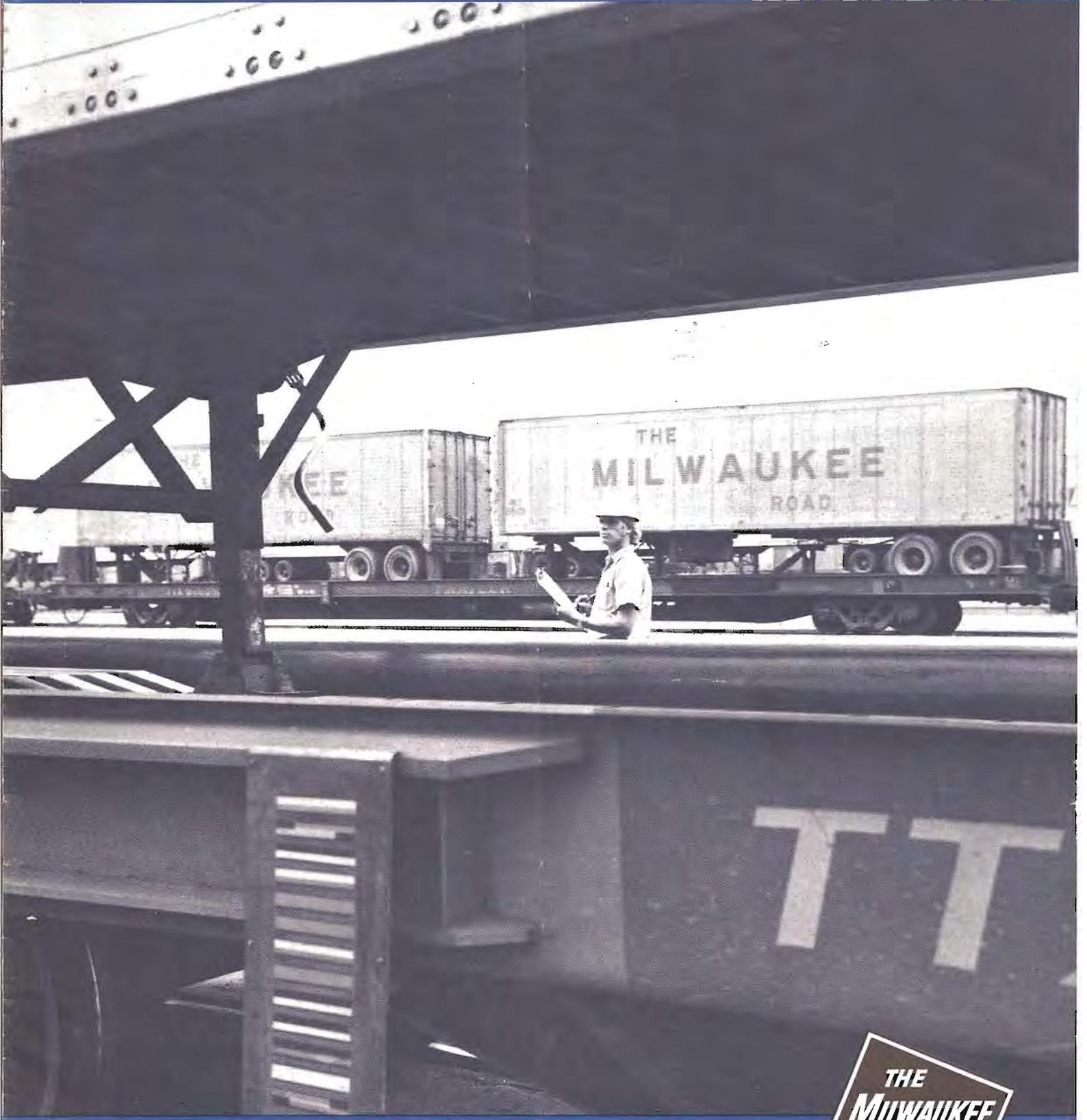


THE MILWAUKEE ROAD MAGAZINE



AUGUST, 1975

THE
MILWAUKEE
ROAD

THE MAIN LINE

Soviet wheat

Traffic Department personnel are very optimistic about the effect recent wheat sales to the Soviet Union will have on the Milwaukee's revenue picture. Because this grain will not be shipped until after summer, its impact will not be fully experienced until well into the fourth quarter of the year. No one is predicting exactly what our share of this movement will be, but current estimates are that it will be substantial.

Additional traffic also may be generated by the Japanese agreement to buy 14 million tons or more of American grain and soybeans annually for the next three years. This action gives us the potential to expand our long-haul movement from interior grain growing areas to various Pacific Northwest ports for export.

Water/rail run

Since spring the Milwaukee has been moving newsprint and some wood pulp from Thunder Bay, Ont. in a water/rail operation. Traffic originates at the Great Lakes Paper Co. plant where loaded freight cars are placed on a specially designed ship for movement across Lake Superior to Superior, Wis. From there the cars move on our tracks, newsprint going mainly to the Milwaukee Journal at Milwaukee and other cargo to Madison and Green Bay, Wis. and Davenport, Dubuque and Clinton, Ia. We provide sixty 50-ft. cushion-underframe box cars for this service, which averages about two loaded trips a month and cuts five to seven days off the turnaround time of an all-rail operation.

Fuel cuts

Due to heating oil and natural gas availabilities and increased costs, the Engineering and Mechanical departments are conducting a study of fuel uses at all major shop and terminal facilities. Recommendations being prepared at each site include not heating some buildings, spending operating and capital dollars for improvement of existing heating plants and installation of proper insulation.

Because of today's tight budget situation, it is vital that the railroad eliminates fuel inefficiencies to get maximum use from its fuel dollars. Most recommendations generated by this study will be implemented before start of the upcoming heating season.

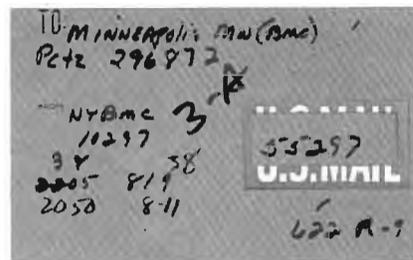
The cost of diesel fuel continues to soar. At last report, the railroad was paying nearly three times as much for a gallon as it did in 1972. Current price is in the vicinity of about 30¢ a gallon — up from 11¢ three years ago. Average price was 20¢ in 1973, 29¢ last year.

Iowa line improvements

Maintenance-of-way forces are upgrading the 101-mile line between Herndon and Spencer in Iowa, continuing a four-year project begun in 1974. Initial estimates called for an investment of \$2 million for the project, with the state of Iowa and the Milwaukee each contributing \$800,000 and shippers along the line \$400,000. Because of increased material and labor costs, these estimates have been revised, with additional revisions made because work originally scheduled for the third and fourth years will be undertaken this year.

