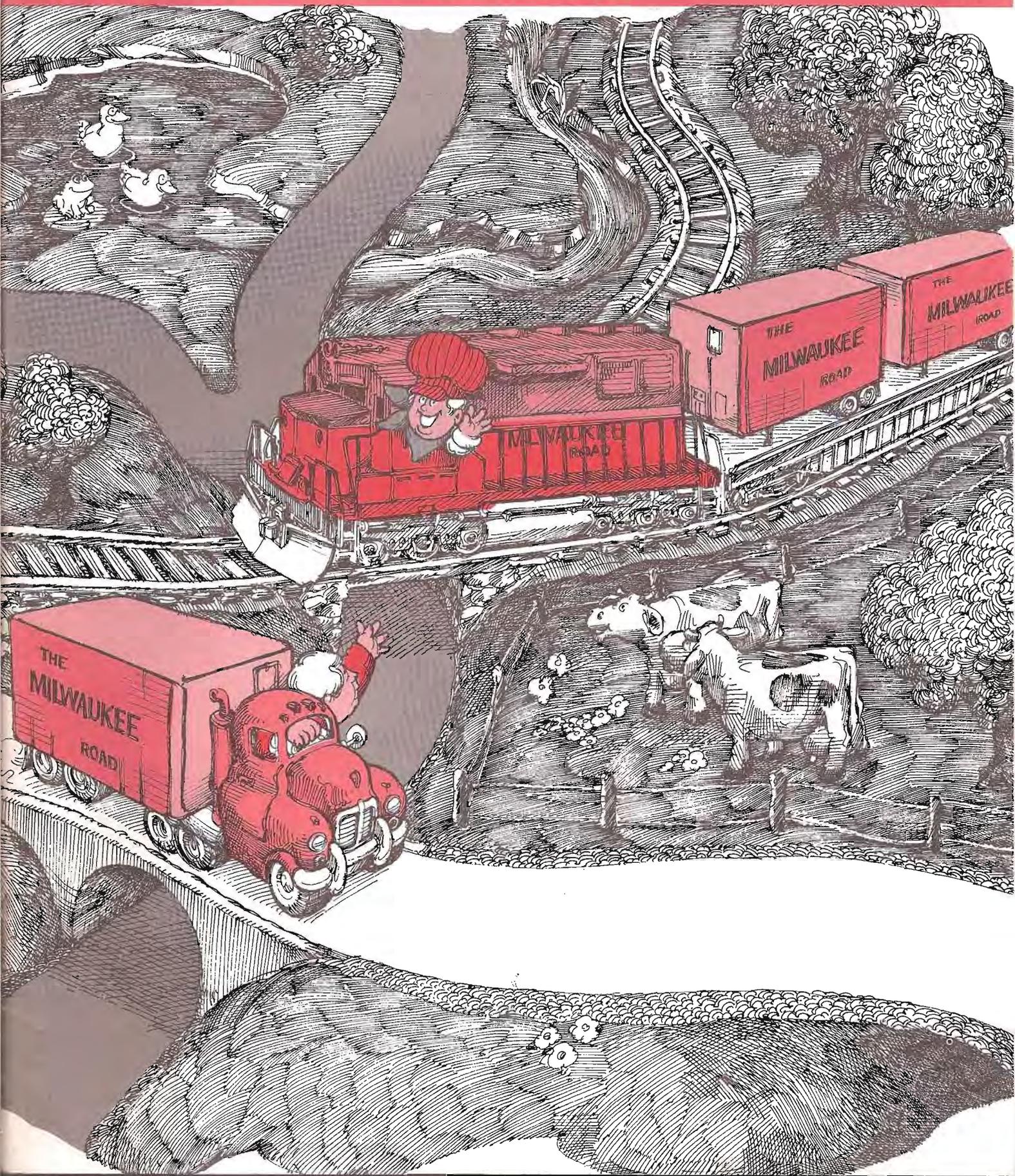


# THE MILWAUKEE ROAD MAGAZINE

FEBRUARY, 1975

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD





# The Milwaukee Motor Transportation Company

P. L. Cowling

President

Milwaukee Motor Transportation Co.

I am pleased to have this opportunity to talk about the Milwaukee Motor Transportation Company and our relationship to the Milwaukee Road.

The motor carrier company is organized as a wholly-owned subsidiary of the Milwaukee Road. Compared to our parent company we are small. Presently we employ 260 persons. Nevertheless, our operations cover a lot of territory. We are spread out between the Pacific North Coast ports and Louisville, Ky., and operate 40 of the Milwaukee Road's 59 piggyback-container terminals.

The Milwaukee Motor Transportation Company began its operations in 1943. The years since then have been marked by steady growth as we have continually adjusted and expanded our operations to meet changing transportation needs and patterns.

Our early operations during the 1940s were confined primarily to the over-the-road movement of less-than-carload (LCL) traffic. Piggybacking came on the transportation scene in the early 1950s and by the late 1950s we were working in unison with the Milwaukee Road to tap the growing and economically important potential of piggyback traffic. Although the railroad and the motor carrier company got off to a relatively late start in piggybacking, we have experienced moderate but steady growth, going from the movement of a few thousand trailers in 1960 to almost 85,000 trailers during 1974.

The Milwaukee Motor Transportation Company has been the Milwaukee Road's constant partner in the growth of piggyback service, and today the motor carrier is an important part of the railroad's intermodal operations. Within the past 15 years we have seen our Chicago Piggyback Park, which is located adjacent to the Bensenville Yard, expand from a three-acre strip to a 47-acre complex. Other terminal gateways that we serve, such as Seattle, Wash., Portland, Ore., Milwaukee, Wis., and Louisville, Ky., have also seen considerable development and expansion.

To fully coordinate our efforts with those of the Milwaukee Road, we have established related departments within our own organization. These include Operations,

Maintenance, Safety and Personnel, Accounting, Marketing and Sales, and an Intermodal Equipment and Service Center. Some of these departments have functions similar to departments within the Milwaukee Road. This organizational parallel enables us to operate efficiently both as a motor carrier and as an important transportation arm of the railroad with its multi-faceted corporate structure.

I believe there are distinct advantages for a rail carrier to have its own motor carrier subsidiary—advantages which can reflect in the overall profit picture. The Milwaukee Motor Transportation Company is a fully-certified motor carrier. We assess our own charges for all services that we perform for the Milwaukee Road and/or for other customers. Like any business, we are profit-oriented and our profits contribute to the earnings of our parent company.

Like the Milwaukee Road, we endeavor to set goals for our revenue potential on both a short and long term basis. Budgets are carefully forecast and adhered to; capital expenditures have to be calculated to fit financial capabilities, and wage structures are studied and adjusted in accordance with union stipulations and our management policies.

The acquisition of power equipment and trailers is the responsibility of the motor carrier company. Currently, we have a fleet of nearly 2,500 piggyback trailers and operate 207 power units of all types, including heavy-hauling equipment used primarily in over-the-road operations in Montana, South Dakota and Iowa.

We work closely with Milwaukee Road marketing and sales department personnel to constantly explore new opportunities for truck-rail operations in order to provide better transportation service to our customers. It is my firm belief that a motor carrier subsidiary of a railroad provides the vital link required to offer service transportation and true intermodalism to the shipping public.

Our personnel are eager to do whatever is required to continue our intermodal growth and provide customers with full service transportation. ■

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Magazine Editor

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Member,  
Association  
of Railroad  
Editors

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**The Cover**

Piggyback transportation — which gives shippers the combined advantages of the highway and the rail — has grown significantly in the last 15 years. Today, 59 piggyback terminals, where trailers can be taken on or off of railroad flat cars, dot the Milwaukee Road system. These terminals are operated by motor carriers which also provide various over-the-highway services for railroad customers, all as a single transportation package. One of these motor carriers is the Milwaukee's wholly-owned subsidiary, Milwaukee Motor Transportation Co. (MMTC), formed more than 30 years ago. MMTC's history is the subject of the story beginning on page 4.



FEBRUARY, 1975

## *transport briefs*

### **EL asks for USRA inclusion**

Trustees for the bankrupt Erie-Lackawanna Railroad have asked that the line be included in the plan to restructure rail transportation in the Northeast and Midwest. The plan is being carried out by the United States Railway Association (USRA), a government corporation established under the Regional Rail Reorganization Act of 1973. Railroads already included in the program are the Penn Central, Reading, Lehigh Valley, Ann Arbor, Central of New Jersey, and Lehigh and Hudson River.

### **Ford asks for STA approval**

President Ford has asked Congress for prompt action on the Surface Transportation Act (STA) which he said he will resubmit. The President said the proposed STA, which passed the House last session but stalled in the Senate Commerce Committee, would "permit more competition between different modes of surface transportation."

### **Freight rate increase delayed**

The Interstate Commerce Commission (ICC) has suspended until September a freight rate increase of 7% which was filed by railroads to become effective Feb. 5. The Department of Transportation had joined the railroad industry in calling for ICC approval of the increase request. An earlier request by railroads to apply a general 10% rate increase to recyclable goods on short notice was also turned down by the ICC.

### **No commuter fare increase planned**

The Milwaukee Road announced that it does not plan to increase fares for the first half of 1975 on its Chicago suburban passenger trains. The announcement came after the Chicago-area Regional Transportation Authority (RTA) said that it would give the Milwaukee Road a grant of \$1.2 million to partly offset 1974 deficits for the commuter service, provided the railroad agreed to drop its earlier request for a 15% fare increase by July 1. William R. Jones, director of passenger services for the Milwaukee, said that a purchase of service agreement is anticipated between the RTA and the railroad on July 1, and the agreement would set future policy for fares. RTA grants for 4 other railroads have also been approved.

