. A. Leonard appointed electronics supervisor, Bensenville, Ill.

Law Dept.

Effective Dec. 1:

David Harold Boyd appointed general attorney, Seattle, Wash.

Effective Feb. 1:

L. E. Rugen appointed director freight field service, Chicago, Ill.

Operating Dept.

Effective Feb. 1:

C. D. Anderson appointed director-operating department training program, Milwaukee, Wis.

S. E. Walker appointed captain of police, Marion, Iowa.

B. R. Toole appointed captain of police, Minneapolis, Minn.

J. D. Harris appointed assistant captain of police, Chicago, Ill.

H. E. Kinnetz appointed lieutenant of police, Savanna, Ill.

Effective Feb. 16:

J. D. Cowart appointed trainmaster, Milwaukee Division, Milwaukee, Wis.

T. M. Hanson appointed trainmaster, LaCrosse Division, Portage, Wis.

J. T. Moomau appointed assistant trainmaster, Iowa Division, Marion, Iowa.

T. P. Ryan appointed assistant trainmaster, Milwaukee Division, Milwaukee, Wis.

D. W. Preuter appointed administrative assistant, Chicago, Ill.

Effective March 1:

L. M. Fowler appointed traveling engineer-trainmaster, Iowa Division, Ottumwa, Iowa.

Effective March 16:

J. L. Ridings appointed assistant trainmaster, Milwaukee Division, Milwaukee, Wis.

Personnel Dept.

Effective Dec. 16:

Rochelle Brennecke appointed training assistant, Chicago, Ill.

Effective Jan. 1:

Bernard Gregg appointed assistant manager-service bureau, Chicago, Ill.

Effective Feb. 1:

William Brodsky appointed regional personnel manager, Seattle, Wash.

Sam Pucci appointed assistant manager-benefits administration, Chicago, Ill.

Effective Feb. 16:

Ray Nelson appointed assistant manager-technical training, Chicago, Ill.

Real Estate, Economic and Resource Development Dept.

Effective Jan. 1:

Nicholas Andrews appointed title supervisor, Chicago, Ill.

Martin L. Bardill appointed assistant director-real estate, Chicago, Ill.

Bill H. Bobbitt appointed assistant vice president, Chicago, Ill.

Raymond R. Bruns appointed lease supervisor, Chicago, Ill.

John M. Cortese appointed tax and record supervisor, Chicago, Ill.

Eugene H. Fierke appointed real estate and agricultural representative, Seattle, Wash.

Russell J. Gregory appointed area development supervisor, Chicago, Ill.

Alfred H. Hallin appointed real estate representative, Chicago, Ill.

Raymond H. Keegan appointed closing officer, Chicago, Ill.

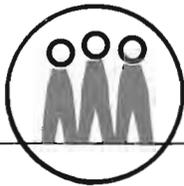
John P. Nail appointed real estate representative, Chicago, Ill.

Carl G. Ohrn appointed real estate representative, Seattle, Wash.

Philip R. Smithmeyer appointed director - real estate, Chicago, Ill.

Edwin G. Tyckoson, Jr., appointed manager-leases, Chicago, Ill.

William H. Waldman appointed assistant director - industrial development, Chicago, Ill.



About people on the railroad

Coast Division

Portland

Bee Biehler, Correspondent

Office of Regional Manager-Sales

SALES DEPARTMENT

J. H. Mitcham, formerly regional manager-sales, Portland, was named area manager-sales on Jan. 1. His new territory covers the agencies of Portland and Eugene, Ore., San Francisco, Sacramento and Los Angeles, Cal., Salt Lake City, Utah, and Denver, Colo.

R. D. LaHatt, district manager - sales, is back at work after suffering an acute inner ear infection.

Robyn Biehler, daughter of your correspondent, was initiated into Delta Delta Delta sorority at Oregon State University in January. She is a physical education major there. Robyn was chosen to be on the courts of both Delta Upsilon and Sigma Nu fraternities at Oregon State University.

FREIGHT DEPARTMENT

Agent and Mrs. R. M. Gordon recently announced the engagement of their daughter Marsha Anne to Dennis Dallas, son of Mr. and Mrs. Forrest Dallas of Heber Springs, Ark. Marsha and Dennis have set Jun. 14 to be married at the First Congregational Church in Billings, Mont. Marsha will graduate in May from the Rocky Mountain College at Billings.

EUGENE

A welcome back to R. H. Fortney, district manager-sales, after undergoing gallbladder surgery in January and a recuperation period at home.

SALT LAKE CITY

District Manager-Sales R. E. Hollingsworth was elected 1975 president of the Railroad Traffic Association in Salt Lake City at their January meeting held at the Ambassador Club.

LOS ANGELES

Chief Clerk Warren Hackett and his wife Pam are the parents of a baby girl, Lisa Gail, born on Dec. 3.

Congratulations and best wishes to Peter C. Reiter, sales representative, and Rose Marie Drew who were married on Sep. 18. Pete, formerly of our Boston office, was transferred to the Los Angeles agency in April, 1974. They became completely "westernized" with the recent purchase of a new home.

Getting adjusted to apartment living after selling their home in Buena Park are Sales Representative R. H. Holcomb and wife Clare. They are looking forward to building on their acreage in Washington upon retirement.

Tacoma

Lynne Schow, Correspondent

ABERDEEN

The Milwaukee Road - Union Pacific joint Freight House has been operating from box car No. UP 24349 for the past few months, while the office has been undergoing a remodeling process. New lights, lowered ceilings, wall

paneling and wall-to-wall carpet are all ready to go as soon as the furniture arrives.

CEDAR FALLS

Big Game Hunter Dan Sokolowski, assistant car foreman from Tacoma, spent part of the hunting season in the Cedar Falls area looking for moose. He sighted a few, but none were taken.

DISPATCHER'S OFFICE

Douglas Hubert, former second-shift operator at Kent, Wash., has resigned his position to move to Texas.

George Cooper, agent at Metaline Falls, Wash., is recuperating from open-heart surgery in December.

ROADMASTER'S OFFICE

Al Bobby is the new roadmaster, with territory in western Washington, south of Tacoma. He comes to us from Terra Haute, Ind., but is originally from the Aberdeen, S.D., area. We don't know if Al is the youngest roadmaster on the Division, but at 23 years old, we're sure he's a finalist for that title.



Retiring Chief Clerk John Saylor (left) is congratulated by his wife Berly and Material Manager John Waldman at an office party in Tacoma, Wash.

Everett "Dutch" Voshall (second from right), retired at Cedar Falls, Wash., as section foreman on Jan. 2 with 45 years of service. With him, left to right, are Traveling Engineer Bob Cochran, Roadmaster Cecil Geelhart and Safety Engineer Bob Finnegan.





District Manager—Sales Jack L. Werner (left) extends best wishes to Sales Representative Russ L. Gates and his wife Gertie at a retirement luncheon at the Edgewater Inn in Seattle, Wash. Russ retired on Jan. 3.

DIVISION ENGINEER'S OFFICE

The new junior engineer in the Division Engineer's Office is Charlie Burnham. Charlie is a spring, 1974, graduate of the University of Washington, and a native of the Puget Sound area.

RETIREMENTS

Ed Bassett, special equipment operator, retired on Jan. 3 after 34 years with the Milwaukee Road. A dinner was held at Anton's Restaurant, Puyallup, Wash., on Feb. 1 in honor of Ed and his wife Mary. More than 40 people attended the dinner and a gift of cash was presented which he later traded for a belt sander and a calculator.

A cake and coffee party was held on the afternoon of Jan. 15 in the Material Division at Tacoma in honor of John W. Sahler, who retired as chief clerk to the district material manager. An employee of 36 years, John had held various other positions including sectional stockman and storehelper. A wallet filled with money was presented to John, which he and his wife Berly plan to use on a trip to Hawaii.

Ed Voshall retired on Jan. 2 as section foreman at Cedar Falls. Ed had been with the Milwaukee Road since 1933. An office party and reception were held in his honor at Cedar Falls.

DEATHS

Roadmaster Tony Spatafore died on Jan. 1. Although he had just turned 60 years old a few days before, Tony had 44 years of dedicated service to the Milwaukee Road behind him. His unselfish devotion to duty and his concern for his men and co-workers will keep him alive in the memories of all of us who worked with him.

H. P. "Nick" Yost died in Tacoma on Dec. 23 at the age of 82. He had retired from the railroad in 1957 as a sectional stockman in the Material Division in Tacoma.

Seattle

Lena J. Derr, Correspondent
Office of Regional Manager-Sales

LAW DEPARTMENT

Wedding bells rang for Joanne C. Shaw, secretary in the Seattle Law Department. Joanne was married to Roger L. Williams on Jan. 31. Mr. Williams is a practicing attorney in Seattle and the couple now live in Edmonds, Wash.

AVP - SALES

On Jan. 1 D. A. Keller returned to Seattle as assistant vice president-sales, west zone. He was welcomed by officers and employees at a coffee social hour his first day here. We are all pleased to have Mr. and Mrs. Keller back with

us. Understand they are already in the process of moving into their new home on Mercer Island.

Bill Johnson, district representative-rail highway sales, underwent open-heart surgery on Nov. 11 and reported back to work on Feb. 14, looking hale and hearty.

DM - SALES

Russell L. Gates, sales representative, retired on Jan. 3. Friends and fellow-workers joined Russ and his wife Gertie for a retirement luncheon at the Edgewater Inn that day.

ASSISTANT SUPERINTENDENT

Seattle Switchman A. J. Lewark retired on Jan. 3 after 34 years of service. He and Mrs. Lewark were honored at a coffee and cake get-together held at the Yard Office in Seattle on Jan. 15, where over 60 active and retired Milwaukee employees were present to wish him well. He was presented with a gift from his friends. A. J. will now have plenty of time for bowling and his other hobbies.

Retired Seattle Switchman W. B. Walker spent two months this past fall visiting his brother in San Diego, Cal., and returned home in time to spend Christmas with his son and family in Seattle.

Seattle Yard and Freight House employees were pleased to receive a visit from retired PFI Nick and Mrs. Westover, who were here to spend the holidays with their daughter. The Westovers now live in Santa Rosa, Cal., recently celebrated their 50th wedding anniversary. They received as a present from their two children, Elaine and Dick, a trip to Hawaii during February.

Assistant Superintendent D. F. Gallipo, Mrs. Gallipo and their daughter Tania spent the Christmas holidays in Minnesota visiting their son Bill and family members, including a granddaughter.

Spokane, Wash.,
Weighmaster Howard Kipp (second from left) and his wife Marguerite are shown at Howard's retirement party. With them are Assistant Superintendent of Rules E. J. Lynam (left) and Agent-Yardmaster V. D. Bell.



RETIREES

The lovely condominium in Edmonds, Wash., is aglow with lights now that George F. Flynn, former director of sales at Tokyo, Japan, and his wife Florence are back in town. George retired on Mar. 1 and reports indicate they have great plans for the future.