To meet the necessary additional cash input, Iowa recently agreed to provide another \$790,000 and the railroad will match that sum by setting aside \$25 of the revenue from each car loaded on a specified portion of the line. This money will be used only for the rehabilitation of our branch lines in Iowa — all work sites to be jointly determined by the Milwaukee and the state. Work now scheduled consists of replacing eight miles of 65-pound rail with 85-pound rail, installation of nearly 25,000 crossties, ballasting and resurfacing.

The mail is back— long may it ride...



U.S. Postal Service awards Milwaukee Road three high-volume contracts that involve rail/piggyback service in 16 states

Tom Haben, our manager of Government traffic, acknowledges that things often get worse before they get better. In the case of how much U. S. Mail we handle, he remembers a time when things got steadily worse. He also knows this trend now has been reversed, with indications that things will get better—much better.

In 1967 we earned about \$10 million in mail revenues, a record year. But by 1974 that income had dropped some 90% to little more than \$1 million. The current reversal suggests a possibility that

Hitcher John Thielenhouse directs overhead crane operator as trailer of mail is hoisted onto flat car for out-bound movement.



by the end of 1976 the Milwaukee's mail revenues will equal those of 1967.

Cause for this optimism is three contracts recently awarded us by the U. S. Postal Service, effective July 1. Under them the Milwaukee is moving a large volume of mail throughout its 16-state service area.

All mail under these contracts is loaded in highway trailers to be carried piggyback by rail. The Milwaukee Motor Transportation Co. (MMTC), our trucking subsidiary, will work closely with the railroad and provide cartage service between local post offices and plant mailing centers and railroad terminals. At the terminals, MMTC will also ramp and de-ramp the piggyback trailers and perform shuttle service to connecting railroads.

From almost the birth of the company's corporate ancestor in 1850, mail has been an important part of our revenue picture. In 1852 when the railroad had less than 200 miles of track, its directors proudly announced purchase of two baggage cars, "With Post Offices and all modern improvements." By 1870 the railroad was earning nearly \$100,000 a year helping Uncle Sam deliver the mail.

Perhaps the most important event in the history of the railroad's mail service took place on March 13, 1884, with inauguration of a 'fast mail' train between Chicago and Minneapolis/St. Paul. This train, No. 55, carried nothing

but mail. An unusual contract provision of this service was that if the railroad scheduled any train on a faster time over the same route, the Postmaster General could order the 'fast mail' carrier to equal that time. But No. 55 was a high-stepper and the provision was never invoked.

In time, the mail run between the Windy City and the Twin Cities was expanded to two trains daily in each direction. By the 1930s this service accounted for more than half the mail we carried.

Volume and revenues continued to grow. They were especially stimulated after World War II when MMTC began participating in over-the-road as well as piggyback movements of mail.

By record-making 1967, however, changes which gradually had been taking place in traffic patterns began to hurt the Milwaukee's mail revenues.

The first such major change was in the 1950s when the Post Office Department started to move first class and other priority mail by air. This drift from the rails continued as an increasing number of mail contracts were awarded to truck companies.

Another blow occurred during 1967/68 when the Post Office began taking its railway post office cars out of service. These cars had been part of the consist of some of the Milwaukee's crack passenger trains, such as the Copper Country Limited and the Pioneer Limited. In fact, with rail passenger traffic declines after 1945, only



Milwaukee Motor Transportation Co. Piggy Packer boosts up a mail-laden trailer to local cartage firm tractor at Stacy St. Intermodal Yard in Seattle.

mail revenues kept some of these trains solvent. But with removal of post office cars, economic reality had to be faced and the railroad petitioned to withdraw these trains.

The most crippling blow came in 1969 when the Milwaukee lost the profitable Chicago-Twin Cities contract to another railroad. No. 55 and other fast mail trains then became history.

By 1973 mail revenues had shrunk to about \$250,000; nearly 75% of this total came from plant-loaded mail items such as catalogs and direct-mail advertising pieces. Revenue climbed to just over \$1 million during 1974 as a result of successful efforts to attract more of this plant-loaded mail.

The decline was depressing, but the railroad's managers were determined not to allow this once lucrative traffic evaporate. In 1973 Haben was appointed to the newly

created post of manager of government traffic. To get the mail back was one of this office's principal assignments.

The opportunity for a major volume increase—much more than had occurred by 1974—did not come until early this year when the majority of existing railroad mail contracts was due for renewal. Part of the reorganization which saw the old Post Office Department transformed into the U. S. Postal Service was a provision that all mail contracts must be open to bids by any interested parties. In the past, renewals were nearly automatic if the carrier holding the contract had maintained acceptable rates and service.

When the Postal Service called for bids this year, the Milwaukee responded with what figuratively, but accurately, could be called a shotgun approach. We had little to lose and much to gain.

As Haben tells it: "We bid on just about everything—contracts we thought we could get, and some we didn't feel we had a prayer of landing." Outstanding was the special effort made to offer an attractive bid on the high-volume Chicago/St. Paul portion of the existing Chicago to Pacific Northwest contract.

These tactics paid off handsomely. "We didn't get everything we wanted," Haben admits, "but we got a lot more than expected."

Although bidding only on the Chicago-St. Paul run, we were awarded the contract to carry mail between those points as well as between St. Paul and various terminals on the main line route



This westbound load of U. S. Mail leaves unloading ramp at St. Maries yards in Idaho for highway trip to Spokane, Wash. (Photo by St. Maries Gazette Record)

to the Pacific Northwest. Intermediate terminals include Billings and Great Falls, Mont. and Spokane, Wash.

The Milwaukee also was awarded two three-year contracts: 1) to move bulk mail between St. Paul and Milwaukee, Kansas City and Louisville, and between Kan-

Trailer king pin is locked in place on flat car stanchion as train is loaded for movement from Bensenville, Ill.





Hitcher is shown lowering trailer's dolly legs, or landing gear, to keep unit at level heights so that tractor can be backed under it for surface unloading.

sas City and Portland and Seattle; 2) to transport plant-loaded mail between various points within the railroad's service area.

At this time it is difficult to estimate the volume these two contracts will produce, although it is likely that the plant mail contract will generate the most. Much of this traffic will originate at central Iowa locations and move by rail from Perry. An important part of the plant mail contract, though seasonal, will involve movement of federal and state income tax forms from a printing plant at Green Bay, Wis. These familiar documents are usually ready for distribution in December and January.

It is no secret that the Chicago/St. Paul/Pacific Northwest contract will be a major revenue pro-

ducer. Current estimates find it at about 270 loaded trailers each week. Between 50% and 60% of this mail will move only between Chicago and St. Paul; while some of this volume will originate at Chicago, most will be received through interchange with the Penn Central.

The Milwaukee has good track between Chicago and St. Paul, and no trouble is anticipated in keep-

ing schedule. Mail destined for St. Paul will move primarily on trains 211 and 213 from Bensenville.

Mail for points between St. Paul and Seattle will get special treatment. This cargo has been assigned to the railroad's fastest transcontinental freight—201.