### **Rail traffic drops**

Carloadings on the Milwaukee Road in 1974 were down by more than 4% from the record high set in 1973. The lower volume of rail traffic was blamed on the nation-wide economic recession which was felt most severely in the last quarter of 1974. The week ending Dec. 28 saw carloadings down by 18% compared to the same week one year ago. This trend continued into 1975, with January trailing by more than 2,000 carloadings per week from last year's traffic volume.

# MMTC: a brief history



**Above and at right:** Shown in 1943, this is one of the first tractor and semi-trailer combinations operated by MMTC.

Not all of the diesel engines that work for the Milwaukee Road are found in locomotives. Diesel engines also power many of the tractors used by the Milwaukee Motor Transportation Company (MMTC), the wholly-owned motor carrier subsidiary of the Milwaukee Road.

#### 1942: LCL traffic

The Milwaukee Motor Transportation Company has been in operation for only 33 years. It was organized by the Milwaukee Road as a Wisconsin-based corporation in December, 1942. The railroad took this step because of a wartime government order that required all railroads to turn over their less than carload (LCL) traffic to truck companies. This order was issued to help ease a severe boxcar shortage that existed during the early months of World War II.

The Interstate Commerce Commission (ICC) officially granted motor carrier authority to the Milwaukee Road on April 6, 1943. This authority permitted the railroad to

use its newly-formed trucking subsidiary to move general commodities over the road between Milwaukee, Wis., and Iron River, Mich. It is important to underscore the fact that motor carrier authority was granted to the railroad and not directly to its trucking subsidiary.

#### Small fleet

MMTC began operating out of headquarters in Milwaukee. The motor carrier company had only six employees and a fleet of six gas-powered tractors and seven 28-foot, single-axle semi-trailers.

During World War II and the immediate post-war years, MMTC was used mainly to haul LCL traffic for the Milwaukee Road in Wisconsin and the Upper Peninsula of Mich-

igan. Gradually the trucking company expanded its operations as the Milwaukee Road secured additional authorities from the ICC to permit MMTC to operate in many of the states served by the railroad. These authorities generally limited MMTC's operations to only those points where the Milwaukee Road had either a prior or a subsequent haul. In addition, the railroad had to apply rail rates and rail billing to the services offered by its trucking subsidiary.

The 1950s were very important in the development of MMTC. These years were characterized by the beginnings of what would grow into one of the most important innovations in rail service—piggybacking. The movement of trailers on flatcars

Part of the MMTC tractor fleet is shown here several years ago at the Milwaukee Road's piggyback area adjacent to the freight yard at Bensenville, Ill.





(TOFC) and containers on flatcars (COFC) were developments that held out the promise of new business for the Milwaukee Road and MMTC and meant improved service for shippers.

#### 1958: Flexi-Van

In 1958 the Milwaukee Road and MMTC inaugurated a transportation service known as Flexi-Van. This involved the use of special highway trailer bodies that could be mounted without their wheel assemblies on special rail cars. This equipment was needed because there were several tunnels on the railroad, such as the one at Tunnel City, Wis., that did not have enough clearance to accommodate the height of standard highway trailers on flatcars.

Beginning in 1959, however, Milwaukee Road engineering crews began a program of lowering the floors of these tunnels. As this work progressed, the Flexi-Van fleet was gradually reduced and the special trailers were replaced with standard equipment.

All motor carrier authorities were transferred from the railroad to MMTC on July 1, 1960, and the Milwaukee Motor Transportation Company became a fully-certified motor carrier.

As an independent carrier MMTC billed the Milwaukee Road directly for all services it performed for the railroad pursuant to a Schedule of Contract Charges. MMTC also has intra and interstate authority to offer service to customers in various areas independent of the railroad and it offers local cartage service to customers other than the railroad.

At the close of 1960, MMTC had 164 employees and it operated a fleet of 84 tractors, 348 standard highway

trailers, and 142 Flexi-Van trailers.

By 1960 the trucking company was clearly a vital and important part of the total transportation service offered by the Milwaukee Road. The value of joint rail-motor transportation to service construction sites off-rail was demonstrated in the early 1960s.

The railroad and MMTC obtained operating authority in Washington to move materials to the Waunapum Dam Project at Beverly and to the Titan Missile base sites and the Highway Bridge project at Vantage. This pattern was followed in Montana to a greater degree where the railroad and MMTC participated in the movement of material to various Minute Man Missile base projects. The project covered in excess of 10,000 square miles and took several years to complete. The railroad and the trucking company were also able to secure the total volume of steel and cement traffic required for the construction of the Big Bend Dam near Chamberlain, S. D., and Minute Man Missile sites near Rapid City, S. D.

After the completion of these projects, MMTC maintained its ter-

minal operations in Washington, Montana and South Dakota and adapted them to handle both piggyback and over-the-road traffic. MMTC was the leader in the development of cement distribution by rail-truck service.

This adaptation proved to be a great advantage for MMTC and the Milwaukee Road. For example, when the railroad gained access to Billings, Mont., as a result of the Burlington Northern merger, MMTC was already well-established as a state-wide motor carrier with a terminal in Billings and current piggyback operations.

#### New Gateways

The trucking subsidiary has also played a key role in the Milwaukee Road's entrance into new market areas. When the railroad gained entry into Portland, Ore., in 1971 plans were made for MMTC to handle piggyback traffic at this location. MMTC personnel also worked closely with the railroad on the entry into Louisville, Ky. The trucking company operates a major piggy-

**The railroad's** Fowler Street terminal in Milwaukee, Wis., looked like this when it was a hub of MMTC operations in the Upper Midwest in the early '60s.





**The Milwaukee Road** and MMTC inaugurated Flexi-Van service in 1958 to give shippers the benefits of both rail and highway service. Flexi-Van equipment consisted of specially-designed rail flat cars, light-weight trailer units, and detachable highway wheel and axle assemblies known as "bogies". In loading, as shown here, trailer bodies were slid from the bogie unit onto

a flat car in just minutes. The operation was aided by the use of hydraulic lift tables on the cars which were powered from the highway tractor battery. Flexi-Van equipment, which was replaced by conventional trailers, was designed so that one man could pivot the trailer body onto the flat car during loading and unloading.

back facility at this important gateway.

In addition to piggyback and over-the-road operations, MMTC has also provided Milwaukee Road customers with supplemental or substitute service under certain circumstances. During 1971, for example, the railroad was unable to provide enough equipment to handle a large movement of soybeans in Iowa. Arrangements were made with MMTC to move the soybeans in highway

trailers. The trucking company has also assisted wheat growers located on lightly-served branch lines to move their crops to grain elevators on the Milwaukee Road's main lines.

#### **Recent growth**

The past fifteen years, especially, have been a period of steady growth for MMTC. Personnel and equipment have been continually added to the trucking company's roster. Currently MMTC has 260 employees and operates 207 power units of

various types and approximately 2,500 piggyback trailers. The trucking company has also kept pace with the container (COFC) boom, especially with the use of marine containers in import/export traffic, and presently has 125 chassis that can accommodate containers.

MMTC does business in most of the sixteen states served by the Milwaukee Road and operates 40 of the railroad's 59 piggyback terminals. Seven terminal locations, however,



**During the 1960s** MMTC worked with the Milwaukee Road to move a large volume of material to major construction projects in South Dakota, Montana and Washington. The railroad and the trucking company were pioneers in developing coordinated rail-truck operations to service contractors at remote construc-

tion sites. The Wanapum Dam on the Columbia River in Washington was one of the first major construction projects served by MMTC. Here a piece of heavy machinery for this project is unloaded from a MMTC flatbed trailer unit.



are the center of major MMTC activities. These terminals are located at Chicago's Bensenville Yard, St. Paul, Milwaukee, Green Bay, Seattle, Louisville, Kansas City and Council Bluffs.

#### Special equipment

To provide efficient intermodal service MMTC also has placed special equipment at several of these terminals. This equipment includes an overhead crane and two side loaders (wheeled vehicles equipped with lifting arms that can pick up a container or a highway trailer) at the Bensenville Yard, and side loaders at the Milwaukee, St. Paul and Seattle terminals.

On numerous occasions Worthington L. Smith, president of the Milwaukee Road, has stated that a transportation company has only one product to sell—service. Service that will meet customers' distribution needs with efficiency and economy. Employees and managers of the Milwaukee Motor Transportation Company are working to provide that service today, and the present facilities and operations of the trucking subsidiary serve as ample proof of MMTC's further commitment to service.