Samuel Albert Tisher, 82, retired train baggageman, died at Seattle on Jan. 18. Mr. Tisher was born at Chillicothe, Mo. and came to the Milwaukee Road in 1910 as a clerk and operator. He went into train service in 1911 on the Coast Division and retired in 1960. Mr. Tisher was a popular member of the retired employees group in the Seattle-Tacoma area. He is survived by his daughter, Mrs. Gordon Granger, three grandsons and seven great-grandchildren.

Spokane

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Howard Kipp, weighmaster at Spokane Yard, retired on Jan. 31 after 34 years of service. He started with the Milwaukee as a truck stower in 1941, became an interchange clerk in 1943, and then a file clerk in the Superintendent's Office. When that office was taken out of Spokane in 1960, Howard became chief weighmaster at Spokane and held that position until his retirement.

Howard and his wife Marguerite were honored at a cake and coffee reception and he was presented with a

monetary gift of silver dollars. Howard says because of the winter weather he will do some painting and other work on the inside of his home, and in spring fishing will occupy much of his extra time.

Gloria Tortorelli, former steno in our Traffic Office, and her husband Sam are the parents of a second boy. Sam is a brakeman for the Union Pacific. We expect that both boys, Todd and Toby, will be future railroad employees.

Roadmaster Bob Serosky recently became a grandfather when his son and wife in Seattle, Wash., added a baby girl to their family.

Starting out the vacation season this year is "Bud" Bell, agent-yardmaster at Spokane, who is spending two weeks in California visiting his wife's parents and his brother. Bud's sister from Arizona will also be there for a family get-together. Bud plans to do considerable golfing while in California. Watch those bogies, Bud!

Othello

Wade Stevenson, Correspondent

Retired Machinist Ernest James Shafer, 46, died at his home in Puyallup, Wash., on Jan. 6. He worked for the Milwaukee Road in Othello before becoming a machinist at the Tacoma, Wash., Shops, where he retired in 1973. Mr. Shafer is survived by his widow, Joyce, two daughters and two sons. Burial was at Woodline Cemetery in Puyallup.

Retired Carman John M. Donley, 75, died in a hospital in Spokane, Wash., on Dec. 15. Mr. Donley became a carman for the Milwaukee Road in 1917 in Othello. He worked for nine months in Milwaukee, Wis., in 1924 and returned to Othello, where he retired in 1960. Survivors include his widow, Marie, three sons and one daughter. Burial was at Bess Hampton Memorial Gardens in Othello.



Master Mechanic Dean Radabaugh (left) presents Deer Lodge, Mont., Roundhouse Foreman Ralph Hagemo with a farewell gift. Ralph was transferred to Bensenville, Ill., as general foreman there.

Rocky Mountain Division

Deer Lodge Area

Barbara Wales, Correspondent
Office of Division Engineer

Ralph Hagemo, roundhouse foreman at Deer Lodge, was recently promoted to general foreman at Bensenville, Ill. A coffee party was held in his honor at the office of the Master Mechanic and Ralph was presented with a gift by the group. He assumed his new duties on Feb. 1 and has moved his family to Hanover Park, Ill. They will be residing at 1406 Hillcrest, Hanover Park, Ill., 60103.

A baby boy, Damon Trent, was born to Mr. and Mrs. Earl Wahl, Jr., on Jan. 22. Earl is an electrician in the Roundhouse at Deer Lodge. Damon joins two sisters, Amber and Trista.

Retired Yardmaster Don Fraser of Deer Lodge died recently at home. He was born in Butte, Mont., in 1905 and worked for the Milwaukee from 1941 until his retirement in 1971. He is survived by his widow, Isabelle, three sons, three daughters, one brother and nine grandchildren.

There have been a number of retirements of train and engine men in the past several weeks. Monte Dittman, conductor and long-time Deer Lodge resi-



Othello, Wash., Carman Dave Brooks (left) presents retiring Car Foreman Dick Waldow (center) with an engraved leather billfold as a gift from fellow workers. Carman John Foust made the going-away gift. On hand for the presentation are Jerry Stackhouse (second from left), new car foreman at Othello; Herman Krupa, assistant roundhouse foreman, and Kenneth Shields, roundhouse foreman. Dick Waldow retired on Jan. 3 with 35 years of service. He worked at Roundup, Miles City, Everett and St. Maries before coming to Othello. His hobbies are gardening and fishing.



These men who have worked with retiring Engineer M. H. "Squirrelly" Bennett (third from left) were present at the Missoula, Mont., Yard when he retired recently. Left to right are Agent George Stuckey, Engineer Ken Boynton, Squirrelly, Dyke Rittenhouse, Conductor Don Henry and Wayne Heckerth.

dent, retired on Nov. 14. Engineer Bill Lintz and Engineer Bob Inman retired on Nov. 20 and Jan. 4, respectively.

These men had regular runs between Alberton, Mont., and Deer Lodge. Engineer Adam Gratz made his final trip to St. Maries on Jan. 4. Adam has been an engineer on trains running from Alberton to Avery, Idaho, for many years and has served as mayor of Alberton during the past several years.

Engineer Bill Denty retired on Feb. 1 after 34 years of service. Bill plans to reside in Deer Lodge and keep busy with his two hobbies—rock polishing and coin collecting.

A farewell coffee hour for Conductor M. H. "Squirrelly" Bennett was hosted by the employees at Missoula, Mont., on Jan. 31. Guests included approximately 12 retired Milwaukee employees who live in and around the Missoula area, and the employees in the Missoula Depot and Yards. There were about 50 people present to bid farewell to Squirrelly and his wife. He was presented a picture album containing photos of him and his fellow workers. Many of these pictures were taken inside the Depot and some showed the various switching yards where he worked. One picture was an 8 x 10 color print of Squirrelly on the Missoula switch engine. He also received a "Pocket Fisherman" fishing pole.

Leadman C. D. "Skip" Murphy has been promoted to car foreman at Harlowton, Mont., to replace V. M. Rask. Skip assumed his new responsibilities on Feb. 1. Prior to his leaving, a coffee party was held in his honor at which Skip was presented with a gift. He has moved his family to Harlowton and they will be residing at 401 South East Third Street, Harlowton, Mont.

Paula Rainville, daughter of Engineer and Mrs. Blondie Rainville, has been chosen as a Girl's State Delegate representing Alberton. She will travel to Helena, Mont., in June for the session.

Mrs. Don Fraser, widow of the late Don Fraser, retired yardmaster, was in an accident and received a broken leg. She was hospitalized for a short time and was recuperating at home.

Retired Section Foreman Frank Austin, Three Forks, Mont., fell and broke his hip recently. Frank is recovering nicely from his mishap.

Rich Knudsen, relief clerk in the Superintendent's Office, has returned to Harlowton to assume duties there. Employees in that office had a small farewell party complete with cake and refreshments.

Clerk Betty Burch, who works in the Superintendent's Office, recently was treated by the girls in that office to a cake party to celebrate her birthday.



Leadman Skip Murphy (center) receives congratulations from Master Mechanic Dean A. Radabaugh (right) and Assistant General Car Foreman Dick Labbe. Skip was recently promoted to car foreman at Harlowton, Mont.

Harlowton - Great Falls

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Virgil M. Rask, car foreman at Harlowton, has taken disability retirement after 38 years with the Milwaukee. His former service was at Miles City, Mont., as carman. He and his wife are enjoying the basketball season by watching their son Virgil, Jr., play during his senior year.

C. D. "Skip" Murphy, carman from Deer Lodge, has taken the position of car foreman at Harlowton. His wife and four youngsters joined him here recently.

There have been many deaths since last writing. These include: Mrs. Irene McIntyre, wife of recently-retired Judith Gap Section Laborer Fred McIntyre. Mrs. Grace Wells, wife of retired Section Foreman Roy Wells of Hilger. Mrs. Dorothy Landa, wife of Lewistown Section Laborer Emil Landa. Mrs. Lucretia Good, wife of the late Locomotive Engineer Norman Good.

Garland Elliston, 74, retired section foreman at Harlowton, died on Feb. 6 in Wheatland Memorial Hospital after a short illness. His former service was in Loweth, Martinsdale, Lennep and Garrison, Mont.

John Rettke, retired roundhouse laborer, died at age 80. He came to Montana in a railroad emigrant car used to move people along with their horses, cows, poultry, machinery and household goods. He ranched and worked on highway building before coming to the Milwaukee.

Richard Jones, 59, died on Feb. 6 after an extended illness. He was born in Flat Willow, Mont., went to school in Lewistown, and came to Harlowton in 1944. He took disability retirement following a stroke in 1973. He worked in Harlowton Yard as switchman.

East End

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

Michelle Virag, daughter of Engineer and Mrs. William Virag, has been named first alternate to Girls State from Custer County High School. Michelle plays clarinet in the band and in the Pep Band. She has played piano and clarinet in both the District and State Music Festivals and accompanies the chorus.

Congratulations are in order for Brakeman Randy Spear on his marriage on Dec. 27 to Janice Munsell. At the present, Randy is on military leave. The young couple will make their home in Massachusetts.

Mrs. Dovie Bethke, wife of retired clerk O. H. Bethke, was honored at a meeting of the Eastern Star on Feb. 18 with a 50-year pin and a life membership. Others eligible but not present were Mrs. Martha Severson, widow of retired conductor I. A. Severson, and retired Engineer Henry Shipley and Mrs. Shipley.

Congratulations to Brakeman and Mrs. Gene Hafla on the birth of a daughter on Feb. 3. This is the couple's first child.

Word was received here that Fran Beaner Spurling, widow of Mel Spurling, died in California on Dec. 9. Mr. Spurling was secretary to the superintendent when he worked in Miles City.

Mrs. Charles (Latisha) Vanderpool died on Jan. 23. Mrs. Vanderpool was the widow of retired Conductor C. C. Vanderpool. Burial was in the Custer County Cemetery. Mrs. Vanderpool was survived by several nieces and nephews.

Sympathy was extended to the family of Mrs. Myrtle Kelly who died in Helena, Mont., on Jan. 9. Mrs. Kelly was the widow of Engineer T. G. Kelly. She is survived by two daughters and several grandchildren. Burial was in the Custer County Cemetery.

Sympathy was extended to the family of H. L. Stamp who died Feb. 3 at the age of 83. Mr. Stamp was division storekeeper at Miles City at the time of his retirement. He is survived by his wife and daughter. Burial was in the Custer County Cemetery with Masonic graveside services.

Brakeman James Waddell was married to Betty Jean Krumenacker recently. The couple will make their home in Miles City where Jim is employed.