To ensure that it stays on schedule and encounters no unnecessary delays, the train consist has been limited to 40 cars. Also, engineering and maintenance-of-way forces have worked to eliminate slow orders on the main line west from St. Paul.

There is good reason for all this attention. The Postal Service awarded the long-haul contract on an emergency basis pending the opening of bulk mail distribution centers at Minneapolis, Denver and Seattle late this year or early in 1976. When these centers are totally operational, the contract will again be open for bids.

"If we can maintain a satisfactory service level between now and the new bidding," Haben notes, "we stand a good chance of getting this contract on a long-term basis." He points out that in awarding mail contracts, the Postal Service considers both the rate quoted by the carrier and its potential for service.

"The Milwaukee Road has done it in the past, and we have the chance to do it again," says Haben.

For now, the mail is back—hopefully to stay.

Cover

Keith G. Gramann, terminal operations supervisor at Bensenville yards of Milwaukee Motor Transportation Co., takes a track lineup of mail train loadings matching trailer and car numbers for location reports to all stations.

Ron F. Yockey (r.), Milwaukee Motor Transportation Co. (MMTC) terminal manager, Bensenville, discusses new mail contracts with Ralph Mancini, MMTC driver.



FROM THE MAGAZINE

60 Years Ago—1915

The remarkable success of the Puget Sound Pioneers' Club and their exceedingly interesting meetings persuades us more than ever that the employes of this system should have a veterans' club or association.

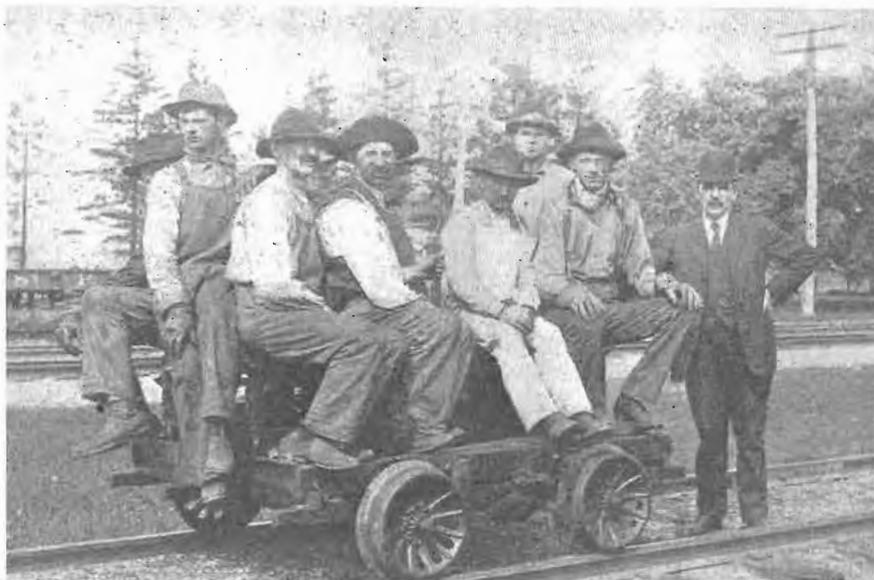
Try adding a leaf of spinach to water in which peas are cooked. They will keep a good color.

Roy Kelley of Southern Minnesota was off for a few days, caused by dropping a piece of iron on his foot. 'Safety First'—move the feet next time.

It took 25 engines to handle the Shriner specials over the Rocky Mountain Division, and they were all handled fine and dandy without any delay.

The superintendent's office force on the Coast Division, with their wives, husbands and sweethearts, hopped on No. 18 Wednesday evening and went to Seattle to see the great Shriners' parade. There was such a large crowd that they all got separated after they got to Seattle, but when they all

Roadmaster Kofmehl and section crew with motor car. The evolution or transformation of the old section hand car to a motor-operated hand car was accomplished in a day on the Illinois Division, 27 cars being put in service at one time in 1909.



met the next morning all looked as though they had had a good time.

Conductor Julius Laurenze of the La Crosse Division, while piloting the motor car for the Western Union repair crew, fell from it and had his foot run over.

30 Years Ago—1945

Sgt. Ray Litka, A.A.F., a prisoner of war in Germany for several months, related some of the adventures he had after his plane was shot down over Germany.

Notice: Tom McShane and Dick Stingle of Chicago will exchange cigarettes with all smokers. Tom wants 'Old Golds' and Dick smokes nothing but 'Luckies.'

The progressive Green Bay Service Club enjoyed its traditional picnic at Bay Beach Park, Sun., July 8.

Faced with the greatest transportation task in history as the re-deployment of troops from Europe to the Asiatic-Pacific theaters of operation grows in volume, the western railroads are working jointly with the army and other government agencies in an effort

to recruit 65,000 civilians for railroad work.

T/Sgt. Stanley O. Jones, former operator at Owatonna, Minn., and T/Sgt. Francis H. Bradash, an operator at Comus, Minn., are now train dispatchers with the 744th Railway Operating Battalion.

The first joint indoor party of the Aberdeen Service Club and the Milwaukee Women's Club was held at the last regular meeting in June at the Eagle's Hall.

10 Years Ago—1965

R. H. Michaels, asst. division engineer, is appointed division engineer of the Twin City Terminals.

The performance of our motive power pool was boosted this summer when 21 new turbo-charged diesel locomotives, each capable of 2500 horsepower, were placed in freight service between Chicago and the North Pacific Coast.

Esther Ray is the new bill and expense clerk in Seattle's regional data office.

Ray Baum, general foreman in the forge shop, landed a walleye 31 inches—repeat, 31 inches—long and weighing over 13 pounds while fishing in Lake Superior.

1966 National Transportation Week Chairman appointed by the board of directors of the Associated Traffic Clubs of America at their July meeting is George H. Kronberg, director of public relations and advertising for the Milwaukee Road.

E. J. Notske, asst. tax commissioner in Seattle, broke into the headlines July 10 by walking away with the top prize at the Seattle Rose Show. Competitors for the outstanding single entry award faced 1,800 to 1 odds.

Traffic Society membership is open to grads, non-grads

For employees interested in high standards of railroad professionalism and expanding their knowledge of the transportation industry, Bill Mullen has a recommendation. Investigate the American Society of Traffic and Transportation (AST&T). "It may hold the key you're seeking to attain these goals," he asserts.

Mullen, director of pricing in the chemicals, fuel and metal products profit center, is a certified member of AST&T, former vice president of its Illinois chapter and 1975/76 president. Also a non-lawyer practitioner before the Interstate Commerce Commission, he was recently admitted to practice before the Federal Maritime Commission.

"The AST&T provides a valuable employee educational tool for the attainment of career professionalism and increased knowledge," he says. "Founded in 1946 and composed of men and women involved in transportation and traffic distribution, the organization works to establish standards of knowledge, technical training, experience, conduct and ethics, and to encourage the attainment of high standards of education and technical training," he notes.