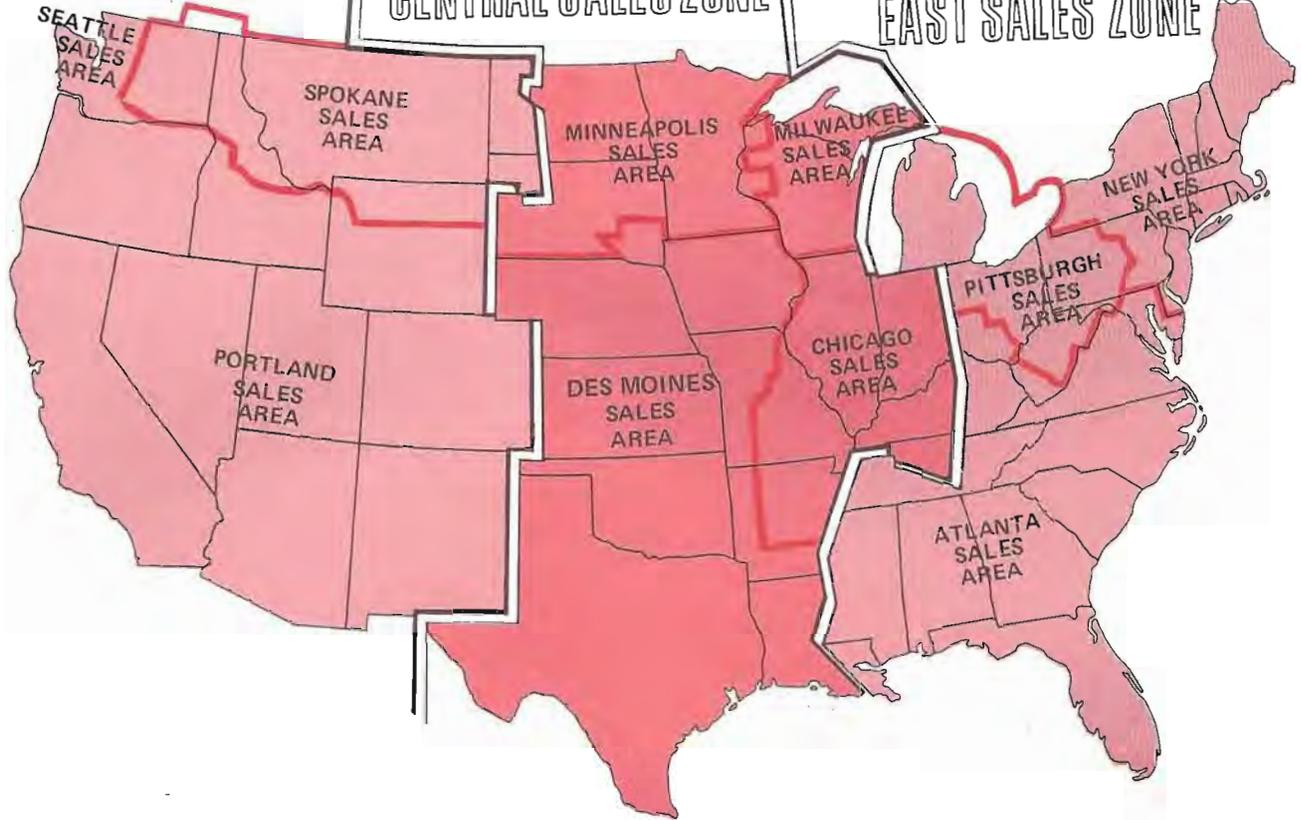
Piggyback service is just one phase of MMTC's present operations, but it involves special equipment to on-load and off-load trailers and containers. Portable ramps such as the one at top are used at all MMTC-served TOFC/COFC facilities. MMTC also has five mechanical side-loaders, such as the "Piggy Packer" shown at center, which makes quick work of trailer and container handling. A specially-equipped overhead crane, such as the one below, is also used.



WEST SALES ZONE

CENTRAL SALES ZONE

EAST SALES ZONE



## Phase I: a new organization for sales and service



**Donald M. Wiseman** (left), vice president of sales and service, discusses his department's new organization with (seated, left to right) **Douglas A. Keller**, **George V. Valley** and **Douglas C. Workman**. The three were recently appointed as assistant vice presidents of the West, East and Central Sales Zones, respectively, for the Milwaukee Road. The map above shows these new zones and the sales areas within them. These replace the former sales regions and districts. Also shown here are (standing, left to right) **Stephen F. Lupe**, general manager-sales administration; **Larry L. Herndon**, general manager-customer services, and **Edward A. Welu**, executive assistant to the vice president-sales and service. They work in Chicago to support the field sales force with special customer services and

supervise administration of the sales and service section of the Traffic Department.

Jan. 1 changes among sales managers were announced by Wiseman as the first of four major phases of a two-year plan to restructure the sales and service section. In addition, **Dean W. Cooksy**, former regional manager of sales in San Francisco, Cal., has been given responsibility to coordinate sales activities of the railroad in its attempt to obtain traffic moving to Alaska for pipeline construction. His new title is director of sales-Alaska Project. He will continue to work out of his San Francisco headquarters, assisting rail shippers with barge, truck and air connections to Alaska. The Milwaukee Road opened its Anchorage sales and service office last year.



**A day's work** done, Mr. and Mrs. Bixby relax in the locker room at the yard office in Milwaukee, Wis. The two were crew members on the same trains on Christmas eve and Christmas day. *Milwaukee Sentinel* photo.

## Two for the road

Like many other Milwaukee Road employees, Mike Bixby spent his Christmas working onboard freight trains. But his Christmas assignments were unique in that his wife Kathy was there too—working.

Mike, 26, was conductor and Kathy, 24, was head brakeman on the same freight trains running between Milwaukee, Wis., and the freight yard at Bensenville, Ill., near Chicago. Mike has been in train service for three years and Kathy started as brakeman-switchman last November, but this was the first time that both were given the same assignments. The husband-wife train assignments were entirely coincidental, according to Milwaukee Trainmaster Chad Anderson.

The couple was called for 11 p.m. to take train 202 from Milwaukee to Bensenville on Christmas eve. After a layover in Bensenville, they returned as crew members on another freight on Christmas day.

Kathy was one of six women working switchman-brakeman positions on the Milwaukee Division when she and Mike drew the identical Christmas duties. Several other women have since applied for switchman-brakeman jobs on the division and have participated in the seven-day training courses required for all new applicants.

Kathy became interested in applying for the job after talking with Milwaukee Road train personnel Cindy Angelos and Lena Bertucci, whom Mike had invited home. Mike and Kathy have been married for five years and have a three-year-old son.

Kathy completed training satisfactorily, received her seniority date and was assigned to switching jobs in freight yards on the Milwaukee Division and to freight and passenger trains operating between division terminals.

Anderson is sure that the Bixbys' husband-wife assignment was a "first"

in American railroading. Other women train and yard personnel on the Milwaukee Division have received publicity from local newspapers and television stations, and an article appeared recently in a San Antonio, Texas, newspaper.

Anderson points out that, in spite of the publicity, a switchman-brakeman job isn't all that glamorous. The work is physically demanding and involves such things as climbing on and off of moving railroad equipment, throwing manual switches and replacing heavy knuckles in car couplers. Winter cold makes this work more difficult.

Yet more and more women are applying for these jobs and are moving into a field of work still dominated by men.

Some railroaders are fumbling with new words such as switchperson and brakeman to describe jobs once held almost entirely by men, but today filled by increasing numbers of women. To be sure, there isn't exactly a stampede of women in the railroad's personnel offices demanding these manual labor jobs. But good wages and a chance to do something they feel is more interesting have drawn more women than ever into railroad occupations ranging from "gandy dancer" to switchman.

Yet this trend is anything but new, at least on the Milwaukee Road. Back in 1882 Annie Gsandtner, at age 16, took over her father's job as switch tender in the Milwaukee Road's yards in Milwaukee, Wis., after he was killed on the job. Milwaukee newspapers of the time described how Switch Annie, as she was nicknamed, "could stand on the track and swing herself onto the footboard of a switch engine with as much grace and ease as any man in the yards." She continued her career in the freight yards of Milwaukee for 25 years.

## Today's near-miss might be tomorrow's disaster

One evening last July Milwaukee Road train number 82, a freight train on its regular run near Green Bay, Wis., was passing through the small communities that dot this part of the Milwaukee's line in northern Wisconsin. Just north of Lena the train's crewmen saw a bus stop for the flashing red lights and warning bell at the crossing ahead. But as the train drew closer, the bus started up and raced through the crossing.

Anxious crewmen in the locomotive looked down at the bus as it cleared the tracks in front of them—so close, in fact, that they could read the name of the bus line and the identification number on the side of the vehicle.

### Report made

The brakeman riding the locomotive wasn't content to count his blessings and hope that the incident wouldn't happen again. When his train arrived at the terminal that night, the brakeman filled out a small card and sent it to the division superintendent. The card was a Report of Hazard of Grade Crossing Collision, also called a "near-miss" report. On it the brakeman wrote the name of the bus company, the number on the bus, and a description of what had happened.

When Superintendent McKegney received the card the next day, he telephoned the bus line and informed them of the incident. He also sent them a letter asking that the bus driver be told about the mistake he had made. A grateful vice president of the bus line soon wrote back to the superintendent, saying that his bus driver had been reprimanded and told about his safety violation.

Although close calls are not unfamiliar to engine and train crew members, they are a sight that crewmen never grow used to. The near-accidents they see can involve family automobiles, farm equipment, or heavily-loaded gravel trucks. Other incidents can occur when tankers with flammable cargoes or buses violate state laws requiring them to

Of the 1,916 people who were killed during 1973 in railroad-related accidents, 1,186 died in accidents at highway-railroad grade crossings. Approximately a third of all crossing accidents involve a motor vehicle running into a train, striking it somewhere behind the first engine unit. Statistics gathered by various state and federal agencies also show that over the years most grade crossing accidents were not the fault of the railroad involved.

These statistics are impressive and frightening. But what these numbers don't show is how many collisions *almost* occurred or were narrowly prevented because a driver was lucky or because a quick-thinking engineer brought several thousand tons of train to an emergency stop. The Milwaukee Road is taking advantage of these "almosts" through the "Near-miss" Program, which is specifically designed to use close calls to prevent future accidents.

stop at all railroad crossings, whether or not a train is approaching.