T. D. Tonn was married to Susan Marie Pena. They will also make their



Engineer trainees for the West, Middle and East H&D Districts of the Aberdeen Division completed training in December. Members of the training group scored an average grade on machinery and air tests of 98.5 per cent and an average score of 97 per cent on the Consolidated Code of Operating Rules examination. Classes began on Jun. 1 and were taught by Trainmaster-Traveling Engineer E. H. Hopper of Aberdeen, S.D., and Trainmaster-Traveling Engineer R. C. Guse of Montevideo, Minn. Instructors and students, left to right, are: Front row—J. Mathis, G. Gale, R. Himle, R. Kock and R. C. Guse. Back row—E. H. Hopper, J. Lynde, L. Meehan, G. Gilsrud and M. Anderson. Trainees T. Torrence and B. VanHorn are not shown.

home in Miles City where Ted works. Ted was one of our brakemen who transferred over to the engineer training program and has just recently completed his training.

Sympathy was extended to the family of Leland S. Richey. Mr. Richey died Nov. 16 following a lingering illness. He started his career with the railroad in Marmarth, N.D. At the time of his transfer to Miles City he was working in the PFI Department. He later went to work in the Miles City Yard as a yard clerk and at the time of his retirement was chief clerk to the agent. Burial was in the Custer County Cemetery.

Sympathy was extended to the family of Hazel M. Denson who died at her home in Kalispell, Mont. Mrs. Denson was the wife of Farnham Denson, retired boilermaker foreman. Services were held for Mrs. Denson in Miles City and burial was in the Custer County Cemetery.

Sympathy was extended to the family of Helen Neiffer who died in November at the home of her daughter in Paradise, Mont. Mrs. Neiffer was the widow of retired section laborer Gus Neiffer. Service and burial were in Miles City.

Karl "Charley" Hirsch died at the age of 86 following a period of ill health. Mr. Hirsch was a retired roundhouse laborer. Burial was in the Custer County Cemetery.

Mr. and Mrs. James Kale became the parents of a baby boy on Christmas Eve. The baby has been named Trevor and joins two brothers Trent and Travis. Jim is a fireman at the present time and has recently completed the engineer trainee program.

Car Foreman and Mrs. Howard Sweeney had their daughter Joan home for the Christmas holiday. Joan is a staff writer for *The Los Angeles Times*.

Aberdeen Division

East End

Mavis Mace, Correspondent

Retirees recently honored at the Flame Cafe in Aberdeen, S.D., included Section Laborers Tony Meier, John Menzia, Walter Becker, John Batch, John Murray, Ed Baun and M. A. Feist.

Section Foreman R. A. Funk of Woonsocket, S.D., retired on Jan. 1 after 35 years of service. He will continue to live in Woonsocket.

Tom Benson, junior engineer at Aberdeen, was transferred on Jan. 1 to Bensenville, Ill. Also transferred recently was J. R. Digman, signal maintainer at Cologne, Minn. He is now a signal maintainer at Spencer, Iowa. Replacing him at Cologne is M. J. Holmes.

Retirement records over the past months disclose that more than a usual number of veteran railroaders have decided to "pull the pin" and wind up their railroad careers. One of them is Virgil B. Frankland, who retired Jun. 25. He had been with the railroad since 1943. His new address is Tucson Estates, 5448 West Diamond K St., Tucson, Ariz. 85713, where he and Mrs. Frankland are no doubt enjoying sunshiny weather.

E. C. Petrick, conductor on the Hopkins Patrol, began with the railroad in 1940 and closed his career on Sep. 27. He will continue to live at 1010 NE Lake St., Hopkins, Minn. 55343.

Raymond R. Gittens retired on Aug. 15 and lives at 2210 Oakland Ave. South, Minneapolis, Minn. 55404. He began with the railroad in 1937. Engineer Edgar H. Mohn retired on Oct. 13, having been on the railroad since 1944. He and Mrs. Mohn have just



Trainmaster Dale H. Burke (left) congratulates retiring Train Director Pat Maloney at the depot in Montevideo, Minn. Pat came to Montevideo in 1929 to work for the railroad as chief clerk. He remembers typing menus for the lunchroom at the depot to get free meals, and he remembers when four passenger trains in each direction kept 27 train crews busy. He became train director 27 years ago and retired on Jan. 31. Pat and his wife will continue their antique collecting during retirement at Clara City Road, Montevideo.

returned from Hawaii and will continue to live at 209 South Sixth St. in Montevideo, Minn.

The new year brought news of still more retirees—A. A. Kirschbaum retired on Jan. 3. He was a conductor with a seniority date from 1944 and will continue to live at 1923 Logan Ave. North, Minneapolis, Minn. 55411; C. J. Huberty retired on Jan. 2 and was a conductor who began with the railroad in 1942. He lives at 1000 West Franklin Ave., Minneapolis, Minn. 55405. Engineer Ward Halverson retired on Jan. 2 with a seniority date from 1937. After spending the winter months in Texas, he and his wife Lorene, will be back in Montevideo at 321 North Third St. Floyd Ashburn, conductor, relinquished his rights on Jan. 5 after working for the Milwaukee Road since 1941. He and his wife flew to Hawaii where they will sun and surf till late spring and then return to their home in Montevideo at 1014 North Third St.

Joseph Tessari, East End conductor, retired the next day, Jan. 6. He began railroading in 1943. Joe will still live at 4449 Abbott Ave. South, Minneapolis, Minn. 55410. Thomas D. O'Hearn, conductor, retired on Jan. 21, after working since 1941. He has no special plans, but will remain at 2829 Colorado Ave., Minneapolis 55416. L. J. Roder, brakeman, began his career with the railroad in 1943 and retired on Feb. 3. He plans to live in Arizona and, as of now, does not have a permanent address there.

Wendell "Slim" Meier (center), who retired last year after a career that began in 1937, is shown at his retirement party with retired Roadmaster Ed Boettcher (left) and Roadmaster L. W. Bagaus. Slim lives at 5 South High Street, Aberdeen, S.D.



On Nov. 2 a boy was born to the Larry Fransens. Larry is an assistant roadmaster. The new arrival is Brian Harold.

The David Taylors became first-time parents on Feb. 5 with the arrival of David Orin.

E. J. "Dutch" Hausauer, 82, retired passenger brakeman and baggageman, died on Jan. 10 at St. Cloud, Minn., while visiting a niece. Burial was in Ortonville on Jan. 14. Mr. Hausauer retired in 1957.

Ed Martinson, who retired as a conductor in 1961, died on Nov. 17 at the age of 83, and was buried on Nov. 20 at Ortonville.

The "Old Depot" at Fargo is no more. It was sold some time ago to house several different businesses and shortly before Christmas was destroyed by fire.

Cynthia Marie Ryman, daughter of Conductor and Mrs. R. G. (Bob) Ryman of Bloomington, Minn., became the bride of Terry Anderson, son of Mr. and Mrs. Robert Anderson, also of Bloomington, on Oct. 26 at Grace Lutheran Church in Bloomington. The new couple is now at home in Chaska, Minn.



McGEE-VLACH. Becky McGee was married to Brakeman Joseph Vlach at the Church of the Visitation, Danvers, Minn. They are making their home in Danvers.

IM&D Division

Sioux City Area

Marie B. Franken, Correspondent

Office of District Manager-Sales
Sioux City

Chief Revising Clerk Leonard Lonseth of Sioux City completed his last day of employment with the Milwaukee Road on Feb. 28, after nearly 54 years of service. His railroad career began in 1919 and he has worked the entire time in Sioux City on various positions in the Freight House, Traffic Department and Regional Data Office. A coffee and cake party was held in the Freight House office in his honor and he was presented with a billfold containing a monetary gift. Leonard and his wife Hazel plan to maintain their home in Sioux City.

Engineer Ed J. Carlin died on Feb. 24 at his home in Sioux City after a long illness. Funeral services and interment were in Sioux City. He was employed in engine service on the old SC&D Division for 52 years prior to his retirement in 1958. Survivors include two sons, one daughter, a sister, eight grandchildren and six great grandchildren.

Mr. and Mrs. Denis S. Kurtenbach celebrated their silver wedding anniversary at a reception and dance held at Pineview Hall, Mitchell, S.D., on Jan. 4. Hosting the reception were their daughters, Linda of Summitt, S.D., and Mary Lou of Aberdeen, S.D., and Mr. and Mrs. Jay Palmer, aunt and uncle of the couple. A mock wedding was held at the reception. Both Marjorie and Denis are employees of the Milwaukee Road at Mitchell where Denis is night roundhouse foreman and Marjorie is roundhouse clerk. Both of their daughters are school teachers.

Retired Engineer Guy F. Smiley of Sioux Falls, S.D., died on Feb. 16. Mr. Smiley retired in 1955 after 46 years of service. Funeral and interment were in Sioux Falls.



Sectionman Paul E. Rion (left) was honored at a retirement party in January. With him are Mrs. Rion and Roadmaster and Mrs. J. P. Weiland.



Retiring Rate Clerk Bob Moore (right) is presented a monetary gift from fellow employees by Cedar Rapids, Iowa, General Agent M. W. Van Sickle. Bob retired on Jan. 17.

We extend our sympathy to the following: to assistant agent Jim Ellis of Sioux City on the death of his mother on Feb. 22; to retired Carman Medor A. Thibodeau whose wife died on Jan. 11 after being stricken at her home, and to Conductor Kenneth Knoernschild on the death of his brother, Melvin, of Alexandria, Va.

The following employees from Sioux City have joined the ranks of the retired: Engineer Harry J. Finnegan who retired on Jan. 4 after 32 years of service, Engineer C. Frank Willett who retired on Jan. 5 after 32 years of service and Conductor Kenneth South who retired on Jan. 9 after 30 years of service.

We were recently informed of the death of William Cunningham in July, 1974, at Hancock, Minn. He worked for 48 years at various jobs in Mitchell, S.D., the last being freight house foreman.



Retired Engineer Kenny Hunt (right) receives a certificate of recognition for his 47 years of railroad service from Trainmaster-Travelling Engineer J. D. Connelly of Perry, Iowa.



Superintendent Bill Bannon (right) presents a farewell gift from employees to Howard Rafferty who retired as PFI at Austin, Minn., on Jan. 3.



Chief Revising Clerk Leonard Lonseth (center) of Sioux City retired on Feb. 28 after nearly 54 years of service. Shown with him on his last day are (left to right) Regional Data Manager Lowell Fossum of Cedar Rapids, Assistant Superintendent T. E. Witt, Assistant Agent Jim Ellis and Agent J. B. McGuire.

East End

R. D. True, Correspondent
Office of Superintendent

Howard Rafferty, perishable freight inspector at Austin, Minn., retired on Jan. 3 after 47 years of service. Howard and his wife Marge, who is a retired agent - operator, have a home in Austin and plan on doing a lot of golfing. Howard was honored at a coffee party on his last day of work and was presented with a gift from his fellow employees by Superintendent Bannon.