Mullen makes special emphasis that the AST&T does not restrict its membership to college grads; on the contrary, it gives a person who has not had the opportunity

to attend college a chance to obtain recognition, status and advancement in the field of transportation.

To be eligible for membership, a person must have completed two years of study at, or be currently enrolled in, an accredited college or university, or have had five years of increasingly responsible experience in traffic, transportation or physical distribution.

The Society awards sustaining memberships to recognized leaders in the traffic/transportation industry. But the most important of the organization's activities is its examination program leading to certification and the coveted title CM-ASTT (Certified Member—American Society of Traffic and Transportation).

Written examinations for certified membership must be passed in four areas: economics of transportation; traffic, transportation and physical distribution management; management tools and concepts; transportation law and regulation. The research thesis must be prepared on any one of a wide range of transportation topics. Persons who have satisfactorily completed certain college-level courses within a 10-year period will be credited for the first three written exams.

Also, associate membership is granted candidates who have completed one or more of the total five

requirements for certification.

Presently, the AST&T has nearly 3,000 members in 21 chapters throughout the U.S., including about 1,000 who are certified. The Milwaukee Road, and especially the Traffic Dept., is well represented in this group. In addition to Mullen, Tom Pavlini, sr. cost analyst, and Gary O'Neal, marketing analyst, are certified members.

William J. Quinn, chmn. of the brd., is one of the Society's found-



Bill Mullen (r.), dir. of pricing, chemicals, fuel and metal products profit center, presents membership pin to Tom Pavlini, sr. cost analyst, newly certified member of American Society of Traffic and Transportation.

ing members. Sustaining members include Worthington L. Smith, pres., G. H. Kronberg, vice pres.-tfc., G. F. Reynolds, vice pres.-mkt. development and pricing, Marty Garelick, asst. vice pres., mkt. development and pricing.

Richard Burn, dir.-mktg. research, Keith Schniering, mktg. analyst, both of Chicago, and John L. Olson, revising clerk, Minneapolis, and Melvin P. Martin, sales repr., Atlanta, are associate members working toward certification.

"Increased Milwaukee Road participation in the AST&T will benefit both the company and the involved personnel," Mullen states. "And because we would like to see our representation in AST&T membership increase, the Milwaukee will be supportive of anyone interested in working for that goal."

Employees may write AST&T at 547 W. Jackson, Chicago, Ill. 60606. Interested persons also may contact either Garelick or Mullen on ext. 791 at Union Station in Chicago.



FREEDOM TRAIN - USA . . . Actually, Madison, Wis. on Milwaukee Road tracks is the site of this bicentennial exhibit of Americana which, during its run on America through December, 1976 will have occupied our tracks many times and many miles.

RETIREMENTS

Coast Division

George A. Battelson, conductor, Spokane, 1/17.

Thomas A. Bodey, brakeman, Malden, Wash., 1/9.

Coy I. Carter, yardmaster, Seattle, 5/29.

Harry E. Dahl, agent, Enumclaw, Wash., 6/20.

D. G. Ehmer, sales representative, Spokane, 6/30.

Thomas R. Quinn, chief clerk, Tacoma, 6/30.

James Stewart, carman, Othello, Wash., 6/19.

Aberdeen Division

John P. Atanasu, chauffeur, Aberdeen, 7/6.

Warren E. Hocum, conductor, Montevideo, Minn., 6/10.

Joseph J. Minish, baggageman, Aberdeen, 7/5.

Clarence B. Nelson, clerk, Aberdeen, 6/29.

Rocky Mountain Division

Emanuel T. Bickel, conductor, Miles City, Mont., 6/20.

George W. Hledik, section foreman, Ringling, Mont., 6/30.

Conductor Dale Crowell (c.) and wife, Eve, receive gift from co-workers presented by Agent Carl Eby at party in Great Falls. Dale retired after 30 years on the North Montana District.



Honored at a retirement dinner June 26 were Traveling Car Foreman Elmer Gilbertson (l.) and Carman Ambrose Sweeney, both of Miles City.



Gus L. Johnson, stationary engineer, Deer Lodge, Mont., 5/4.

Verne W. Jones, locomotive engineer, Miles City, 6/28.

James F. Ranney, clerk, Three Forks, Mont., 7/4.

F. M. Thomson, general yardmaster, Harlowton, Mont., 7/18.

Floyd D. Trumpower, brakeman, Lewistown, Mont., 6/16.

IM&D Division

Walter Adams, switchman, Sioux Falls, S. D., 7/1.



Don L. Casey (c.), Sioux City storekeeper, is given gift from co-workers upon retirement July 15 after 41 years of service. With him are K. J. Kulk (l.), dist. mgr.-mats., St. Paul, and Mike Francis, car frmn. at Sioux City.

Leonard Dean, engineer, Mason City, Iowa, 6/27.

Darwin M. McKee, conductor, Austin, Minn., 7/8.

H. W. Nolan, conductor, Mason City, 6/20.

Andrew J. Place, conductor, Mitchell, S. D., 7/22.

Iowa Division

Frank Adrian, cashier, Council Bluffs, Ia., 6/30.

James H. Antrim, locomotive engineer, Kansas City, Mo., 5/28.



The section force at Green Island, Ia. are on hand as Foreman Wayne Rohling (c.) receives Comparable Safety Award pin from Safety Engr. L. F. Wickler (4th from r.) on his retirement June 30 after 34 years of service.

Marcella P. Fabricius, chief clerk, Davenport, Ia., 6/30.

Donald L. Henry, car inspector, Cedar Rapids, Ia., 6/27.

E. L. Huffaker, yard clerk, Manilla, Ia., 7/5.

Howard Marquis, machine operator, Washington, Ia., 7/11.



Section Foreman Arnie Ackerman (l.), Delmar, Ia., receives Comparable Safety Award pin from Safety Engr. L. F. Wickler on his retirement June 13 after 47 years service.

John J. Smith, section foreman, Monticello, Ia., 6/27.

Woodrow A. Southard, section foreman, Monticello, 6/27.

J. P. Weiland, roadmaster, Marion, Ia., 6/30.

Twin City Terminals

George A. Beattie, conductor, St. Paul, 6/27.



Arvid Johnson (r.), transload foreman at St. Paul, retired July 1 after 38 years with the Milwaukee. Wishing him well is Joe Messicci, asst. agt.

Earl E. Lester, switchman, St. Paul, 7/11.

Edward H. Olson, carman, St. Paul, 7/18.

Wilbert J. Peterson, carman, St. Paul, 9/19/74.



Corliss A. Covnick (2nd from r.), clerk, Minneapolis Sales & Service, was honored at a party on his retirement day, June 9, after 34 years with the railroad. With him are (l. to r.) his daughter, **Susan**; wife, **Betty**; son, **Bruce**.

C. E. Scheek, switchman, St. Paul, 7/11.

Albert E. Vick, yard conductor, St. Paul, 6/27.