The Milwaukee Road's safety department directs a major part of its effort towards preventing grade-crossing accidents, and part of this effort is the so-called "Near-miss" Program, which was started in 1966. The word near-miss is used to describe incidents in which a motor vehicle misses collision with a train at close range. The term has also been extended to include any grade-crossing violations on the part of motorists.

Near-miss reports are made on Form 4259, which is available to employees at division offices and terminals. One side of the card is used to describe the incident and the other side is to be addressed to the superintendent of the division in which the near-miss occurs.

### Urge promptness

The safety department emphasizes that near-miss reports should be filled out as soon as possible so that details of the incident won't be forgotten and so that a timely investigation can be started. Cards can be sent by U.S. mail, company mail, or delivered in person. If cards are not available, information can be telephoned to an office where a report can be filled out.

If possible, information on the reports should include license num-

bers, vehicle numbers, names appearing on the vehicles, or other facts that will make identification of the owner and driver possible.

Once the party involved is identified, the superintendent or a member of the railroad's police force can contact the company or driver in an attempt to prevent a recurrence of the incident.

### National program

Superintendents then send the reports to the railroad's safety department headquarters in Chicago, Ill., and information is transmitted to the National Safety Council for use in nationwide grade-crossing statistics.

The safety department emphasizes that the near-miss program isn't just for train and engine crew members. Agents, roadmasters, track foremen and other employees who witness reckless driving practices at Milwaukee Road crossings are urged to fill out reports.

Railroad safety officers are concerned about all near-miss incidents, but they are particularly concerned about incidents involving tank trucks, tractor-trailers and school and public buses. Such incidents could lead to grade-crossing disasters if repeated.

A near-miss is an unnerving experience for any locomotive engineer. He knows that even at a slow speed his 180-ton locomotive and

Observation of busses carrying passengers or trucks transporting flammables, explosives, or other vehicles, failing to stop before crossing railroad tracks, or running around gates or through lights, creating hazard of grade crossing collision

Crossing Location		Date	Time of Day
Direction of Moving Vehicle (North-South-East-West)		MPH Speed of Vehicle (Estimated)	Weather: (Clear-Cloudy-Snow-Rain, etc.)
VIOLATION:	Disregarded:	Lights <input type="checkbox"/>	Gates <input type="checkbox"/> Watchman <input type="checkbox"/>
Failed to Stop <input type="checkbox"/>	Reckless Operation <input type="checkbox"/>	Other <input type="checkbox"/>	
Identification on vehicle (company name, school bus district, etc.):			
Remarks:			
Your Name	Occupation	Location	

FORM NO. 4259 ISS-23M.4/68

the thousands of tons of train behind it can demolish an automobile or even a large truck. But he also knows that the impact of any collision could injure crewmen, cause a dangerous fuel explosion, and derail a train. The Near-miss Program is one way that Milwaukee Road employees are telling drivers about their mistakes—hopefully, before those drivers can repeat their errors on Milwaukee Road crossings.

This small card is the key to making the Near-miss Program work. All employees have been encouraged to use these cards to report violations at grade crossings to the superintendents of the divisions on which incidents occur. The card should contain as much identification as possible of the vehicle involved.

## Milwaukee to add 32 New switch engines, 823 new cars to fleet

The Milwaukee Road will acquire 32 new diesel switching engines during 1975. Acquisition of the MP-15 engines will signal the first time in 20 years that the Milwaukee has put in service new units intended primarily for yard switching. The 1,500-horsepower units will also see some light road use. In recent years the Milwaukee has concentrated its acquisition programs on new high-horsepower units for use on transcontinental road freights.

Locomotive rebuilding at the Milwaukee Shops in Milwaukee, Wis., will continue to emphasize the complete upgrading of old 1,500- and 1,750-horsepower road engines. Twenty of these engines will leave the shops in 1975 as 1,800-horsepower SD-10 units, suitable for use on road freights on secondary and main lines.

### Freight cars

The Milwaukee Road's new freight car acquisitions in 1975 will include 220 gondolas for handling steel and scrap metal, 200 jumbo covered hopper cars, 100 enclosed trilevels for automobiles, 100 bulkhead flat cars of 100-ton capacity and 203 other freight cars, for a total of 823.

The car rebuilding program at the Milwaukee Shops will place 200 high stake log flat cars and 225 small covered hoppers in service in

## President's Trophy Contest Safety Standings of Divisions and Departments January 1 through December 31, 1974

Rank	Division	Killed	All Injuries	Casualty Rate
1	Rocky Mountain	1	111	58.23
2	Aberdeen		118	77.96
3	Coast		216	80.62
4	Twin City Terminal		131	86.46
5	LaCrosse		217	89.19
6	Chicago		408	93.91
7	Iowa, Minnesota & Dakota		145	94.96
8	Iowa		277	104.57
9	Milwaukee	1	710	119.55
	Others		60	15.39
	SYSTEM	2	2393	84.24

Rank	Department	Killed	All Injuries	Casualty Rate
1	Stations		82	24.66
2	Signals & Communications		34	39.74
3	Material Division		18	46.82
4	Enginemen		153	52.54
5	Locomotive Department		198	74.07
6	Car Department		247	92.49
7	Electrification	1	14	92.97
8	Road Trainmen		385	101.38
9	Bridge & Building		52	112.33
10	Track		604	152.28
11	Yard Trainmen	1	579	225.00
	Miscellaneous		27	5.83

like-new condition during 1975. This rebuilding program is separate from the regular schedule of car repair

work done at the Milwaukee Shops and other points on the railroad system.

# Milwaukee, 2 other lines Experiment with new way to allocate freight cars

To the Milwaukee Road's transportation department, a club car isn't a passenger coach where drinks and sandwiches are served. The term is used to describe any of six common types of freight cars belonging to three railroads, including the Milwaukee Road, which are members of a "club" that is experimenting with a way to reduce the wasteful movement of empty freight cars.

Club members are the Milwaukee, the Southern and the Missouri Pacific railroads and they have agreed to put aside rules requiring that an emptied freight car be returned to its owner railroad, whether or not a freight shipment bound in that direction is available for loading. This experiment to get better usage from boxcars and other equipment began on Sept. 15 and is called the freight car clearinghouse.

## Report cites inefficiency

The move by the three club members to legally bypass existing Interstate Commerce Commission (ICC) car service rules came after the National Commission on Productivity and Work Quality released a report last spring which was critical of the present system, a system that often results in the shuffling of many empty cars back and forth among railroads. The report urged new attempts to find more efficient ways to use railroad equipment, something that many railroads had long been seeking.

Working through the Association of American Railroads (AAR), which provides a forum for the exchange of information and ideas among railroad managers, the Milwaukee, Southern and MoPac agreed to try a new plan and received approval to implement it.

Under old ICC and AAR rules and car service orders, restrictions are placed on the loading of a car owned by a different railroad than the one that has it on its line. This often means that the car must be moved empty back to its owner railroad. Whether or not the car is loaded or empty, the railroad that has it must pay a daily use charge, known as per diem, and a mileage fee while the car is returning to its home railroad.

The result is a substantial number of expensive empty car miles—a practice that is also wasteful in terms of fuel consumption, labor and equipment utilization.

While managers of the three club railroads sought to reduce this wastefulness, they also had to recognize that the old rules were set up to accomplish an important thing—to protect the equity of the owner of the rail car who expects to earn a return from his investment in that car. This means that railroads and shippers still had to be prevented from benefiting unfairly from the use of equipment paid for and maintained by another company.

Keeping this goal in mind, club railroads received permission to exempt six common types of rail cars from



Plentiful freight car supply on most railroads today makes it difficult to measure the full benefits of the clearinghouse experiment, railroad managers say.

ICC Car Service Rules One and Two, as well as from four AAR Car Location Directives. The six car types are 40-, 50- and 60-foot-long unequipped boxcars; long and short unequipped gondola cars, and unequipped flat cars—making a total of 69,500 railroad cars owned or controlled by the three rail carriers.

Choice of the three lines was no coincidence. They connect with one another at key terminals, have frequent opportunities to interchange cars, and have car fleets intended to carry similar kinds of commodities. The Milwaukee interchanges with MoPac at Chicago, Kansas City and Omaha. Milwaukee and Southern connect at Louisville, Ky. Southern and MoPac have connections at Dupon, Ill., Memphis, Tenn., Mt. Vernon, Ill., New Orleans, La., St. Louis, Mo., and Valley Junction, Ill. Keeping track of the thousands of club cars that would pass through these points required changes in computerized car control systems of the three railroads.

Briefly, the experimental clearinghouse system follows these rules. A club railroad is permitted to load any of the six types of club cars and send them to any destinations on any other railroads. A special record is kept by the three lines of each loaded club car sent to another club railroad. A club road gains one credit each time it originates a load in a club car which terminates on another club line. The railroad on the receiving end of the shipment incurs one debit in the transaction.

## Move cars to settle score

Once a week the three lines get together to settle the score among them. Often, debits and credits will cancel each other out. If a railroad owes cars at the end of the week, it must pay the creditor roads with club cars. A creditor railroad may elect to cancel debts owed to it if it already has a surplus of empty cars on hand.