The Mason City Milwaukee Women's Club celebrated its 50th anniversary during January with dinner at the Holiday Inn. The club was organized as a charitable and benevolent organization in 1924. Original officers were

Mrs. C. S. Christofer, president; Mrs. Robert McClintock, recording secretary; Mrs. W. J. Johnson, treasurer; Mrs. R. H. Jones, second vice president; Mrs. M. M. Wolverton, corresponding secretary, and Mrs. Crow, vice president. Current officers are Magda Kirby, president; Alice Sessions, vice president; Karen Rugee, secretary-treasurer, and Wilma Jacobs, member of the General Governing Board. Surviving 50-year members are Karen Anderson, Alta Zack, Ollie Goltz, Mrs. Al Meuwissen, Miss Florence O'Leary, Mrs. Walter Hendrickson, Mrs. Henry Smith, Ella Potter, Mrs. Paul Van Maren, Mrs. Ruth Belfanz and Mrs. Bill Schrader.

St. Dominic's Catholic Church was the scene of the Christmas wedding on Dec. 27 of Stephanie J. Konietzko, daughter of Telegraph Operator and Mrs. Leo P. Konietzko of Canton. She was married to Curtis L. Stensland, son of Mr. and Mrs. Edsel Stensland of rural Larchwood, Iowa.

Funeral services for Edward G. (Ned) Taylor, 83, of Portland, Ore., who died Mar. 6 were held at the Methodist Church at Calmar, Iowa. He worked for the Milwaukee Road for over 50 years as night yardmaster at Mason City, Iowa, and later as yardmaster at Calmar. He is survived by his wife Lorraine, two daughters, two sons, nine grandchildren, eight great-grandchildren and one sister.

Shelley Delger, secretary to your correspondent, is engaged to Steven Prihoda, with the wedding to be held in May. Shelley hails from Wells, Minn., and Steve is from Blooming Prairie, Minn.



Twin Cities Superintendent B. J. McCanna (center) poses with recent retirees at the St. Paul Yard. Left to right, they are Switchman W. R. Eggert, Switchman P. G. La-Favor, Switchman R. W. Leko, General Yardmaster Ted Rettner, Hump Yardmaster D. G. Flowers and Switchman J. V. Opalinski. The men retired on Jan. 3, except for Ted Rettner, who retired on Jan. 18.



Charlie A. Brogren (center), reconsigning clerk at Minneapolis, Minn., is congratulated at his retirement party on Feb. 14 by Area Manager-Sales A. E. Bourgeault (right) and Assistant to Area Manager-Sales Floyd G. Johnson. Charlie has 32 years of railroad service.



A party at the Minneapolis, Minn., Sales and Service Department was held recently to honor four departing office members. Left to right, they are L. W. Schraeder, former regional manager-sales at Minneapolis who was appointed director of services in Chicago; and three retiring sales representatives: E. L. Liese, 40 years of service; H. J. Williams, 37 years of service, and H. I. Lindblom, 39 years of service.

Twin City Terminals

Edna M. Bowers, Correspondent
Car Department Office, St. Paul

Art Sorenson, secretary to the district master mechanic, is presently at home recuperating after a successful gallbladder operation. A speedy recovery and return to work are wished for him by his many friends and co-workers.

Assistant Car and Wrecking Foreman Ernie Benson and his wife enjoyed a sunny two-week cruise in the Caribbean, visiting eight islands and South America.

Congratulations to Locomotive Fireman Mike Biedryczski and wife on the arrival of baby John who was born Feb. 3. That makes Paul, locomotive chief clerk, a very proud grandfather.

Locomotive Department has had personnel changes, with District Master Mechanic R. H. Hargis being transferred to Tacoma in the same capacity

and L. P. Drew from Western Ave. promoted to district master mechanic at St. Paul.

Sam O'Connell, Car Department chauffeur, retired on disability after 31 years of service. His health is improving and we wish him many years of happy retirement. He and his wife will continue to make their home in St. Paul.

Another happy retiree is Caller James Cameron, whose last active day at work was Feb. 14. He started in 1935 as a laborer in the Minneapolis Roundhouse. He and his wife plan to remain at their home in Minneapolis.

Machinist Greg Burris displayed fifteen of his fish, including a pair of angels, at the Maplewood Mall exhibit of the Minnesota Aquarium Society. He placed second with the community tank.

Retired Machinist George R. Knappik, 83, died on Jan. 7 at Mesa, Ariz. Mr. Knappik retired from the roundhouse at Minneapolis in 1956 after 50 years with the Milwaukee Road. His father, Adolph Knappik, retired from the Milwaukee as the first machinist at Bird Island and Montevideo, Minn. George Knappik's survivors include his widow, Frances, of 620 South 92 Place, Mesa, Ariz. 85208.

LaCrosse Division

Valley District

Naomi Cline, Correspondent

Roundhouse Office, Wausau

Sympathy was extended to Engineer Edward Zabrockas on the death of his sister in Wonewoc, Wis., and to Carman William Kopreck on the death of his brother George, who was buried at Gleason, Wis.

Two new grandchildren arrived during December for Conductor and Mrs. Al Kasten. A girl was delivered to their daughter and husband in Omaha, Neb., on the 28th, while their son and wife had a boy on the 30th.

Gerald Cline, son of retired Roundhouse Foreman John A. Cline and your correspondent, who was married to Mill Carol Ellei in Las Vegas on Dec. 28.

Engineer Roy A. Hintze is a member of a team that won the Wausau Men's Bowling Tournament Class A title with a 3131 handicap score. Brakeman Jim Bedessem is also a top-flight bowler in several city leagues.

Bill Voeltzke retired after 43 years of service on Feb. 14. He started his career in 1932 as a freight trucker in Wausau, then clerked at Port Edwards, was promoted to warehouse foreman in Wausau and retired as yard clerk.

APRIL, 1975

Milwaukee Division

Superintendent's Office

James Boeshaar, Correspondent

A retirement party was held on Jan. 25 at Colony Hall in Milwaukee for retiring clerks Loyd Christiansen, Fred Robbins, Don Sullivan and Charles Crotty. Approximately 160 friends and co-workers were present to wish the retirees well. The combined service of the four men represents 167 years of railroad work. Superintendent Norm H. McKegney was toastmaster for the party.

Retired Clerk Irma Knoll died on Jan. 17 after a short illness. She held various clerical positions in the Operation and Signal Departments for more than 50 years.

Engineer William J. Treible retired on Feb. 1 with 37 years of service. He became engineer in 1948.

We learned of the death of Buford E. Keepers, retired agent at Fisk, Wis. Mr. Keepers was buried with full military honors at Mesa, Ariz., on Jan. 23.

Regional Data Office

June Stanlee, Correspondent

Bill Graves was away from the office beginning the first week of December. Bill had been in the hospital for several weeks with hepatitis and was at home recuperating.

Jan. 29 brought another sorrowful event into our office, when Mary Neuman's father John died. John Neuman was a patrolman for the Milwaukee Road Police Department for thirty-five years before retiring two years ago.



Tomah, Wis., Shops Storehelper Bill Verick (right) receives a U. S. Savings Bond from Ray W. Shisler, president of Tomah BRAC Lodge No. 1400, at a retirement party on Jan. 9. Bill has more than 47 years of service with the Milwaukee Road and was Local chairman and recording secretary at the time of his retirement. He held that position for more than 20 years and was a member of the Board of Trustee's System Board No. 24 for many years.



Michael J. Reese, son of Tomah, Wis., Shop Superintendent Frank Reese, is doing graduate work in Kingston, Jamaica, where he is studying marine life at the University of the West Indies. Michael completed his undergraduate work at Lawrence University in Appleton, Wis., and is in his third year of graduate studies in zoology at the University of Wisconsin, Madison.

Many thanks go to Jerry Hofkes for getting his co-workers involved in a program to help feed the poor at Thanksgiving and at Christmas. Canned goods were donated by his co-workers and Jerry took them to St. Benedict the Moor's Church. They used the canned goods to serve the hundreds of poor people in the area a Thanksgiving dinner and a Christmas dinner. A letter of thanks and appreciation was sent to Jerry and his co-workers from Father Alexis and Father Austin of St. Benedict the Moor's.

Hunting season came and went pretty fast. Wally Henkel went deer hunting at Wautoma, Wis., and did not have any luck. He said he'll try again next year. Jay, son of Lois Crittenden, caught his first buck on opening day at Elroy, Wis., and next day shot the party doe. Never saw anyone as excited as he was.

Mr. and Mrs. Ray Gatzke motored to Florida to visit their daughter the first part of December. Couple weeks after they returned their daughter and son-in-law surprised them with a visit to Milwaukee.

Barbara McPhee's husband Jim died on Jan. 13. We wish to extend our deepest sympathy to Barbara, her two daughters, Myra Finnegan and Jolene Thompson, her grandson Shaun, and to all of the family.

AGENCY NEWS

Mr. and Mrs. E. Nowicki announced that their son Allan graduated from the University of Wisconsin at Oshkosh, Wis., on Dec. 20. He received his Bachelor's Degree in Business Administration.

Nov. 11 was Bill Koepke's birthday and he said he was 39 years old again. He doesn't sound a day older. Another Jack Benny in our midst, I'm told. We hope he had a nice birthday, and that he stays as young as he wants to.

Understand Les Carlson is going into the grocery store business.

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District Manager-Sales R. J. Casey (left and **Area Manager-Sales W. R. Bickley** (right) congratulate **Clarence M. Paulin** at his retirement party on Jan. 3. Clarence started in the ticket office in Milwaukee, Wis., in the mid-1940's, became passenger sales representative in 1966 and freight sales representative at the Milwaukee office in 1970.

MUSKEGO YARD

Mr. and Mrs. Joe Wurl announced that their daughter Deborah has entered the Little Sisters of the Poor Convent at 3800 N. 92nd St. On Dec. 28 the family and relations gathered at home to say farewell to Deborah. She made her commitment to the Order on Sunday, Dec. 29, at the 9:30 a.m. Mass. A reception was held at the Little Sisters of the Poor with about 25 people attending.

When the women of the Milwaukee Road read that the 32nd Annual Milwaukee Road Hiawatha Bowling Tournament was being held for men only, they decided to do something about it. A petition was signed by all of the women, and Joy Zepka, revising clerk at the Regional Data Office, sent a letter to railroad officials in Chicago and to George H. Duncan who is in charge of entries for this tournament, in the hope of making some changes in the rules.

A week later, Joy received a phone call from George Duncan and he assured her that steps had been taken to make it possible for women to participate in the upcoming tournament. The ABA, WIBA, and officials of the tournament scheduled a meeting to see if they could have women bowlers sanctioned before the tournament.

A week later George Duncan announced that the Milwaukee Road Hiawatha Bowling Tournament on April 5 and 6 in Milwaukee, Wis., would be open to women bowlers. Entry blanks were immediately mailed to Joy for distribution (Editor's note: The Milwaukee Road Hiawatha Bowling Tournament, while it is an employee activity, is not directly sponsored by the Milwaukee Road).

Ken Stelzel, chief yard clerk at Gibson, has been busy instructing youngsters in a hunter's safety class sponsored by the Glendale, Wis., police department.