La Crosse Division

Lillian E. Baxter, telegrapher, Winaona, Minn., 7/7.



Section Laborer **Paul W. Betsinger** (2nd from l.) retired July 3 after 36 years of service at La Crosse. Honored with a farewell party, he is congratulated by (l. to r.) **R. P. Peacock**, engr., **D. G. Kramer**, sect. frmn. and **J. E. Ely**, rdmstr.

Joseph W. Brunner, roadmaster, Wausau, Wis., 7/4.

William E. Frank, chief clerk, Janesville, Wis., 5/23.

G. R. Peckham, freight carman, Portage, Wis., 6/30.

Harvey A. Roevers, foreman, Janesville, 6/30.

Milwaukee Division

Erwin R. Becker, car foreman, Milwaukee, 6/30.

Chauffeur **Alfred G. Semelroth** (l.) of the Milwaukee LD Shops is congratulated by **J. B. Maguire**, frmn., on retirement June 30 after 34 years with the company.



Harold Tesch, chauffeur at Milwaukee Shops, gets a congratulatory hug on his June 27 retirement from his granddaughter, **Lisa Maria Lang**.



Chief Diesel Clerk **Ray Sear** of Milwaukee retired after 38 years with the railroad.

Frank P. Beno, welder, Milwaukee, 6/30.

Arnold A. Ellenbecker, electrician, Milwaukee, 7/5.

Harold R. Ellis, machinist helper, Milwaukee, 6/30.

Benedict T. Matuszak, carman-welder, Milwaukee, 7/1.



Malcolm Alexander (r.), pipefitter helper at Milwaukee Dieselhouse, is congratulated on his retirement by **E. A. Rogers**, district mstr. mech. He was with the Milwaukee 37 years.

Donald V. Murphy, supervisor, Milwaukee, 6/30.

Edward T. Pietruszka, switchman, Milwaukee, 6/27.



Machinist **Alonzo Minor** (c.) of the Milwaukee Wheel Shop has retired after 14 years of service with the railroad. Offering best wishes are **Roy Lafek** (l.), frmn., and **W. J. Weingart**, genl. frmn.



Concluding 32 years of service, Machinist **Anton Wellner** (l.) is congratulated on his retirement at the Milwaukee LD Shops by **E. J. Werner**, genl. frmn.



After 39 years with the Milwaukee, Chauffeur **Harold R. Ellis** (c.), retired June 30. Pictured with him at the Milwaukee Dieselhouse (l. to r.) are **D. W. Daly**, elctrcn. frmn.; **E. A. Rogers**, dist. mstr. mech.; **D. L. Drew**, genl. frmn.; **H. J. Urbanski**, machst. frmn.

Foreman **J. B. Maguire** (l. front) congratulates Electrician **Ted Frank** on his recent retirement after 39 years of service with the company. His co-workers at the Milwaukee LD Shops are present at the farewell occasion.



RETIREMENTS (Cont'd.)

Matthew Plamenig, foreman, Milwaukee, 6/30.

Willard H. Stark, chief clerk, Milwaukee, 7/15.

Chicago Division

Gonzalo Alfaro, laborer, Chicago, 6/13.

William N. Campbell, operator, Terre Haute, Ind., 6/30.

Clifford L. Childers, clerk, Bensenville, Ill., 7/5.



Holding an electric motor for his boat presented him by co-workers, **R. E. Downing**, mchnst. hlpr. at Latta, Ind., retired June 30; he started with the company in 1941. With him (l. to r.) are Foreman **R. Prindiville**, **R. A. McCammon**, **Wm. Boyd** and **Jerry Reed**.

Gerald E. Frank, electrician, Chicago, 6/30.

John J. Glenn, electrician, Bensenville, 6/30.

Erna V. Hendrickson, general clerk, Chicago, 7/7.

Donald C. Hepner, brakeman, Rockford, Ill., 6/27.

Frank R. Houston, manager-CP&RS, Chicago, 6/30.

Pictured at his retirement party is Messenger **Johnny White** (2nd from r.) of the Chicago Communications Telegraph office. After 45 years of service, he retired June 27. With him are (l. to r.) **Merv Nimbar**, sys. relay supvr.; **Wayne C. Kelly**, comms. engr.; **Neal W. Monroe**, relay ofc. mgr.



Theodore J. Pugeseck, chf. rate clk., Bensenville, retired June 26 after 44 years of service. He and his wife, **Annabelle**, were honored at a party by Ted's associates where they received gifts in honor of the occasion.



Upon his retirement May 30 as Bridge & Building Dept. carpenter, Terre Haute, Ind., Crew 'A,' **Frank E. Shafer** (c.) received a sabre saw and 5-year Safety Award pin. He has been a company employee since Oct., 1945. With him are **H. E. Schrab** (l.), chf. crpntnr., and **C. B. Cabbard**, frmnr.



Fred Mosser, elctrnc. mntnr., Chicago, retired August 4 after a long career with the Milwaukee Road. He is pictured with his wife, **Margaret**; they have a daughter, **Nyla**, working as swing wire chief in the Chicago Telegraph Office.



This group gathered in Rockford, Ill. to congratulate Switchman **Donald C. Hepner** (4th from l.) upon his retirement June 27, marking the end of a service career that started Aug. 23, 1937. From left are **B. W. Connors**, swtchmn.; **Ira Warfield**, engr.; **L. A. Kirkeeng**, ydmstr.; **Hepner**; **T. J. Lloyd**, genl. agt.; **Roy Cuyler**, swtch. frmnr.; **Dave Shrupp**, fireman. A dinner party in his honor was held June 26 at the Branding Iron Restaurant.

John J. Niedzlek, route clerk, Chicago, 6/30.

Harold M. Nixon, machinist, Chicago, 6/30.

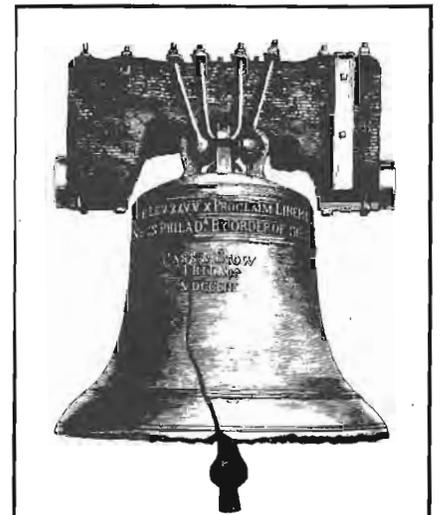
Otto J. Paske, check clerk, Chicago, 7/18.

Donald E. Pearison, dispatcher, Terre Haute, 5/11.

D. A. Robertson, clerk, Chicago, 7/11.

Louis M. Rosenmayer, foreman, Chicago, 6/30.

Margaret A. Shadley, clerk, Chicago, 7/11.



Keep
the spirit of
1776 ringing.