If the weekly car debt requires settlement through the physical movement of cars, it is done in the most efficient manner. For example, if the Milwaukee owes the MoPac two cars, the MoPac owes the Southern one car and the Southern owes the Milwaukee two cars, this settlement involving five cars on the weekly balance sheet would actually be accomplished by moving just one car, from

the Southern to the MoPac. Per diem and mileage charges on club cars remain the same as before, but club members now have greater opportunities to load the cars and earn revenue from car movement.

Participating railroads have been cautious in their evaluations of the experiment's early results. A surplus of freight cars during much of the last quarter of 1974 created a situation that did not really test the full potential of the plan. In fact, railroads often agreed to cancel club car debts due to the large number of empties already on hand. In addition, transportation officials of the three railroads agreed in December that it was too early to measure benefits brought about by the plan, and they received a 90-day extension of the original 90-day limit on the experiment.

#### Car shortage would be best test

Milwaukee Road General Superintendent of Transportation Robert Beck pointed out that the benefits of the experimental car balancing plan would be more noticeable during a period of prolonged car shortage,

such as the one that accompanied the intense exporting of grain and corn in 1973.

Beck said that he does not feel that a program like this, applied to all equipment on all railroads, would necessarily solve all the industry's equipment utilization problems. But he believes that it is one of the most significant steps taken in recent years towards better equipment utilization. He pointed out that car regulations have become increasingly restrictive, making things more complicated than they really need to be and making efficient car utilization more difficult.

If the clearinghouse method of allocating equipment was applied nation-wide, it is anticipated that the AAR would be the central device to administer a program of this magnitude. AAR is presently coordinating an industry-wide computerized freight car information system, called TRAIN II, which is expected to go into operation this spring. Such a car information network is seen as the basis for future implementation of an innovative and efficient nation-wide car distribution network.

## Employees will receive safety pins

**Safety award pins** similar to this one will be presented to employees throughout the Milwaukee Road system this year. The safety department's newly-expanded award program actually began several years ago among Operating Department personnel in the Milwaukee Terminal. It was later developed to include Chicago Division and Twin Cities Terminal employees and employees throughout the railroad in the Mechanical Department. Awards will be retroactive and will be based on an individual's safety record since he or she was first employed. Awards will show the number of consecutive years that each recipient has served injury-free. Decals containing the same information as the safety award pins will be presented to employees required to wear hard hats.



## Wise Owl Awards presented



**Donald W. Moistad** (left), section foreman at Tusler, Mont., qualified for the Wise Owl Award when he saved himself from an eye injury while driving a railroad spike. The spike maul he was swinging glanced off the edge of the spike and hit the tie place, which in turn threw a rock into his face. The right lens of his safety glasses stopped the rock, even though the lens was cracked by the impact. Presenting the award certificate is District Safety Engineer H. B. Johnson.



**John Dingeldein**, a carman at Bensenville, Ill., displays his membership certificate to the Wise Owl Club of America. John received the distinction for preventing an eye injury by wearing safety glasses. It happened when John opened a box car door and a large pinch bar used to separate ice blocks tumbled out of the car. The bar had apparently been left leaning against the door. When the bar fell out, it struck him in the face, knocking one lens from his safety glasses. Although the lens cracked and fell to the ground, it deflected the bar and saved him from a serious eye injury or the possible loss of sight in his eye, according to District Safety Engineer W. E. Dunn.



**Section Laborer Edwin J. Popesh** (left) receives his Wise Owl Club certificate from District Safety Engineer L. E. Wickler of Savanna, Ill. Edwin was picking frozen track ballast at Tama, Iowa, when a chunk of the material broke loose and hit the left lens of the safety glasses he was wearing. The lens cracked but he received no injury to his eye.

# 175 Engineering Department supervisors Attend system-wide staff meeting



**Lloyd Walleen** (second from left), superintendent of rules and special instructions, explains operating rules to track department engineers and supervisors at staff meeting. Seated behind the table, left to right, are Bob Michaels, Mr. Walleen, Nate Smith, Vice President-Chief Engineer Burt Worley and Walt Fuhr.



**Assistant Chief Engineer-Structures Ken Hornung** (second from right) conducts meeting of structures department engineers and supervisors. At the table, left to right, are Omar C. Denz, Kevin Hersey, Lou Bolwahn, Al Wood, Freeman Drew, Bob Brueske, Ken Hornung and Don Bessey.

Engineering Department supervisors from the entire Milwaukee Road system were brought into Chicago, Ill., on Dec. 2 and Dec. 10 for departmental staff meetings. This was the first time that roadmasters, chief carpenters and signal and communications supervisors have been included in system staff meetings. These groups are responsible for supervision of track, building and signal and communications maintenance and construction.

"Our most important asset is people—you people," Vice President-Chief Engineer Burt Worley told 175 supervisors attending the meetings. "You are the primary supervisors who issue the orders to the people who do the work," he said.

Because of the need of continued supervision in the field, two-day sessions for track department, structures department and signal and communications department personnel were held on Dec. 2 and 3 and on Dec. 10 and 11, with about half attending each session.

The first day of each session was devoted to presentations by President Worthington L. Smith and heads of other departments and offices of the railroad. Goals of these departments and of the railroad as a whole were presented at these meetings.

The second day was set aside for separate sub-department meetings to discuss specific engineering topics.

## Gillick, Women's Club scholarships deadline nears

Deadline for completed applications for the three J. T. Gillick Scholarships and five Milwaukee Road Women's Club Scholarships is April 30. Applications for the 1975 scholarships can be obtained by writing to the J. T. Gillick Scholarship Committee, Room 824 Union Station, Chicago, Ill. 60606. A single application is required to compete for all railroad-sponsored Gillick scholarships and Women's Club-sponsored scholarships.

Requirements have been changed to permit eligibility of children of Milwaukee Road-employed parents earning up to \$19,500 annually. El-

igibility had previously been restricted to children whose Milwaukee Road-employed parents did not receive more than \$16,500 per year from the railroad.

The J. T. Gillick Scholarship Committee will screen all applicants and pick the eight top students. The two highest-ranking candidates will receive full tuition or \$600 annually for four years, whichever is greater, while attending an accredited undergraduate school at the college or university of their choice.

The third Gillick Scholarship and five Women's Club Scholarships are

grants of \$600 per year for four years.

In the case of all awards, the recipient may attend the college or university of his or her choice and may pursue any course of undergraduate study. The Gillick Scholarships, named for the railroad's former operating vice president, have been awarded each year since 1951 and the Women's Club Scholarships since 1961.

Committee judges are staff members of Chicago-area colleges and universities and are not associated with the railroad.

Further eligibility details are furnished with application forms.



**Supervisors from** the signals and communications section of the Engineering Department who attended the Chicago, Ill. staff meeting are, front row, left to right: Art Leonard, Chicago; Al Kissel, Chicago; Bob Caspersen, Tacoma, Wash.; Bob Schmidt, Chicago; Charley Imhauser, Tacoma; Mel McPherson, Chicago; Chip Hall, Ottumwa, Iowa, and Joe Nolan, Savanna, Ill. Second row: Alex Grattoni, Chicago; Merv Minbar, Chicago; Al Trinka, Milwaukee, Wis.; Hank Wellenstein, Milwaukee; Ruben Weikum, Chicago; Henry Kruke, Chicago; Paul Mather, Chicago; Wayne Erbe, Chicago, and Erv Kruk, Bensenville, Ill. Third Row: Ed Kerber, Chicago; Ray Brown, Milwaukee; Mike Lester, Miles City, Mont.; Bill Giannonatti, Deer Lodge, Mont.;

Bill Kaminski, Bensenville; Jim Epstein, Chicago; Bob Jahn, Chicago, and Loren Sandstrom, Chicago. Fourth row: Bob Powers, Savanna; Bernie Jacobson, Chicago; Mal McKay, Chicago; Don Wylie, assistant chief engineer-signals and communications, Chicago; Andy Haight, Chicago; Wayne Kelly, Chicago; Jim Frohmader, Milwaukee; Neil Monroe, Chicago, and Tom Hanlon, Milwaukee. Back row: Paul Ness, Aberdeen, S.D.; Larry Natzel, Minneapolis, Minn.; Gene Hubley, Chicago; Mel McNichols, Chicago; Norm Pugh, Minneapolis; Ray Stuckey, Chicago; Duane Marien, Bensenville; Jim Hill, Chicago; Guy Short, Chicago; Terry Pelkola, Chicago, and Bill Cassidy, Austin, Minn. Henry Warren, Chicago, is not shown.

## New retirement tax base

Railroad retirement tax deducted from some employees' incomes was increased on Jan. 1. The increase is being felt by those employees earning more than the previous maximum taxable monthly salary of \$1,100.

The maximum amount of an employee's average monthly salary that could be taxed at the 5.58 per cent rate for railroad retirement was \$1,100 last year. Starting Jan. 1 the maximum taxable amount was raised to \$1,175 per month, or \$14,000 annually.

Tax rates paid by employees and railroads on the monthly amount remain unchanged at 5.58 per cent for employees and 15.35 for railroads. In addition, railroads will continue to pay a supplemental annuity tax of 7.5 cents per hour of employee work.

Changes in the railroad retirement tax base occurred simultaneously with similar changes in Social Security.



**A Signal Foreman's Seminar** was held in Milwaukee on Nov. 11 and 12 conducted by the Personnel Department. The purpose of the seminar was to acquaint each foreman with new management methods. Those in attendance were, left to right: (seated) J. C. Hill, E. W. Wellenstein, D. E. Twitchell, B. R. Lundberg, J. J. Pillard; (standing) M. E. Seleskie, J. R. Boren, L. G. Lekse, A. J. Kissil, H. P. Warren, and T. D. Pelkola.