Second District

Jerry Magnuson, Correspondent

Asst. Superintendent's Office, Green Bay

Camille Duquette, 82, father of Assistant Roadmaster Jack Duquette, died on Jun. 22. Mr. Duquette was a section foreman at Plymouth, Wis., from 1909 until his retirement in 1951. He is survived by three sons, seven daughters, two sisters, 38 grandchildren and seven great-grandchildren. He was preceded in death by four brothers, three sisters, and his wife who died in 1969. Services were held at St. John the Baptist Church, Plymouth, with burial in the parish cemetery.

James H. Robinson, 73, died on May 12. Mr. Robinson worked as a crossing flagman from 1949 until he retired in 1966. His wife Mary died in 1965. Survivors include one daughter, three sons, two sisters, and four brothers. Burial services were in Oconto, Wis.

Michael J. Noskey, 72, of Iron Mountain, Mich., died on Jul. 3. Mr. Noskey was employed for over 35 years as a conductor and retired in 1965. Survivors include his widow Beatrice and one brother. Burial was in Iron Mountain.

Nathan Fontecchio, 47, of Channing, Mich., an engineer with the Milwaukee Road since 1947, died on Aug. 2. He leaves, in addition to his widow Mary, four sisters and two brothers. Burial was in Channing.

Joseph M. Delach, 78, of Crivitz, Wis., died on Aug. 24. Mr. Delach came to the Crivitz area in 1912 and resided in New York, Pennsylvania and Milwaukee before returning to Crivitz in 1936. He was employed as a

section laborer and retired in 1956. Survivors include six sisters. Burial was in the church cemetery at Crivitz.

Walter Tesch, 67, retired agent at Hartford, Wis., died on Dec. 2. Mr. Tesch was employed with the Milwaukee Road since 1942 and retired in 1970.

Edward J. Opitchka, 81, Green Bay, died on Jan. 17, in a local hospital. Mr. Opitchka's wife, Estelle, died in 1972. Mr. Opitchka began working as a brakeman in 1921 and retired as a conductor in 1957. He is survived by one brother and two sisters. One son, one stepson and one brother preceded him in death. Burial was in Allouez Cemetery.

Leo J. Bordeleau, 81, Green Bay, died on Jan. 19. Mr. Bordeleau's wife Lina died in 1971. Mr. Bordeleau began his career in 1916 and retired in 1963. Survivors include two sons, four sisters, four grandchildren and four great-grandchildren. Burial was in Fort Howard Cemetery.

William E. (Buck) Rogers, Sr., 59, died on Jan. 24. Mr. Rogers started in 1947 as a fireman and was promoted to engineer in 1956. Survivors include his widow Bernice, three sons, one daughter, one stepson, a half-sister, his mother and three grandchildren. Burial was in Fort Howard Cemetery.

Arnie R. Lau, section foreman at Menasha, retired on Jul. 5. Arnie started working for the Milwaukee in 1953.

Paul G. Goeser, section laborer at Menasha, retired on Jul. 5. Paul started working for the Milwaukee in 1955.

William H. Johnson, conductor from Gladstone, Mich., retired on Jul. 15 after 30 years of service.

Trainmaster R. D. Richter (left) congratulates **Yard Clerk William R. Voeltzke** on his retirement. With them are other employees at the Wausau, Wis., Freight Office.





Lieutenant of Police William E. Rahn (center) is congratulated on his retirement at Green Bay, Wis., by R. W. Rield, (left) assistant superintendent of fire prevention, and Police Captain F. J. Bushey of Milwaukee, Wis.



Alexander J. Miller (center), storekeeper at Green Bay, Wis., gets handshake from W. O. Rogers (left), district material manager—middle district, and J. F. Johannes, assistant manager of materials at Milwaukee, Wis. Alexander retired on Jan. 3.

Walter G. Schmidt, section laborer at Marinette, Wis., retired on Jul. 31. Walter started with the Milwaukee Road in 1939.

George E. Gray, roadmaster at Green Bay, retired on Jul. 31. George began working with the Milwaukee Road in 1932 as a section laborer at Tomah, Wis. In 1938 he became section foreman at New Lisbon, Wis., and in 1946 became roadmaster and spent 16 years in Madison, Wis. He then was transferred to Marquette, Iowa, and in 1966 George came to Green Bay. We wish George and his wife Ioen a very happy and healthy retirement. Their present plans are to remain in Green Bay.

Edward J. DeBoth, conductor, retired on Sep. 20. Ed started with us as a brakeman in 1943 and was promoted to conductor in 1948.

Ellsworth J. Bouillion, section foreman at Crivitz, retired on Sep. 30. He started as a section laborer in 1941 and became foreman in 1957.

Ludwig Noha, section laborer at Marinette, retired on Nov. 29. He began as a section laborer in 1943.

Milton J. Deacon retired on Jan. 5. Milt started as a fireman in 1958 and was promoted to Engineer in 1964.

Alexander J. Miller, storekeeper at Green Bay for nearly 15 years, retired

on Jan. 3. Alex started with the Milwaukee Road in 1929 as a roundhouse laborer. He held positions as fireman and storehelper before taking the position of storekeeper at Portage in 1943. In 1947 he was made local storekeeper at Wausau, Wis., until he came to Green Bay as storekeeper in 1960. Employees wished Mr. Miller and his wife Judy a long, happy and healthy retirement.

William E. Rahn, lieutenant of police at Green Bay, retired on Jan. 3. Bill started with the railroad in 1936 as a special officer. In 1942 he left the railroad to go into the Navy Air Corps and was in the Navy until 1945. In 1947 he returned to the railroad as a special officer and in 1948 was promoted to lieutenant at Green Bay and remained here until his retirement. We want to wish Bill and his wife Virginia a very happy retirement.

Robert Beardsley, demurrage clerk at Green Bay, has been off work since July of 1974 due to illness. Bob has undergone surgery and has been in and out of the hospital. We want to wish Bob a speedy recovery.

Belated congratulations to Ken Peters, brakeman, and his wife Mary Kaye on the birth of a daughter, Vicki Marie, born on Aug. 23. Engineer James W. Carriveau and his wife Bonnie, are the

parents of a daughter, Bridget Lynn, born Sep. 20. Bridget joins one brother, Gregory, at home.

Switchman Ward Erdmann and his wife Pat became parents of a girl, their first, Keri Lee, on Nov. 29. Switchman Melvin Way and his wife Jacqueline became parents of a boy, Timmy Joe, on Nov. 30, who joins one sister and one brother at home.

Dennis Metz, switchman, and his wife Linda became parents of a girl, Christa Rae on Dec. 12. Congratulations to Switchman Ron McGregor and his wife Bonnie on the birth of their first, a girl, Jessica Jean on Jan. 27.

Rodney I. Williams, yard clerk, was married on Aug. 1 to Kathleen Sawyer of Green Bay.

Bryan M. Mocco, brakeman, and Linda Lee Maszka were married at St. John the Baptist Church in Howard, Wis., on Sep. 14.

Mr. and Mrs. Eugene Janquart of Menominee, Mich., observed their 25th wedding anniversary recently. Eugene, an engineer, has been in our employ since 1956. Following a dinner at the Edgewood Supper Club in Peshtigo, Wis., the couple greeted guests at a reception held in their home. The couple was married Sep. 5, 1949. They are the parents of 11 children.

Mr. and Mrs. Tom Wade were congratulated on their 50th wedding anniversary on Oct. 4. Tom retired as master mechanic in 1967. Attending the big event were about 100 family members and friends. Tom and his wife are enjoying the warm weather of Las Vegas again.

Mr. and Mrs. Stanley Mannan of Ontonagon, Mich., were honored on their 50th wedding anniversary at an open house at the United Methodist Church Fellowship Hall in Ontonagon on Aug. 18, hosted by their children. Mr. Mannan was a Milwaukee Road conductor and worked for the railroad from 1917 to 1962.



Mr. and Mrs. Eugene Janquart of Menominee, Mich., observed their 25th wedding anniversary recently.



Starting the new year with a new life, Carman Welder Adam Hartung (left) worked his last day in the Forge Shop in Milwaukee, Wis., on Dec. 31. Foreman Kenny Friesner congratulates him on his retirement.



Steve and Bonnie Voboril were married on Feb. 1. Steve is the son of Yardmaster Roger Voboril and he has worked for the Milwaukee Road while attending Marquette University, where he will be graduated this December.



JANKE-GANNON. Joni Janke, daughter of Milwaukee, Wis., Shops Stockman Herman Janke (left) was married to Tom Gannon, son of Conductor Tom Gannon (second from right) on Nov. 23 in Milwaukee. Also shown is Gary Gannon, clerk at the Muskego Yard. Joni's grandfather was a railroad employee who retired in 1961, and Tom's grandfather was a conductor for 28 years.



The Milwaukee, Wis., Freight Shop lost four seasoned men on Jan. 3 with the retirements of (left to right) Carman Welder Charlie Shanahan, Carman Welder John Deglman, Carman Welder Clarence "Pickles" Duchrow and Carman Joe Biksacky.



John Motola, son of Milwaukee, Wis., Shops Chauffeur Frank Motola, received the highest state medal available to older 4-H members recently. He was presented the award during an honor banquet.

Milwaukee Shops

Car Department

Pat Hoye, Correspondent

Leo Kuokkanen ended a 46-year career on Feb. 3. He was foreman in the Wood Mill when he retired. Leo hired out with the Milwaukee Road in 1928 and he has handled supervisory assignments since 1945. He has been a foreman in the Freight Shop, Carpenter Shop, Cabinet Shop, Milwaukee Coach Yard and Milwaukee Terminal. He has been Wood Mill foreman since 1966.

Leo is taking a trip to Scotland in June and will play at the famous golf courses in that country. Leo's hobby is golf, and as everyone in the Shops knows, he is a very good golfer. Have an enjoyable trip, Leo; and from me to you, personally, have a wonderful retirement!

A. J. McKissick has a son to be proud of. A senior at Drake University in Des Moines, Iowa, Terry McKissick is a member of the basketball team and is doing an outstanding job for his school. He is strong in rebounding and as a field goal shooter, and is one of the best scorers on the team. Terry has been called the "man of the hour" by the local press because of some of his performances during this season. It is certain that Terry McKissick's name will be remembered by Des Moines and Drake University sports fans for many years to come.

Terry plans to become a teacher and has been practice teaching this year in Des Moines. His father is a blacksmith welder in the Freight Shop and Terry is known to employees there, as he has worked in the Freight Shop during the summer.

Nov. 1 was the date of retirement for Anton Zabroda, carman welder in the Freight Shop. His service began in 1955. His retirement plans include a trip to Texas. Since leaving the railroad, Anton and his wife have moved to Racine, Wis. Their address is 2044 Dean Boulevard.