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

Racing a train makes a poor bet

A Milwaukee Road record of sorts was probably established between July 31 and August 5, but one of questionable distinction.

During this six-day period there were four separate incidents in which our trains were struck by motor vehicles. Note this distinction—the *trains* were hit as each vehicle struck the side of a moving locomotive.

All four collisions were during daylight hours and in clear weather. Three occurred at crossings marked with standard cross-buck signs as well as by advance warning signs. Also, each train had its headlight on and its whistle and horn were being sounded in compliance with operating regulations. The fourth accident involved a driver who tried to cross tracks where there was no paved vehicle crossing.

In all instances, our trains were not highballing down the track at full throttle. One was moving at 25 mph, another at 23 mph, a third at 5 mph, and the fourth at a snail's pace of but 2 mph.

Results: minor injuries to one driver, three badly damaged autos and one nearly demolished.

Upon hearing of such incidents, one's reaction most likely is: "How can anyone hit a train—and in broad daylight?"

A logical answer is hard to find especially when some basic realities are considered. First, despite praise from anti-noise pollution groups, a diesel-powered freight is not exactly 100% silent.

Second, trains do not blend unseen into the landscape, especially during the day.

However, Dale Anderson, the Milwaukee's assistant superintendent of safety, feels there are some reasonable, if not altogether acceptable, answers.

"I can understand a collision caused by someone under the influence of alcohol or drugs, or if someone becomes suddenly ill and loses control of his car," he says. But Anderson is quick to point out that the records show many motor vehicle/train collisions do not involve such factors and are

clearly the results of driver carelessness and inattention.

Reports for the incidents cited above bear out this finding. One driver "Did not see train in time to stop." Another "Heard (train) whistle but did not see train." A third said he "Did not see flashers" and claimed they were not working, but subsequent investigations showed these warning devices *were* operational at the time of the accident. Cause of the fourth collision was reported as driver inattention.

'Inattention' is a vague word that in fact can cover a number of specific causes and reasons. On a



This scene smacks of driver inattention.

hot morning with the air conditioner inoperable, a driver may ignore warning signs and try to beat a train to a crossing. And yes, cutting across tracks where there is no paved crossing might well be a time-saving short cut.

But one may well question the risks of inattention to driving or avoiding minor inconveniences to those of losing life and property, finding this obvious and indisputable answer: Whatever the inconvenience, nothing warrants or justifies a race with a moving train.

Drivers must pay close attention to posted warning signs at a rail crossing, then take the time to carefully look and listen for trains. Further, don't ever drive across tracks where there is no paved vehicle crossing.

And railroad employees familiar with railroad operations should tell their non-railroad associated friends of the necessity for such precautions.

"If these common sense measures are followed," Anderson says, "some kinds of accident reports could become obsolete in the railroad business."

THE MILWAUKEE ROAD MAGAZINE

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Corporate Communications Department

James Keating
Editor

Jayne Van Grondelle
Asst. to the Editor

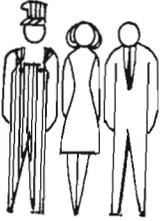
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ABOUT PEOPLE ON THE RAILROAD

Coast Division

Portland

*Bee Biehler, Correspondent
Office of Area Manager-Sales*

Larry W. Cashner, retired sales rep. and his wife, Winnie, took their first trip to Hawaii.

Sales Rep. R. S. Brown and wife, Evelyn, vacationed for two weeks in the Jamestown, N. D. area.

Marsha Anne Gordon, daughter of R. M. Gordon of Hillsboro, Ore., in June was married to Dennis C. Dallas in Billings, Mont.

Darla Tripp, secy. to Agt. R. M. Gordon, and husband, Russ, spent their two-week vacation in Montana. While there, Darla was matron of honor at the wedding of her sister, Marsha. The Tripps also visited Yellowstone Park.

Eugene

Bob Fortney, dist. mgr.-sales, and wife, Irene, vacationed in Boston, Mass. and Los Angeles, Calif.

Denver

Grandparents for the first time are Dist. Mgr.-Sales and Mrs. J. H. Verron. A son, Matthew Brian, was born June 13 to their daughter and son-in-law, Mr. and Mrs. Stephen R. Cloud of Shawnee, Kans.

Tacoma

Lynne Schow, Correspondent

Track

Free haircuts are being offered for a limited time at the Yard Office. For appointment, contact the yardmaster and ask for an appointment with Bruce Snyder.

Patrolman Bill Hansen and wife, Esther, are the parents of a baby, Angela Marie, born June 28.

Traffic

After 34 years of service Guy Montgomery is leaving the railroad and moving to Port Townsend, Wash., where he, his wife and his brother-in-law will run a flower

business. A party was held in his honor at Alfie's Salmon House on July 15 which was attended by many co-workers.

Assistant Superintendent

While conducting a Signal Test near Enumclaw recently, Burt Hegge had an unexpected observer



Virginia Fuller, steno in the Tacoma supt. office, was named Woman of the Year by the Women's Traffic Club of Tacoma.

—a bear estimated to weigh about 500 pounds. "I looked at him and he looked at me," reports Asst. Supt. Hegge. "My mouth fell open and so did his. Then I finally succeeded in staring him down, and he left."

Bridge & Building

Cabinetmaker Bill Grissom, senior employee, is the winner of the Artondale Golf & Country Club Championship Tournament.

Car

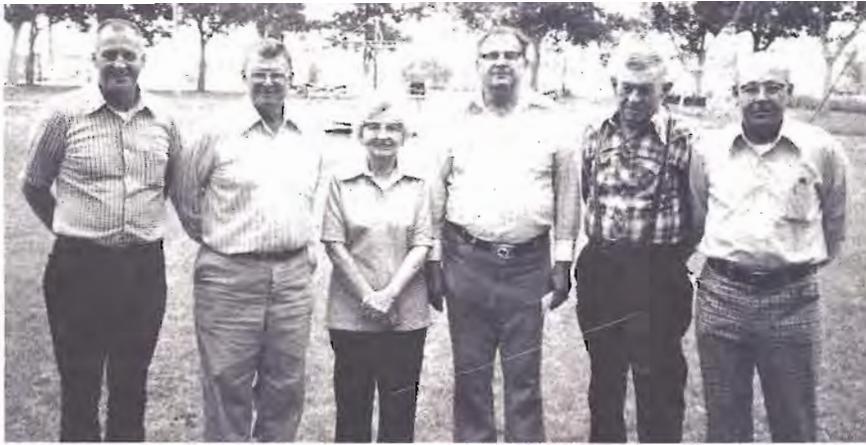
After six years as switchboard operator in Tacoma, Linda Curtis has transferred to a clerk's position with us.

Operating

Brakeman James Porter and wife



John Twedt, Tacoma engineer, and his wife held a barbeque at their home July 5. Many employees and spouses attended the get-together, highlighted by a husbands vs. wives basketball game (won by the wives).