# NOTICE

February 10, 1975

**TO: PARTICIPANTS IN, AND BENEFICIARIES OF:**

1. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Medical Care Plan
2. Chicago, Milwaukee, St. Paul and Pacific Railroad Company Short Term Disability Income Plan
3. Milwaukee Motor Transportation Company Short Term Disability Income Plan
4. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Long-Term Salary Continuation Program
5. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Accidental Death Benefit Program
6. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies and Chicago Milwaukee Corporation Life Insurance-Special Risk Accident Plan
7. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Group Life Insurance Benefit Plan
8. Railroad Employees National Group Insurance Plan (Travelers Group Policy Contract GA-23000)
9. Railroad Employees Supplemental Sickness Plan Covering Shop Craft, Signal, Maintenance of Way, Dining Car Employees and Sleeping Car Porters

On September 2, 1974, President Ford signed into law the Employee Retirement Income Security Act of 1974, often referred to as the "Pension Reform Act" (although it concerns both pension and welfare benefit plans). Portions of the Act come into effect in stages over a period of years. One portion of the Act required that by January 1, 1975 certain plans, including those named above, should amend their formal plan instruments to incorporate certain "fiduciary responsibility" provisions, summarized below, dealing with the management and administration of such plans.

The Act itself, which is very detailed and complex, may require other plan amendments in the future, and is dependent in many respects upon regulations to be issued by agencies of the Federal government, including the United States Departments of Labor and Treasury.

The Department of Labor has not yet issued final regulations and guidelines, in the short time since the law was passed, to assist us and others involved in complying with the provisions of the new Act. Further, it is estimated that almost every retirement and welfare plan in the country has to be amended to fully comply with the Act. This will be a time-consuming process for all concerned.

Since these amendments do take time, Congress gave the Department of Labor authority to postpone these amendments to the end of 1975. The Department of Labor has therefore permitted each plan to apply for postponement of those specific sections that deal with the need to amend the plans' documents as of January 1, 1975.

The purpose of this notice is to inform you that in December 1974 applications were submitted to the Department of Labor for an extension until June 30, 1975 of the need to amend the,

plan instruments under which the above captioned plans are established and maintained, to comply with Sections 402, 403, 405 and 410(a) of the Act. In the interim, we will be working with legal counsel, plan consultants, and where appropriate, the insurance companies, to determine what amendments should be made to insure that these plans comply with *all* requirements of the Act.

The provisions for which an extension has been sought may be briefly summarized as follows:

(1) Section 402—requires: plan must be in writing and name one or more fiduciaries who have authority to control and manage plan operation and administration; plan must provide a procedure for establishing and carrying out a funding policy and method consistent with plan objectives and the law, describe any procedure for allocating operation and administration responsibilities, specify who can amend it, and specify the basis on which payments are made to and from the plan; the plan may also be amended (if desired) to contain provisions permitted by this section.

(2) Section 403(a), (b), and (d)—any assets of the plan must be held in trust; the plan may permit the trustee (such as a bank) to follow legal directions of another fiduciary or for management of plan assets by investment managers, and may contain legal procedures for allocation of assets of certain types of plans in the event of the plan's termination.

(3) Section 405(b) and (c)—permits amendment of trust instruments to provide for allocation between co-trustees (if more than one) of specific responsibilities and duties, and permits amendments of plans to provide procedures for allocation or delegation of certain fiduciary responsibilities.

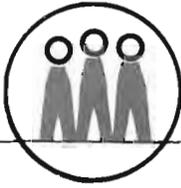
(4) Section 410(a)—voids, with very limited exceptions, any provision in an agreement or instrument which attempts to relieve one who is deemed to be a fiduciary with respect to the plan from responsibility or liability for any duty, responsibility or obligation imposed under the Act.

The postponements will not be adverse to the interest of plan participants and beneficiaries since benefits will continue to be paid in accordance with provisions of the plans. The extensions sought mainly relate to technical matters of plan administration and management, and all other requirements of the Act which were effective January 1, 1975 are in full force and effect. The postponements should allow sufficient time for the plans to adopt amendments to assure compliance with the Act and yet-to-be-issued regulations thereunder. It is our intent that any individual or organization having responsibilities and obligations imposed under the plan or trust instruments, or under the new law, will fully perform his/her or its duties as if the plan or trust documents had actually been amended as required by January 1, 1975. The plans already comply with several of the requirements of the sections of the Act as to which postponement has been sought.

The Act provides that plan participants, beneficiaries, and their duly authorized representatives may submit written comments respecting the applications for postponement at any time before the expiration of the postponement period (June 30, 1975, as described above), specifying any objection they might have. Such comments may be submitted to: Office of Employee Benefits Security, Labor-Management Services Administration, U. S. Department of Labor, P. O. Box 176, Washington, D. C. 20044.

L. W. Harrington  
Vice President-Labor  
Relations and Personnel  
C.M.St.P. & P. R.R. Co.

Dan Josh  
Controller  
The MMT Company



## About people on the railroad

### Coast Division

Portland

Bee Biehler, Correspondent

Office of Regional Manager-Sales

#### SALES DEPARTMENT

Sales Representative Larry W. Cashner retired on Nov. 1, ending a 26-year career with the Milwaukee Road. He was honored by his co-workers on Nov.

23 at a retirement dinner at the River Queen Restaurant and was presented with a gift. Larry joined the Milwaukee in 1948 and spent his entire career in the Portland Sales Office. He plans to begin a new sales career in the field of real estate. We all extend our best wishes to him on this new endeavor, and for a long and happy retirement.

J. H. Mitcham, regional manager-sales, was recently elected first vice president of the Transportation Club

of Portland for 1975, and District Manager-Sales R. D. LaHatt was elected vice president of the Railroad Sales Manager's Association of Portland for 1975.

Congratulations to Brad Smithson, son of Una Smithson, secretary to district manager-sales, Salt Lake City, who was initiated into the National Honor Society at a candlelight ceremony recently at Skyline High School in Salt Lake City where he is a junior.



**Robert W. Bigelow**, district manager-sales at Vancouver, B.C., is shown with some of his friends from the Traffic Department who were among those who honored him at his retirement party. Left to right are E. C. Wilson, assistant manager-pricing in Seattle; Robert Bigelow; P. J. Cullen, retired vice president-

special traffic studies; H. R. Herth, assistant manager-pricing in Seattle; T. P. Martyn, sales representative in Vancouver; C. E. Jones, general manager-marketing and pricing in Seattle, and H. A. Sauter, formerly assistant regional manager-sales in Seattle, and presently area manager-sales in Seattle.

The Railroad Clerks Association, known as the Copper Club of Salt Lake City, held their annual Christmas party on Dec. 28 at the home of Una Smithson, secretary to district manager-sales, Salt Lake City. Approximately 20 couples attended the buffet dinner.

### Tacoma

Lynne Schow, Correspondent

#### DISPATCHER'S OFFICE

Nov. 29 was Marty Kester's last day with the Milwaukee Road. Marty, the first trick operator at Kent, Wash., has accepted a position with St. Regis in Seattle.

Don Wetzel, formerly swing operator at Plummer Relay, has bid in a new position at St. Maries. Irvin Hauck will be replacing Don at Plummer Relay.

#### POLICE DEPARTMENT

Bob Riedl, assistant superintendent, fire prevention, Chicago, visited the Coast Division offices during the week of Nov. 15. He toured the facilities at Seattle, Tacoma, and in eastern Washington, bringing us up to date on the latest methods in fire prevention.

#### ROADMASTER'S OFFICE

Retired Roadmaster Vern F. Shipley and his wife Marge recently returned from a motor trip to Minneapolis, with side trips to California and Nevada. Vern reports that there are now gambling machines in Reno which are operated with both hands and both feet. In that way they can take your money more quickly.

#### SUPERINTENDENT'S OFFICE

The most exciting news recently has been the birth of Karalyn Sue Newfeld on Dec. 13 at Seven Persons, Alberta, Canada. Karalyn's mother, Cathy, is the daughter of Assistant Superintendent Burt Hegge, and the sister of Time Revisor Marilyn Hegge.

Dennis Harget is our new time revisor. Dennis has worked for the Milwaukee Road for five years in Seattle, where he was assistant chief clerk in the Regional Sales Office. Dennis also worked in International Sales and at the switch desk.

The Christmas tree in the superintendent's office has quite a story of its own to tell: Each year ornaments are added to the tree—one for each new employee who participates. Handmade, antique, and purchased ornaments of every description hang on the tree. Each ornament represents a current or retired employee.

#### TRACK DEPARTMENT

Terry Billmeyer, former employee of the Track Department, has been assigned to Sheppard Air Force Base, Texas. Airman Billmeyer is the son of Harold F. Billmeyer, long-time Track



Shown at a retirement party held on Nov. 30 to honor Lyn Baily and Doy Amick are (left to right) Lyn and Ruth Baily, Betty and Doy Amick and Virginia and Morrie Sevedge. Lyn and Doy retired from the Operating Department at Tacoma, Wash.

Department employee at Olympia, Wash. Another son, Franklin Billmeyer, also a former Milwaukee employee, is in the Navy at Norfolk, Virginia.

Section Laborer Mike Butler and his wife Carol are new parents of a girl, Tony Ranee, who was born on Nov. 13. Grandpa is Section Foreman G. L. "Red" Pratt.

Red Pratt's brother Chuck from Delta Junction, Alaska, visited Tacoma at Christmas. This was quite a reunion, as the two brothers hadn't seen each other for ten years.