Sympathy was extended to Don Murphy, Freight Shop foreman, on the death of his mother-in-law, Mrs. Lillian Barrett, who died on Dec. 26 in Davenport, Iowa. Mrs. Barrett's husband, Clarence Barrett, was superintendent of the Car Department at the time of his death in 1958.

Adam Hartung, carman welder in the Forge Shop, retired on Dec. 31. He started with the Milwaukee Road in 1934, giving him more than 40 years of service. Adam's future plans include trips to California, Arizona and Florida to visit relatives. He and his wife reside at 3328 North 85 St., Milwaukee.

The following men retired during the month of January:

John Randolph, carman in the Freight Shop, with 22 years of service.

Norbert Jablonski, blacksmith welder in the Forge Shop, with 39 years of service.

Stanley Hodorowski, chauffeur in the Forge Shop, with 38 years of service.

Harry Popek, carman welder in the Forge Shop, with 45 years of service.

Sylvester Walendowski, blacksmith in the Forge Shop, with 38 years of service.

John Deglman, carman welder in the Freight Shop, with 45 years of service.

Clarence Duchrow, carman welder in the Freight Shop, with 38 years of service.

Joseph Biksacky, carman in the Freight Shop, with 46 years of service.

Charles Shanahan, carman welder in the Freight Shop, with 38 years of service.

Peter Haag, carman in the Wood Mill, with 46 years of service.

Arthur Hoffmann, carman in the Wood Mill, with 46 years of service.

Chester Waszak, carman in the Forge Shop, with 38 years of service.

The Passenger Shop Wood Mill was the scene of the retirements of Carmen Art Hoffman (second from left) and Pete Haag on Jan. 3. Wishing them well are General Foreman Jerry Wendt (left) and Foreman Leo Kuokkanen (right). Leo retired on Jan. 31.



Retiring Carman Chester Waszak (left) receives his last paycheck as an active employee in the Forge Shop in Milwaukee, Wis., from Assistant Foreman Joe Prelec. Chester retired on Jan. 15.



Time Revisor Fred Robbins (right) is congratulated on his retirement in January by Milwaukee Division Superintendent Norm H. McKegney.

Jan. 3 was the last day for Blacksmith Welder Norb Jablonski (left) and Chauffeur Stan Hodorowski (right). Both retired at the Milwaukee, Wis., Forge Shop and are shown being congratulated by General Foreman Ray Baum.



Roundhouse Foreman Siggie Powalisz (left) is congratulated on his retirement at the Milwaukee, Wis., Shops by Assistant Manager of Material Jerry Johannes. Siggie retired on Jan. 3 and worked for the railroad since 1936.

District Material Office

Sharon Fryjoff, Correspondent

Sympathy was extended to District Material Manager Robert R. Metzfeld on the death of his brother on Feb. 13.

The stork has been busy in Milwaukee, making deliveries of baby boys. Mr. and Mrs. Frank Parisi announced the arrival of their son Anthony on Feb. 2. On Valentine's Day Steven Daniel arrived to proud parents Mr. and Mrs. Daniel Wolf. Frank is a storehelper and Daniel is a chauffeur.

Get-well wishes were extended to Check Clerk Vernon Fobes who at this writing was hospitalized.

Kathy Bergman has been appointed secretary to Manager of Material E. F. Volkman, replacing Lyn Johnson who has become a full-time mother to Shayne Tyler, born in October to Lyn and Roger.

Jim Hansen has been appointed chief treatment inspector, replacing Louie Johnson who recently retired.

Women's Club

Milwaukee Chapter

Mrs. John Farence, Correspondent

Herman A. Reuter, husband of our president Mrs. Leona Reuter, died on Feb. 14 at the age of 79. He retired in 1960 as patternmaker in the car shops after 47 years of service. He was a member of the Brotherhood of Railway Carmen, Veteran Employees' Club, BARE, Veteran Diners Club, Senior Old Timers Bowling League and the Eagles Club, where he bowled and swam weekly until recently. Services were held at Old St. Mary's Church in Milwaukee and burial was at Pinegrove Cemetery at Wausau, Wis. Besides his widow Leona, he is survived by a daughter Geraldine Schommer and twin sons James and John.

Sympathy was also extended to Mrs. William Kannenberg and Mrs. Eldren LaRose on the deaths of their husbands, and to the families of members Hazel Hinebaugh and Hattie Trost. January and February also took its toll among our members including Mrs. Laura Meier and charter members, Miss Irma Knoll and Mrs. Anna Masar, both former employees.

Recuperating are Ann Ludington, Caroline James and Laura Kiefer.

Thank you notes for remembrances were acknowledged by Anna Baumgartner, Alma O'Gar, Laura Kiefer, Tillie Brost, Caroline James and Emily Fredricks. We received a thank-you and letter on the progress of Tim Fleming, whom we remembered at Christmas.

Passenger Station and Muskego Yard

Beverly Radtke, Correspondent

The following news is from Switchman Tom Malone:

Engineer George Duncan and Switchman Gordon Bourassa are managing the Hiawatha Bowling Tournament this year, which began Apr. 5 in Milwaukee.

William Sladek, a switchman for the last 28 years, has just served his one-millionth cup of coffee in the West Yard. He's another Milwaukee Road worker who is always helping others.

Jim Rewolinske, a young switchman, is now a Milwaukee Road yardmaster.

Donald Hasseldek has taken on the responsibility of afternoon general yardmaster.

I met Jack Schmitz, switch tender, who retired last September. Jack held key positions at Five Rings and the Cut Off for many years. His home overlooks the Valley and he enjoys watching our new "Piggy Packer" from his fourth floor window.



Yardmen George Stark, Howard Isleb, Norm Riechertz and Ernie Rozkalns have retired since the first of the year. They are all invited to attend any of our union meetings that are held the third Tuesday of every month. We would like to hear from them.

Switchman Russell Heaton has helped many young switchmen get started on the Milwaukee Road. Switchman Junior Scott trains them for three weeks and Russell takes them out on their student trips, both switchwomen and men.

Engineer William Dwyer died recently at the age of 49. He was a third generation of enginemen for the Milwaukee Road. Everyone in the Terminal expresses their sympathy.



Muskego Yard Cabooseman Anton Eckert (right) is congratulated on his retirement by Milwaukee Division Superintendent Norm H. McKegney. Anton retired on Jan. 17 with 23 years of service.

Web Wohlers retired as roadmaster at Perry, Iowa, in July after 46 years with the Milwaukee Road.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Roadmaster L. W. (Web) Wohlers retired in July after 46 years of service. He hired out as a section laborer on the D&I 2nd District at New Albin in 1928. He became foreman in 1936, and general foreman on gangs in 1942. In 1947 he became roadmaster at Rockwell City, Iowa, and was transferred to Perry, Iowa.

Web and Mrs. Wohlers reside at 515 South Third St., Perry, Iowa. However, they have purchased a home in New Albin and will be moving there in summer. Their plans include doing a lot of fishing on the Mississippi River.

Retired locomotive engineer Frank Johnson, 99, died recently at Perry. He is survived by his widow, two stepchildren and three grandchildren. Sympathy was extended to his family.

Engineer Mick Moolick was a patient at the Iowa Lutheran Hospital in Des Moines, Iowa, and Engineer Earl Green is recovering following surgery at Green County Hospital. We wish them both speedy recoveries.

Funeral services were held in Perry recently for Ora M. Delany, who died on Dec. 21. Mrs. Delany was the daughter of the late Frank Bean, retired sta-



Iowa Division Conductor Spinner Starks (center) is congratulated on his retirement by his wife and Assistant Superintendent L. F. Shanahan. Spinner retired on Jan. 5 with 33 years of service.

tion agent. Survivors include a son and daughter.

Mr. and Mrs. Curtis Rumley of Dawson are the parents of a son born on Jan. 22. Grandparents are Engineer and Mrs. Ernest Rumley of Perry.

Services were held in Perry for Mrs. Pearl Johnson, widow of Brakeman Clarence R. Johnson. She died on Jan. 15.

New residents of Perry are Assistant Time Reviser and Mrs. Greg Pingel, who moved here from Cedar Rapids, Iowa.

A flower cart was donated to the Dallas County Hospital in the memory of Mrs. Pearl Prowse, wife of retired call boy Charles Prowse. The gift was made by their children.

Eugene H. Ottaway, section foreman at Marquette, Iowa, retired Feb. 24 after 49 years of service. Eugene comes from a long line of Milwaukee Road employees. His father, two brothers, several uncles and cousins were railroad men. His son, son-in-law, and two grandsons are now working for the Milwaukee Road. Gene plans on fishing, hunting and enjoying his retirement on his "Valley O" Ranch. His fellow workmen join his family in wishing him a long and happy retirement.

Marion Trainman Jon R. Cameron was married to Debbie Smith on Dec. 21 at Ottumwa, Iowa. Following a two week trip to Florida and Jamaica, the couple will make their home in Iowa City where Debbie is a senior at the university.

January, 1975, seems to be a popular month to retire. The following employees are starting the new year right, and we wish them all happy retirements:

Iowa Division Conductor Clinton J. Gregerson retired on Jan. 5 after 39 years of service with the Milwaukee

Road. He worked much of the time between Savanna and Perry. Mr. and Mrs. Gregerson reside at 1607 Ontario Ave., Savanna.

Bob Moore, rate clerk at Cedar Rapids, Iowa, was honored on Jan. 17 at a retirement coffee at the Freight Office. Bob retired Jan. 1 after 25 years of service with the Milwaukee Road. Bob started his railroad career on a bridge gang between Belle Plaine and Mason City, Iowa, with the C&NW Railroad in 1935. In 1949 he started work on a bridge gang with the Milwaukee Road at Marion. In 1958 he became a baggageman at Marion and held positions as ticket clerk and claim clerk before becoming rate clerk at Cedar Rapids. Bob and his wife Ruth are enjoying an extended vacation in California.

Conductor E. I. (Spinner) Starks retired on Jan. 6 after 34 years of service in freight and passenger service at Marion and Savanna. Spinner made his last trip on No. 220 on Jan. 5-6. He and Mrs. Starks reside at 310 C Ave., Apt. A-3, Hiawatha, Iowa 52233, and have plans to do some travelling in the near future.



Iowa Division Conductor Clinton J. Gregerson (left) is congratulated on his retirement on Jan. 6 by Safety Engineer L. F. Wickler at Savanna, Ill.



Chicago Division Engineer William G. Meier (left) receives a safety award tie tac pin from Safety Engineer L. F. Wickler. William retired at Nahant Yard in Iowa, ending a career of 31 years without an injury of any kind. In addition, he retired with a perfect discipline record.

Sectionman Paul E. Rion retired in January. He started working for the Milwaukee Road in 1941 on the Springville section. He also worked at Paralta and Marion during his 34 years of service. Mr. and Mrs. Rion both enjoy camping and fishing. They make their home near Whittier, Rural Route 1, Springville, Iowa.