A total of 97 persons attended a reunion of the Martin family at Roundup, Mont. in June; all were descendants of **Walter A. Martin** (deceased), water svc. frmn., who had 52 years of service on the Milwaukee. From left are **R. K. (Bob) Martin**, Mobridge engr. (37 years service); **R. V. (Rusty) Martin**, agent at Ryegate (40); **Mrs. C. W. (Gen) Neptune**, whose husband was a conductor at Miles City (50); **E. R. (Ed) Martin**, Miles City conductor (41); **W. L. (Roy) Martin**, retired pumper at Roundup (42); **J. D. (Don) Martin**, chf. crpntr., Canton, S. D. (41).

are the parents of a boy, **James, Jr.**, born July 14.

Signals & Communications

Special Sig. Mntr. **Myron Walker** and wife, Lois, are the parents of a baby daughter, **Amy Katherine**, born Dec. 4.

Signalman **Rex Stewart** and wife, Susan, are the parents of a baby, **Erik Jacob**, born June 25.

Superintendent

John W. Stuckey is the new supt. of the Coast Division replacing **Maurice T. Sevedge** who retired. John came from Perry, Ia. where he was div. supt.

Supt. Steno **Virginia Fuller** has been named Woman of the Year by the Women's Traffic Club of Tacoma. The award is presented annually to the woman who has contributed most to the field of transportation and to the Traffic Club.

Transportation

On June 20 **Steve Barry** and wife became grandparents of a baby, **Jennifer Ann**, born to their daughter, **Janet Musson** of LaMars, Ia.

Seattle

*Lena J. Derr, Correspondent
Office of Area Manager-Sales*

Alaska

Mrs. **Bonnie Prudence**, steno in Anchorage, and her family last October purchased a home and adjoining acreage in Wasilla, a small community about 40 miles from Anchorage. Husband **Ted** has recently been promoted to engineer on the Alaska Railroad.

R. L. Baker, dist. mgr.-sales, bought a home in Anchorage. His son **David** stayed with grandparents in Spokane for part of the summer and in July was joined there by **Ron, Judi** and **Cheryl**, other children of the Bakers.

Rocky Mountain Division

Harlowton and North Montana

*Ed Mielke, Correspondent
Roundhouse Foreman*

Ronald Tuss, son of Carman and Mrs. **Bill Tuss**, left Harlowton for a 27-month tour in South Africa

Correspondent Ed Mielke of Harlowton, Mont. has been with the Milwaukee since 1937 when he started in Savanna, Ill. as a machinist helper. He and his wife, Isabelle, have two daughters and with the railroad also have lived in Harlowton, Lewistown and Deer Lodge. They both have private pilot licenses and "like to fly to South Lake Tahoe for a fun trip for pie and ice cream. We go boating, fishing, snowmobiling, hunting big game, do some camping out and I have joined the Montana Old-Time Fiddlers." Writing for the magazine nearly 20 years now, Ed considers his favorite locomotives the S3 steamers, the A1 Hiawatha steamers and the Little Joe electrics. "Our Milwaukee Hiawatha trains were second to none."



with the Peace Corps.

Retired Conductor **Donald C. Keller**, 89, died.

East End

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

Mr. and Mrs. **Marvin Meissel** have a new daughter, born June 16.

Carman and Mrs. **Robert Haynes** have their first child, a daughter, born June 30. The grandparents are Conductor and Mrs. **O. G. Haynes**.

Retired Engr. **William Almquist** died June 25 at the age of 86. Burial was in Custer County Cemetery.

E. C. Carlson, retired chief clerk to the agent, died June 19 at his home. Burial was in Calvary Cemetery.

Retired Engr. **George Williams** died June 22 in Bozeman, Mont. at the age of 86. Burial was in Custer County Cemetery.

The Milwaukee Service Club served a steak dinner June 15 to active and retired employees and their spouses followed by bingo and a dance in the Eagle's Club Ballroom. Retired Yard Frmn. **W. J. Norton** was chef.

Brakeman **Scott Neumann** married **Rhonda Stiles**.

Brakeman **LaVerne Larimore**



This group was on hand July 4 to greet the Milwaukee's Bicentennial Locomotive No. 156 on its arrival at Kansas City. From left are **R. F. Granquist**, chief of police; **W. L. Alvis**, trnmstr.; **F. J. Kuklinski**, supt.; **T. L. Haney**, genl. car frmn.; **J. B. Stallard**, genl. rndhse. frmn.

married **Valerie Jo Scanlan**. LaVerne is the son of Asst. Roadmaster and Mrs. **Kenneth Larimore**.

A dinner was held at the Crossroads Inn on June 25 honoring Traveling Car Frmn. **Elmer Gilbertson** and Carman **Ambrose Sweeney** upon their retirements.

Aberdeen Division

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

Jim Ellis, former asst. agent at Sioux City, has been appointed agent at Beloit, Wis.

Mrs. **Helen Pomerico**, wife of retired Brkmn. **R. B. Pomerico**, died July 4 at a Sioux City hospital after a two-week illness.

Iowa Division

*Jeanne Beeson, Correspondent
c/o Asst. Superintendent, Marion*

Retired Yrdmstr. and Mrs. **Jack Snyder** of Perry, Ia. enjoyed a family reunion recently.

Mrs. **Gladys Finley**, widow of Engr. **Howard Finley**, was hostess for a family reunion at her home

in Perry.

Mrs. **Helen Connell**, widow of Mach. **Thomas Connell**, has just returned from a tour of the Scandinavian countries and Russia.

Retired Switchman **Tom McMahon** has been a surgical patient at Mercy Hospital in Des Moines.

Retired Chief Dispatcher and Mrs. **L. S. Dover** of Marion observed their 60th anniversary on June 29. Mr. Dover retired in 1955.

Marion Yard Clerk and Mrs. **Roger Hotz** are parents of a son, **Brett Michael**, born June 22. Grandparents are Agent and Mrs. **R. L. Hotz** of Marion.

Twin City Terminals

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

On June 9 a party was held honoring **Corliss A. Covnick**, clerk, Minneapolis Sales and Service Dept., who retired after 34 years with the Milwaukee.

Retired Car Frmn. **Bill Peek's** wife died on June 15.

Car Frmn. **Max Knospe** vacated in Las Vegas.

ATTENTION: All Employees On Old SC&D Division— Plan to attend the Annual Retirement Dinner in Sioux City the first Sunday in October. Contact Marie Franken, office of District Manager-Sales, Sioux City, for information.

Sig. Supvr. **S. Bartels** died June 26 after a long illness.

Former employee **Al Stratton**, elec. at the Minneapolis Coach



Milwaukee Carman **Herb Schiell's** wife, **Betty**, who carries a 143 bowling average, rolled two consecutive strikes on a local television program to win a jackpot of \$800 to be shared with her pen pal. For Betty's accomplishment, each also was awarded a diamond ring.