#### TRAFFIC DEPARTMENT

Bill Sayre and his wife Joann are the proud parents of a new son, Andrew Norbert, born on Nov. 30. The Sayres are from Sacramento, Calif., where Bill worked in Milwaukee's Traffic Department before transferring to Tacoma about four months ago. The Sayres have one other son, Willie, who is 2½ years old.

#### TRANSPORTATION DEPARTMENT

The following promotions were made recently in the Transportation Department: Bob Burns to traveling car agent-

Coast Division, effective Oct. 1; Chuck O'Malley to manager, equipment authorization-Western Region, effective Oct. 1, and Joe Agnew to assistant superintendent, transportation-Coast Division, effective Sept. 1.

#### RETIREMENTS

Train Dispatcher Lyndon Baily and Coast Division Agent Doy Amick were honored at a retirement dinner at Anton's Restaurant on Nov. 30 which was attended by more than 125 people. The two represent a combined service of 85 years. A program followed the dinner with Coast Division Superintendent M. T. "Morrie" Sevedge acting as Master of Ceremonies. Dispatcher Jim Burns, Clerk Helen Ivory, Chief Clerk-Agent's Office Joe Johnson, Dispatcher Wayne Smith, Assistant Superintendent Burt Hegge, Superintendent of Transportation Steve Barry, and retiree S. E. Herzog participated in the program with tributes to Doy and Lyn. After gifts were presented, there was dancing, and everyone had a wonderful evening.

#### DEATHS

Hazel Gottlieb, 78, died recently at Tacoma. Mrs. Gottlieb was originally

**Larry W. Cashner** (center), sales representative of the Portland office retired on Nov. 1, ending a 26-year career with the Milwaukee Road. Shown with Larry is R. D. LaHatt (left), district manager-sales, and J. H. Mitcham, regional manager-sales.





**Warren H. Ploeger**, vice president-executive department, was master of ceremonies at the annual Milwaukee Christmas luncheon on Dec. 18 at the Washington Athletic Club in Seattle, Wash. 104 persons attended and the speaker was Rev. Olin Nordsletten of Prince of Peace Lutheran Church. Paul W. Scott, western director, Real Estate and Economic Resource Development Department, played the piano for group singing directed by Al Nance, auditor.

from Battle Creek, Mich., and came to Tacoma in 1936 where she was employed for 18 years at the Milwaukee Road, both as a freight office clerk and as chief carpenter's clerk.

Our sympathy is extended to Bernice Riippi whose mother Amelia Wick died at Tacoma on Dec. 16. Mrs. Wick was 78 years old. Bernice has been employed as a clerk in the division engineer's office for the past four years.

### Seattle

Lena J. Derr, Correspondent

Office of Regional Manager-Sales

R. W. Bigelow, district manager-sales at Vancouver, B.C., was honored

at a retirement party by his friends on Nov. 22. They presented Bob with a stereo set and a monetary gift and wished him and his wife Vivian happiness and prosperity during their retirement.

Bob's employment with the Milwaukee Road began in the Seattle Freight Rate Department in May, 1935. After working on various positions in the Seattle Rate Department and spending two years as chief clerk at Aberdeen, Wash., he was promoted to chief clerk to the western traffic manager in Seattle in 1949.

From 1952 to 1961 Bob was assistant general agent at Seattle, and then general agent in Birmingham, Ala. In September 1963, after requesting a

transfer back to the West Coast, he was appointed assistant general agent at Vancouver, B.C., and in 1964 Bob was promoted to general agent in Vancouver. His title was later changed to district manager-sales.

Bob's official retirement date, Jan. 3, 1975, ends a career of 39 years and seven months spent in the service of the Milwaukee.

### DISTRICT SALES

A new addition to the district sales office is Sonja R. Wham, who fills the position of secretary. Sonja came to the Milwaukee from the Seattle Chamber of Commerce. She is a canoe enthusiast and is president of Paddle Trails Canoe Club and trip chairman for the American Canoe Association, Pacific Northwest Division. She shares this outdoor interest with her children, Penny and Manley.

Soon after Joyce Hermann underwent surgery, she and husband, Ted, chief clerk in the district sales office, became the proud grandparents of Richard Theodore Vaux on Dec. 3. Their daughter, Vicki, and husband, Albert, are beaming with pride, and all are reported doing well.

Bill Herrick, sales representative in this office, is proud of his new wife, Sandi. She is a member of the R.A.S.H. Judgements Barbershoppe Quartette, which recently placed in the top third standing at a Pacific Northwest Competition held in Vancouver, B.C. The R.A.S.H. Judgements performed at the Christmas party for the Women's Traffic and Transportation Club of Seattle.

### REAL ESTATE

An organization known as the Economic Development Executives of Washington was officially established on Nov. 4, at a meeting in Seattle.

Paul Scott, western director, real estate, economic & resource development in Seattle, was elected as the first president of the group.

Condolences to Bob Argue, assistant western director, on the death of his mother in Annapolis, Md., on Oct. 3.

### LAW DEPARTMENT

David Boyd, general attorney, was welcomed into the Law Department on Dec. 2. Dave was born in Longview, Wash., and was assistant attorney general for the State of Washington in Olympia before joining the Milwaukee organization.

### MARKETING & PRICING

Nella Spiegelberg, stenographer, and her mother visited Reno, Nev., during the weekend of Dec. 8. Harold Emel, special rate officer, went deer hunting in his favorite Okanogan area in search of his winter's meat, but he has been seen shopping lately at the local meat market.

Audrey Hotten, file clerk, vacationed



**Hank M. Lomax** (center), Cedar Falls, Wash., weighmaster and roadmaster's clerk, retired on Aug. 23. Shown with Mr. Lomax are Agent J. O. Irvin (left) and Roadmaster C. W. Geelhart.

in Los Angeles, Cal., Knoxville, Tenn. and Atlanta, Ga., recently. She reported the weather cold, and returned to the Northwest to thaw out.

#### REGIONAL MANAGER-SALES

Visitors welcomed to our area in December were D. A. Keller, assistant vice president, Chicago; J. H. Mitcham, regional manager, Portland, Ore., and C. M. Barnard, district manager, Louisville, Ky. We are happy to report that W. V. "Bill" Johnson, rail-highway representative who underwent open heart surgery in November, is well on the way to recovery. He is doing fine now.

#### REGIONAL DATA

Regional Office employees held a surprise housewarming for Assistant Regional Manager and Mrs. Paul Dexheimer at their new home in Redmond, Wash. They were presented with an appropriate gift for the occasion. The evening was spent socially, and a buffet lunch provided by the group was served late in the evening.

Elba Wilcox has joined the Regional Office as a key punch operator. Re-



**Roger Wilhelm**, chief clerk to the General Manager at Seattle, Wash., won the 1974 Phantom Lake Tennis Club Singles Championship. Roger is shown holding the trophy awarded him in this latest victory. Also shown are several of the more than 50 trophies he has won during his years of tournament tennis. Roger was formerly North Dakota State Collegiate Champion and in recent years has won the Kirkland, Bellevue and Moses Lake, Wash., City Championships.



**The Coeur d' Alene** crew pauses to wish Spokane, Wash., Engineer Ted V. Browning a happy retirement. In back row, left to right, are Brakeman Hough, Engineer Gude, Mrs. Browning, Ted Browning, Brakeman MacNaughton and Local Chairman McCadam. In front row, left to right, are Brakeman Felton and Fireman Dauenhauer.

gional Data Office employees held their annual Christmas party at the home of Mr. and Mrs. Bill Wilson in Lynnwood. Dancing and games were enjoyed, and a late evening buffet was served.

#### RETIREES

Catherine Hutch, former treasurer clerk in the Assistant Treasurer's Office, has recuperated sufficiently from her broken leg to return home. Anne and Chuck Reynolds, formerly of the Purchasing Department, visited Florence and Roy Kidd in Sun City, Cal., on their way home from Reno. Mrs. O. R. (Irene) Anderson left Feb. 1 on a 30-day trip to the South Pacific and the Orient. On her return home she will visit her son, Reese, in Santa Monica, Cal.

The Milwaukee Railroad Employees Retirement Club (Seattle-Tacoma)

held their Christmas party at Steve's Gay 90's in Tacoma on Dec. 12, with 88 members present. Program speakers included Rev. Owen Beadles, a retired United Methodist minister, and Ernest Burns of NARVRE, both of Seattle. Christmas carols were sung by the group. There was an exchange of gifts and half of the members won door prizes provided by the club.

Newly-elected officers are George Michell, president (formerly of the mechanical department-Tacoma), succeeding Leo Thiel; Bill Merrill, vice president (formerly a fireman and engineer on the N.M. & R.M. Divisions), succeeding Vic Peterson, and Al Fulkerson, secretary (recently retired as a telegrapher at Tacoma Junction), succeeding Tom Norwood. Monthly meetings are held on the second Thursday of each month, alternating between

**Old-timers** come to the front at most retirement parties. At Vic Farrar's party in Lewistown were, left to right, retired Superintendent of Traffic C. A. Nummerdor, retired Agent A. M. Peterson and retired Conductor Happy Hatton. The three men have been enjoying excellent health.



THE MILWAUKEE ROAD MAGAZINE



**Section Foreman** Vic Farrar (second from left) of Lewistown, Mont., was honored at a retirement coffee hour recently. Congratulating him are, left to right, Assistant Superintendent H. J. Mahoney, Roadmaster Ken Anderson and Section Foreman Bill Brewer. Vic started with the Milwaukee in 1942 and served as section foreman at Amherst, Hanover and Lewistown yard.