Engineer C. C. Vodenik retired on Jan. 6 after working 32 years. He started as a fireman in 1943 and was promoted to Engineer in 1957. He and Mrs. Vodenik reside at 1615 Dewey, Perry, Iowa 50220.

Office of Manager Equipment Accounting

Kitty Capoccia, Correspondent

Newcomers to our office are Jackie Hora, Arlene Sodini and Cindy Anderson.

On Saturday, Feb. 22, the Annual MEA Bowling Tournament was held at Holiday Bowl. This year's winners are Curt Coty, for Men's Best Handicap, and Gloria Piorek, for Ladies' Best Handicap. Each received a trophy and a new bowling ball and bag. Maureen Findley had the Ladies' Best Handicap for this office.

Welcome back to Joan Magnuszewski, who returned from her leave of absence.

Betty Bridges is undergoing surgery soon, and Jim Kurtz is on sick leave.

The Union Station Open Golf Tournament will be held on May 24 at Antioch Country Club. Leaflets concerning the outing will be distributed soon.

Chicago Division

Galewood

Eleanor P. Mahoney, Correspondent

Irene S. Dumanowski retired on Jan. 24. Her railroad service, starting in 1944, lasted 30 years and two months. Irene worked many miscellaneous positions during the first 15 years, but the last 15 years were spent in the Car Record Department on various positions. She was working as reclaim clerk upon her retirement.

Irene and her husband Casimir Dumanowski, a dentist on the Northwest side of Chicago, will continue to reside here and "Cas" will continue his practice. They have a daughter Elaine Gnarra, who is Director of the Board of Health of Cincinnati, Ohio, and son-in-law David is a doctor practicing in Cincinnati.

Irene was known here as "the little ole coffee maker" for many years and was always a willing helper with Christmas and retirement celebrations. A monetary gift from all her co-workers was presented.

Mike Kalasmiki, son of Agent Joseph P. Kalasmiki, made his debut on television Feb. 22 when he led the Addison Trail Blazers in scoring points (16) against East Leyden. They lost in the last quarter but they still have a good chance to be in the Class AA Championships. Mike is a 6'3" guard and is a third-year varsity player.



Irene Dumanowski, who retired on Jan. 24 from the Galewood, Ill., Agent's Office, is shown here with Assistant Agent Conrad Wencka (left), Chief Clerk Ray Bishop (second from right) and Agent Joseph P. Kalasmiki.

Engineer Bud Winkler (center) retired on Feb. 28 after more than 46 years on the D&I and Chicago Divisions. With him are L. F. Shanahan, assistant superintendent, and A. J. Cini, district regional road foreman of engines, both of Savanna, Ill. Bud and his wife Erma will continue to make their home in Savanna.



Sympathy was extended to the family of Harry Weinert who died on Feb. 24. Harry was a per diem clerk at Galewood and retired in 1971 after 31 years of service.

Demurrage Clerk Glen Stark just returned from a vacation in Australia, New Zealand and Hawaii. He spent most of his time along the Eastern and Southern Coasts of Australia.

Ted Zielen, rate clerk in the Regional Office, became a grandpa on Dec. 17 when Michelle Lynn was born to Valerie and Steve Smialek.



On hand to say good-bye to retiring Yard Foreman J. S. Trousdale (second from left) are Assistant Superintendent L. F. Shanahan (left) and (left to right) Yard Engineer J. J. Mizlo and Yard Helpers G. R. Bennett and T. F. Robbe. Mr. Trousdale put in his last day at Savanna, Ill., on Aug. 9. Mr. and Mrs. Trousdale will continue to live in Savanna.



District Safety Engineer L. F. Wickler (right) congratulates Savanna, Ill., Yard Switchman Harold Eisenbise who retired on Jan. 31 with 33 years of service. Mr. and Mrs. Eisenbise will continue to make their home in Lanark, Ill.



Chicago Division Switchman Wilbur F. Mowery (left) and Engineer Earl C. Varner retired on Jan. 3.

Roberta Camille Zahn, daughter of Mr. & Mrs. Robert E. Zahn, became the bride of Paul Michael Mosse on Jan. 26. Ann Zahn is a clerk in the Regional Data Office. The ceremony took place in Christ English Lutheran Church. Ann came directly from the hospital and was in a wheelchair. Reception for about 150 relatives and friends was held at the Ferrara Manor on North Ave. The couple honeymooned in Las Vegas and is now at home in River Grove, Ill.

Since her daughter's wedding, Ann Zahn has been released from the hospital and she hopes she won't be too long recuperating as she is looking forward to returning to work.



ZAHN-MOSSE. Roberta Camille Zahn, daughter of Mr. and Mrs. Robert Zahn, was married to Paul Michael Mosse on Jan. 26. Mrs. Zahn is a clerk in the Galewood, Ill., Regional Data Office.

Mike Komar was welcomed back after his sick leave. Mike is a machine operator clerk and was glad to be back on the job.

Vern Kluck, assistant regional data manager, and his wife Janice celebrated their 9th wedding anniversary on March 16.

APRIL, 1975

Nate Abrams, cashier in the Regional Data Office, celebrated his 50th year of service with the Milwaukee Road when his co-workers surprised him on Jan. 16 with a party. Although taken by surprise he managed to make an eloquent speech recalling the "good ole days". Nate says he will retire from service in April to live in Miami Beach, Fla.

Nate is now the youngest veteran with 50 years of service, and the last to be able to build up 50 years of service.

Bensenville

Delores Barton, Correspondent
Office of the Superintendent

Assistant Division Engineer Del Paeske retired after 31 years of service. He was honored at a retirement party held at Mr. Dukes in Wood Dale, Ill., on Nov. 23. He retired on Jan. 1.

Assistant Engineer Vaughn L. Stone was promoted to the position of assistant division engineer on Jan. 1.

New employees in the Division Engineer's Office include Tom Benson, from the Aberdeen Division, and Stewart Mitchell, a new employee.

Sympathy was extended to the family of Steno-Clerk Jane Quinn who died on Aug. 16 in San Jacinto, Cal., after a long illness.



Mr. and Mrs. Ralph Vanella celebrated their 50th wedding anniversary on Jan. 14, and their daughter and son-in-law, Mr. and Mrs. Joseph Kratochvil celebrated their 25th anniversary on the same day. Both couples live in Mountain Home, Ark. Mr. Vanella worked for the Milwaukee Road for 45 years before retiring in 1966 at Bensenville, Ill. Mr. Kratochvil was a fireman in the Bensenville Yards for 12 years before moving to Arkansas. The couples celebrated the event with a renewal of wedding vows followed by an open house for 65 guests. Mrs. Vanella is the former executive secretary general of the Milwaukee Road Women's Club General Governing Board. She served on the Board for 27 years.



Retired Engineer and Mrs. Gordon A. Ray of Elmwood Park, Ill., celebrated their 50th wedding anniversary on Nov. 24. After a Sunday church service they were hosted at a dinner party by their daughter and son-in-law, Mr. and Mrs. Jack Jordal, at the Continental Plaza Hotel in Chicago. Gordon started work with the Milwaukee Road at Galewood, Ill., in 1923 and retired in 1967. Mr. and Mrs. Ray are shown in 1969.



NADROWSKI-KOZIOL. Bensenville, Ill., Yard Clerk Phillip E. Koziol was married to Sharon Ann Nadrowski on Dec. 28. The marriage was held at St. Ladislaus Church in Chicago, Ill., and the couple live in River Grove, Ill.



Retired Brakeman and Mrs. Bert Bush of Wood Dale, Ill., celebrated their 50th wedding anniversary with a renewal of marriage vows and a reception-dinner given by their children in Villa Park, Ill. The couple met at a bakery in Bellevue, Iowa, where Mrs. Bush worked as a clerk. They were married on Sep. 18, 1924. The Bushes have five children, 27 grandchildren and two great-grandchildren.



Take Stock in America Bond Drive Starts May 12

This year's U. S. Savings Bond Drive will be conducted systemwide between May 12 and June 6. Once again, the goal will be to enroll at least one out of every two employees not now enrolled in the Payroll Savings Plan and to have at least one out of every two employees who are now participating, increase their monthly allotments.

The 1974 Drive showed that a majority of Milwaukee employees supported the Payroll Savings Plan. Pre-campaign employee participation was 61 per cent. At the conclusion of the campaign, 70 per cent of Milwaukee employees were having regular deductions taken from their paychecks. This gave the Milwaukee Road the highest employee participation rate in the railroad industry for the second year in a row. In addition, it ranked the railroad as the highest major company headquartered in the state of Illinois as far as employee participation is concerned.

Series E Bonds now earn a full 6 per cent interest when held to maturity of only five years and can be extended for another ten years with the prevailing 6 per cent interest rate being the minimum guaranteed for the extension period. This interest is exempt from state or local income and personal property tax. While subject to Federal tax, interest earned may be deferred until the Bond is cashed or reaches its final maturity.

Should a bond holder require emergency funds prior to maturity date of the Bonds, they may be redeemed for full purchase price, plus accumulated interest, any time after two months from issue date. Retention, however, not redemption, makes the Payroll Savings Plan really worthwhile!

"Take stock in your future—while taking stock in America!" You can do this for as little as five dollars a month. Sign up in the automatic Payroll Savings Plan during the 1975 U. S. Savings Bond Drive.

Everybody has something they want to save for. Added income during retirement, a college fund for your children, the down payment on a home or car, or, perhaps, just a nest egg for a rainy day.

We don't always move as fast or do as much as we thought we would in planning our savings and, often, before we know it, the time when we could really use the money is right on top of us. The nice thing about buying Bonds is that you don't have to delay those plans until tomorrow. You can start saving now. The Payroll Savings Plan is automatic. You don't have to go to the bank or the savings and loan office and stand in line to make a deposit. Your "installment plan savings" are put aside for Bonds regularly.

More than ten million Americans have entered into this partnership with our country. If you are not already signed up, ask your co-workers who are. They can tell you how convenient and painless Payroll Savings are. They can also tell you how quickly even a *modest* Bond allotment starts to add up.

MAKE IT EASY ON YOURSELF

Another nice thing about Payroll Savings—you don't have to have a minimum of \$50 or \$100 to start. You don't even have to sign up for a Bond a month. You can start your savings plan for as little as five dollars a month.

Of course, the advantages are similar if you are already signed up. By increasing your allotment even a small amount, you can see your savings grow faster.

This chart shows how quickly that growth takes place.

HOW YOUR SERIES E SAVINGS BONDS GROW

And you will have

| Save Each Month | 1 yr. | 3 yrs. | 5 yrs. | 15 yrs. |
|-----------------|-------|--------|--------|----------|
| \$ 6.25 | \$ 76 | \$ 239 | \$ 420 | \$ 1,774 |
| 7.50 | 91 | 286 | 504 | 2,129 |
| 12.50 | 151 | 477 | 840 | 3,548 |
| 18.75 | 228 | 719 | 1,266 | 5,349 |
| 25.00 | 304 | 957 | 1,686 | 7,123 |
| 37.50 | 456 | 1,438 | 2,532 | 10,699 |
| 56.25 | 684 | 2,156 | 3,799 | 16,048 |
| 75.00 | 912 | 2,875 | 5,065 | 21,397 |

* Assuming an interest rate of 6% if held for 5 years and 6% per annum compounded semiannually thereafter. (The interest rate on new issues of Savings Bonds is subject to continuous review and may be increased or decreased in accordance with changes in economic and financial conditions).