Yard and Loco. Dept., died in Springfield, Mo. at the age of 55.

La Crosse Division

*Naomi Cline, Correspondent
Roundhouse, Wausau*

Cheryl Lonsdorf, daughter of Engr. and Mrs. **William Lonsdorf**, graduated magna cum laude from Wartburg College at Waverly, Ia.

It's a granddaughter, **Heide Ann**, for Car Frmn. and Mrs. **Ralph LePage**.

LuAnn Hach, wife of Conductor **James**, is recovering after recent surgery.

Randolph Hintze, son of Engr. and Mrs. **Ralph Hintze, Jr.**, recently married **Birdie Greson** at Pilgrim Lutheran Church, Wausau, Wis.



Engineer **Robert Scott Spring** and **Jody Ann Mizelle** were married recently in Our Lady of Lourdes Catholic Church in Great Falls, Mont. Scott is a graduate of Kinman Business University at Spokane and Eastern Montana College in Billings. His father, **Bob**, is an engineer between Lewistown and Great Falls; his grandfather, **Cy**, was a passenger engineer with the Milwaukee.

Milwaukee Division

*J. Stanlee, Correspondent
Regional Data*

Alice Sobczak spent three weeks of her vacation in Florida and Las Vegas.

Our former correspondent, **Pearl Freud**, who retired last year from the Regional Data Office, was elected secretary of the Delta Nu Alpha Transportation Club. Pearl has been an active member in the club since her retirement and has served as editor of the Delta Nu Alpha Newsletter.

Twenty-six residents from the Beechwood Nursing Home at Beechwood, Wis. were guests at the home of Mr. and Mrs. **Don Crittenden** on Fathers' Day, June 15. A songfest and bingo was held after the luncheon.

May 16 a fire in **Les Carlson's** apartment building ruined all of his belongings.



Brian James weighed in at six lbs. when born April 7 to the **James A. Ericksons** in Milwaukee.

Nate Scofield, demurg. clk., spent his vacation in Phoenix, Ariz. visiting relatives.

Mr. and Mrs. **John Brower** are having their daughter and grandson, **Elliott**, home from Texas until their son-in-law, a first lieutenant in the army, returns from Germany.

Joe Wuerl is back at work after being home for six weeks nursing a broken elbow.

*Sharon M. Fryjoff, Correspondent
District Material Manager*

Janitress **Milica Gusavac's** husband died July 10.

July 12 **Thomas P. Melzer**, buyer, and **Charlene Workman** were



Correspondent Sharon Fryjoff

married. Thomas is the son of **Howard H. Melzer**, gen. mgr. of purchases and material.

*Mrs. John Farence, Correspondent
Women's Club, Milwaukee Chapter*

Member **Marie Hauser** and her husband, **Edward**, who have been residing in Tucson, Ariz. since Dec., 1969, visited Milwaukee. Present at a luncheon for Marie were **Clara Clark** and **Laura Bartelt**, who hosted the gathering, **Kate Rathbun**, **Elsie Haggerty**, **Ann Ludington**, **Sylvia Ballard** and Mrs. **John Farence**.

Edna and **Charlie Rintelman** rode 'BART' in San Francisco and toured the West Coast.

Chicago Division

*Marilyn C. Stypa & Judith A.
Lamarca, Correspondents
Signals & Communications*

Johnny White, a familiar face around the building as he delivered telegrams, retired on June 27. He started with the Milwaukee in 1926 and served the Communications Office 45 years. A party was held and he was given a cash gift.

After a hectic day of moving, our department is now settled in for business as usual, but one flight higher than before . . . in Room 400.

We have two new employees, **Robert J. Mathews** and **Robert J. Schultz**. Each is an alumnus of Chicago Circle Campus, an Army veteran and has advanced electronic training at DeVry Institute of Technology.

Bob Mathews, sig. draftsman, is an accomplished chess enthusiast and a rated member of the U. S.

Chess Federation.

Bob Schultz, who began service last Sept., was promoted into our office as supervisory trainee. Formerly an asst. signalman at Bensenville and a sig. lineman at Elgin, Bob is a member of the Oak Park Ski Club.

Linda Carfagnini, secy., spent vacation time in Florida touring Disney World, Ft. Lauderdale and other resort spots.

Art Leonard was promoted to electronic supvr. at Bensenville.

*Delores Barton, Correspondent
Superintendent's Office
Bensenville*

J. J. Glenn, diesel house elec., retired June 30. His fellow employees presented him with a wrist watch and a cash gift.

R. E. Downing, mach. hlpr. at Latta, Ind., also retired on June 30. The roundhouse forces presented him with an electric motor for his boat.

B&B Dept. Carpenter **Frank E. Shafer** retired May 30. He was given a sabre saw; **H. E. Schrab**, chf. carpenter, who made the presentation, also gave Frank his five year Safety Award Pin.

Christ Bleich, retired mach., has moved to 4915 West Home Avenue, McHenry, Ill. 60050.

Retired Time Revisor **Knut O. Kleven** died July 4.

This bowling team from the Milwaukee Road Mixed League in Chicago competed against 3,679 other teams in the 1975 Metropolitan Chicago Bowling Proprietors Council Tournament. And . . . the outstanding bowlers took 16th place prize of \$400. From left: Mike Dragisic, joint facility acctg.; Chuck LaRue, frt. adjustment; Dennis Gruszecski, trans.; Les Bunge, formerly in eqpt. acctg.; Karl Weigel, systems & procedures.





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Safety Poster Contests

For children aged 5 to 18 of all Milwaukee Road employees

*In conjunction with the Safety Committee
of the Association of Railroad Editors*

The Milwaukee Road is holding a 1975 Safety Poster Contest in conjunction with a national competition sponsored by the Safety Committee of the Association of Railroad Editors (ARE). Rules are the same for each competition and all winners in both contests will have their work published in the Milwaukee Road Magazine at a later date.

Entries may be on any safety theme, preferably railroad related, and must not exceed

17 inches by 22 inches in size, or be less than 8 inches by 10 inches. Please mail entries flat or rolled in a tube, without folding.

Each entrant must be a child of a Milwaukee Road employee. There is no limit to the number of entries for each contestant.

Each entry must include 1) Entrant's name 2) Age 3) Address 4) Parent's name 5) Parent's Milwaukee Road job title and location.

Age limits and U. S. Savings Bond prizes

	Milwaukee	ARE 1st	ARE 2nd	ARE 3rd
Category I (Ages 5-9)	\$25	\$100	\$50	\$25
Category II (Ages 10-14)	\$25	\$100	\$50	\$25
Category III (Ages 15-18)	\$25	\$100	\$50	\$25

DEADLINE FOR ENTRIES: October 27, 1975. All entries must be received by that date. Mail to:

Safety Poster Contest
Corporate Communications Department
The Milwaukee Road
824 Union Station
Chicago, Illinois 60606

Each of the three Milwaukee Road winners will be entered in the ARE National Safety Poster Contest.