R. P. Lawrence (second from left), general foreman at the Bensenville Diesel House, was promoted to assistant master mechanic at Western Ave. in Chicago. Diesel House employees presented him with an onyx desk set and cash gift on Jan. 24. Shown here, left to right, are Foreman H. Azzi, R. P. Lawrence, General Foreman Ralph Hagemo, Electrical Foreman Ralph Hoeft, Material Manager Carl Krafft, Material Manager Roger Miller and District Master Mechanic J. H. Kervin.



Switchboard Operator Rose Heffernan retired on Jan. 31, ending railroad service which began in 1956. With her on her last day at Chicago's Union Station is System Telephone Supervisor Edward Lidstrom.

Track Inspector Frank R. Barberio (center) of the Chicago track department retired on Feb. 7 with 40 years of service. With Frank on his last run from Tower B-17 at Bensenville, Ill., to Western Ave. are R. T. Pearson (right), division engineer, and R. E. Palmer, roadmaster. Frank and his wife Kay will spend their retirement in Chicago.



Mr. and Mrs. Del Paeske are shown at Del's retirement party in Wood Dale, Ill. Del retired recently as assistant division engineer at Bensenville, Ill.



Crane Operator LaDue E. Harrison (left) is shown here with Assistant Engineer Gerry Stanton at the Division Engineer's Office in Bensenville, Ill. Mr. Harrison retired from the 3rd District on Jan. 7, ending a career that began in 1936.



Howard Beckler (right), chief clerk in the Transportation Department in Chicago, Ill., receives congratulations from Bruce Cederholm, superintendent of transportation, at an office party honoring Howard's Jan. 31 retirement. His career began in 1935 when he was a train clerk at the Muskego Yard in Milwaukee, Wis. He came to Chicago as a clerk in 1937. He worked in the Transportation Department as a car distributor, passenger car distributor, special assignment clerk and, in 1966, became chief clerk. Howard and his wife reside in Mundelein, Ill.



Chester C. Dilley (right), director of public relations and advertising, was honored at a retirement luncheon on Jan. 24 at the Metropolitan Club in Chicago, Ill. William J. Quinn (second from right), chairman of the board, and Worthington L. Smith (left), president, were hosts. Curtiss E. Crippen, (second from left), railroad director and retired Milwaukee Road president, also attended the luncheon. Mr. Dilley retired on Feb. 1, ending 47 years of service. A native of Minnesota, he joined the railroad in the city ticket office in Minneapolis. He held various positions in the Freight Traffic and Passenger Traffic Departments until 1966, when he became director of public relations and advertising and continued as general manager of passenger services. Wallace W. Abbey succeeds Mr. Dilley in the newly-created position of director of corporate communications. Mr. Dilley and his wife, Carolyn, will continue to make their home in Glenview, Ill.



Teletype Operator Esther Foy (foreground) retired at the Chicago Union Station Communications Relay Office on Jan. 31. With her are co-workers Niel Monroe, office manager; Tom Byers, lineman; Mervin Nimbar, system relay supervisor; Nyla Weinzatl, operator; Lionel Broome, chief operator; Ann Harvey, traffic chief; Marina Harris, operator, and Don Daly, operator. Esther retired with 20 years of service. She will continue to live in Lake Villa, Ill.



A. J. Corbett (right), acting Superintendent of the Sleeping and Dining Car Department in Chicago, Ill., is congratulated on his Jan. 3 retirement by William R. Jones, director of passenger services. Mr. Corbett started in the department as a parlor car conductor in 1946 and was promoted to dining car inspector in 1954. He became chief inspector in 1965 and acting superintendent in 1973.

Office of Manager Disbursement Accounting

Frani Field, Correspondent

Buddy Moore of the Disbursement Accounting office was married on Dec. 28.

Harry Ciesinski, a clerk in this office, died recently. He was on disability retirement.

Sympathy was extended to Loretta Rzepka on the death of her father.

Dolly Scholtes and Esther Golden were welcomed back after being on sick leave.

On Dec. 24 Helen Buschick, former clerk in this office, came to visit.

On Feb. 10 your correspondent was declared winner of the TV set from Bare Necessities, a shop located on the main floor of Union Station in Chicago.



Mr. and Mrs. Herbert W. Kirch celebrated their 50th wedding anniversary recently at a party attended by 76 friends and co-workers. Herbert retired in 1965 as assistant general freight claim agent in Chicago, Ill., ending a career that began in 1916. Mr. and Mrs. Kirch live at 2952 N. Marmora Ave., Chicago, Ill. 60634.

Joint Facility Accounting

Mary I. Mitchell, Correspondent

New people in our office are Barbara Guy, Gates Schero, Karen Klaczynski and Mide Dragisic.

A girl, Sandra Lee, was born to Lois and Lee Skwierczynski on Dec. 2.

Gates and Marie Schero were married on Dec. 7. An office party was held for the bride and groom.



KNACK-LANE. Cindy Knack was married to Robert Lane on Oct. 5 at Trinity Lutheran Church in Long Lake, Ill. Cindy and Robert are clerks in the Joint Facility Accounting Office in Chicago, Ill. The reception was held in at the Lindenhurst Civic Center and the couple honeymooned in Acapulco. They live in Grays Lake, Ill.

Engineering Department

Retired Assistant Engineer Rudolph Johnson, 90, died in Yuma, Ariz., in August. He retired in 1950 from the bridge department.



Mrs. Loretta Hipsley West retired as a statistician in the office of Superintendent of Safety on Nov. 30.



Judi Kijewski, secretary to Assistant in the Chicago, Ill., Engineering Department office, slices the cake at her Jan. 31 baby shower.

Superintendent of Safety

Dorothy Kentner, Correspondent

Denise Michels, statistician in the Office of Superintendent of Safety at Chicago, became the bride of Danny Siebold on Oct. 12 at the Church of the Brethren. A reception was held at the Blue Moon Restaurant. They presently reside at Barrington Lakes, Hoffman Estates, Ill.

Mrs. Loretta Hipsley West, statistician and former agent on the C&M Division, retired on Nov. 30 after 23 years of service. Loretta's father was agent at Northbrook, Ill., for 45 years and her brother Richard is agent at Libertyville, Ill.



Cleveland, Ohio, Sales Representative Orv Glass (right) is presented with an album of calling cards from business friends by District Manager-Sales William R. Hayghe. Orv retired in January after more than 41 years of service with the Milwaukee Road. He was also presented with a blue blazer with Milwaukee Road conductor buttons. Orv started his career in the Passenger Department in Milwaukee, Wis., in 1933. In 1953 he was appointed city passenger agent at Cleveland and transferred to freight sales in 1960.

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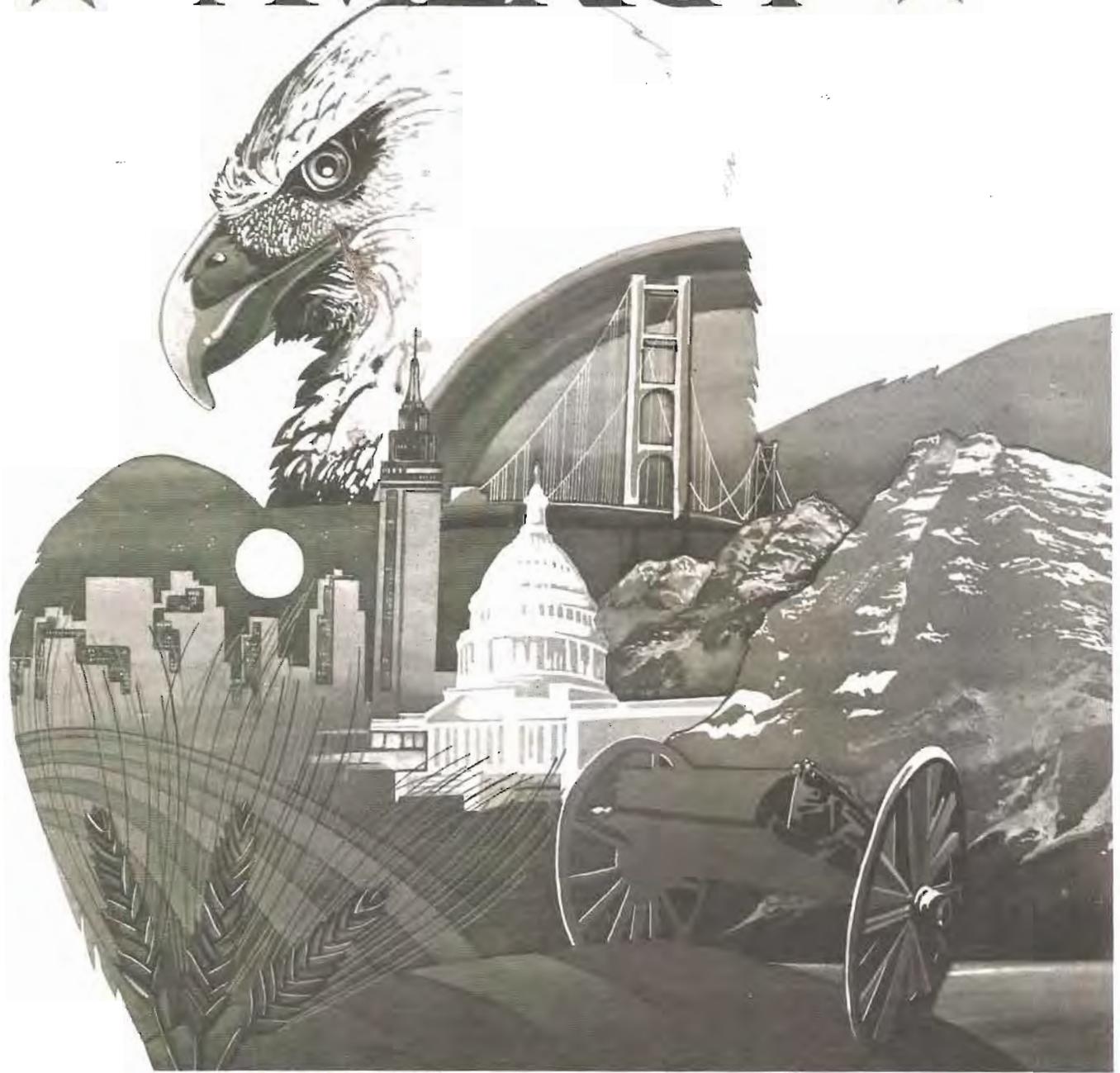
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