Seattle and Tacoma.

**EVERETT**

Gary B. Troske, district manager-sales, has been elected president of the Everett Transportation Club for 1975.

**Spokane**

Ethelyn Calavan, Correspondent

Office of Assistant Superintendent

After a railroading career spanning four decades, Oct. 31 marked the final trip for Spokane Engineer Teddy V. Browning. Following his father, Claude, who spent many years in engine service on the Milwaukee, Ted began railroading in the 30s and held various positions on the Road at many locations until he became a fireman in Spokane in 1942.

Ted, known for the ever-present cigar in the corner of his mouth, held the engineer's position on the Coeur

d' Alene Local at the time of his retirement. Ted and his wife Dee reside in Spokane Valley. He plans to spend much of his leisure time working in their large garden and the continuation of hunting and fishing.

Of much importance to Ted in his retirement will be his outstanding career in the thoroughbred horse racing business. His fine knowledge and sharp horses have made him a well-known figure in the sport throughout the entire Pacific Northwest.

We had a large number of our men retire during the last several months. Among them were Conductor R. R. Duell, Conductor R. H. Hankins, Engineer R. C. Goodrich, Engineer J. O. Adams, Engineer B. R. Trowbridge, Yardman T. A. Bodey, Conductor G. A. Battleson, Conductor J. O. McCowen, Conductor E. J. Donlon, Conductor E. H. Knott, Conductor L. V. Barnhart, Conductor J. T. Fehr, Conductor C. B. Hurd, Conductor F. M. Ruther-



**Section Foreman** Alvie J. Robertson (left) of Rapid City, S. D., retired on Oct. 11 with almost 50 years of service. With him on his retirement is Roadmaster Gibb Rodgers of Mitchell, S. D.

ford, Conductor J. C. Buerger and Conductor M. W. Faudree. How will we ever manage without all these "ole hands"! Best wishes for a very happy retirement.

**Rocky Mountain Division**

**Deer Lodge Area**

Barbara Wales, Correspondent  
Office of Division Engineer

Section Foreman Frank Pierce of Deer Lodge became a local hero when he rescued an eight-year old girl from her blazing home. Frank was awakened at midnight by his barking dog. Upon looking out the window, he saw that his neighbor's home was on fire. Frank donned trousers and shoes and headed for the burning building. When he arrived, Mrs. Rush and her two boys had escaped the flames, but she told him that her two daughters, ages 8 years and 20 months, were still inside.

Frank then fought his way through smoke and flames to rescue the 8-year old child and, after carrying her to safety, returned in search of the baby. He was driven back by intense heat and smoke before he could reach the child. Frank suffered second degree burns over 32 per cent of his body and was hospitalized for a week. We are proud of Frank and grateful that there are still courageous men who will risk their own safety for others.

Frank and Laura Pierce have asked this correspondent to extend their gratitude to all of the people on the railroad who contributed to the fund set up for them following Frank's hospitalization.

Ralph Walker, former section laborer at Highwood, has accepted a promotion to assistant roadmaster at Deer Lodge. Ralph is a native of Highwood, Mont., and to date he has not moved his family to Deer Lodge, since family members are being kept busy minding the ranch near Highwood.

The Holiday Season was not without its celebrations on the Rocky Mountain Division. An All-employee Christmas party and dinner was hosted in Deer Lodge at the Elks Club on Dec. 21. Approximately 95 people were served a turkey and ham smorgasbord and later danced to the music of the Smith Trio. Two money-raising raffles were won by Brakeman Jim Satake of Three Forks, Mont., and Brakeman Darrell Galihier.

Clerk Rich Knudson from Harlowton, Mont., has been working in the Superintendent's Office. He has been relieving Denise Gransbery in the time revisor's office.

Several of the clerks in the Deer Lodge offices held their annual Christ-

mas luncheon and gift exchange at Duffy's Haus on Dec. 23.

Mrs. Vern Jenks, wife of Vern Jenks, special assistant to superintendent, recently underwent surgery but is now recovering at home.

### Harlowton - Great Falls

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Shades of modern medicine—Agent E. W. "Stew" Stewart, suffering from a heart which was off-beat and very irregular, has been given treatment in Billings, Mont., where special shocking equipment was used to put his heart on proper beat. Time lost from duty for the treatment was just two days.

Roundhouse Laborer Ronel Weber, son of Electrician Ed Weber, was married to Cynthia Coop in Wesleyan Church in Harlowton at a candlelight service. Three brothers and the dad are employees on the division.

James Andrs, 82, a retiree from the Milwaukee and rancher from Denton, Mont., died at Veterans' Hospital in Fort Harrison near Helena, Mont. He was born in Manitowoc, Wis., served in WWI in the Army, came west and married Mary Nemec of Coffee Creek, Mont., and later served with the Milwaukee for 15 years.

Peggy Stewart, daughter of Agent and Mrs. E. W. "Stew" Stewart of Two Dot, Mont., was married to Timothy Brower in Federated Church in Harlowton at a double ring ceremony. Peg is a graduate of Harlowton High and presently employed by Montana Physicians and Surgeons in Helena. Tim is a graduate of Sanborn, Iowa, and employed by Sherman Williams Paint Co. in Helena.

Milwaukee Women's Club of Lewis-



**Trainmaster R. F. Shive** (right) congratulates Conductor E. C. Petrick at the end of Mr. Petrick's last trip on the Hopkins, Minn., Patrol on Sept. 27 after 34 years of service with the Milwaukee Road.



**Faribault, Minn.**, Agent Ken Sexter (second from left) and Section Foreman W. E. Kanzenbach (right) are shown as they retired on Jan. 3. With the retiring veterans are Assistant Division Engineer Ray McCann (left), Section Laborer Ray Simon (center) and Roadmaster L. C. Schaeffer.

town gave their annual Christmas Party at Eagle's Hall with the usual large attendance of employees, wives, and children. All enjoyed a delicious lunch after which Santa appeared and gave each of the children a Christmas present.

Harlowton Milwaukee Women's Club gave a Christmas evening dinner and card party. Of special interest was the depiction in pantomime of Christmas in 1924 showing the family going to visit relatives in an old auto which had many of the old problems of flat tires, hot engine, open touring and hand cranking.

Foreman Robert Burrows has received a special citation for 25 years in scouting. He became a leader nine years ago.

Agent-operator Ed Wacker of Choteau, Mont., retired after many years of service. A coffee hour was given in his honor.

Dannie Linnville, night operator at Harlowton is the new agent-operator at Choteau. Freddie Lyle of Three Forks, Mont., is the replacement operator at Harlowton.

Section Foreman Vic Farrar of

**Mason City, Iowa**, Agent Hollie Stib (center) congratulates retiring Operator J. D. Hartley (left) and retiring Yard Clerk C. V. Monteon.



Lewistown, Mont., retired recently due to a physical disability. He served as section foreman at several Northern Montana locations. Happy Hatton, C. A. Nummerdor, A. M. Peterson and Assistant Superintendent H. J. Mahoney spoke of Vic's excellent work over the years at a coffee hour. Vic holds a special record—that of catching a 19-pound Loch Leven trout in Lewistown's famous Spring Creek in 1949.

### IM&D Division

#### Sioux City Area

Marie B. Franken, Correspondent

Office of District Manager-Sales  
Sioux City

Dr. K. "Tom" Casey, son of Roundhouse Foreman and Mrs. K. S. Casey of Sioux City, has received his degree of Doctor of Chiropractic at Davenport College of Chiropractic at Davenport, Iowa. He and his family will reside in Davenport where he will assume a position on the college faculty as assistant professor of X-ray.

Congratulations to Locomotive En-



**W. A. Wilkinson's** days in the cab of a locomotive are over now that he has retired. He ended his career at Austin, Minn., on Sept. 28.

gineer A. L. Marston of Sioux Falls, S. D., who retired on Oct. 1 after 33 years of service.

The wife of Agent J. B. McGuire of Sioux City died on Sept. 28 in the Hawaiian Islands. She was on an educational tour for United Air Lines and died on the Island of Maui. Survivors include the widower; a son John; two daughters, Mrs. Pattie Heinke and Jayne Ellen, and one brother, Lewis Hayden, of Oxford Junction, Iowa.

Retired telegrapher Raymond L. McNertney died on Sept. 17 at a Sioux City hospital after a long illness. Mr. McNertney retired in 1964 after 43 years of service. He is survived by his widow, two nieces and two nephews.

Section Foreman Alvie J. Robertson of Rapid City, S. D., retired on Oct. 11 with almost 50 years of service. At one time or another during his career on the IM&D Division he worked every foot of track between Kimball and Rapid City, a distance of 240 miles. He has been foreman at Rapid City for the past 20 years except for summers on extra gangs. Fellow workers along the line presented him with a gift of

money upon his retirement. He and his wife plan to travel south for the winter.

Cornelius J. Jennings died on Dec. 7 at a Sioux City hospital after a short illness. Mr. Jennings worked as carman at Sioux City prior to his retirement in 1953. Survivors include his widow, three sons, 13 grandchildren, five great-grandchildren and one sister. Interment was in Sioux City.

Former Trainman Vern Hansen died on Nov. 16 at Canoga Park, Cal., after a short illness. He is survived by his widow, six children and father Earl B. Hansen who is a retired Milwaukee Road switchman. Vern left the Milwaukee Road in 1948 for employment in California.

### East End

R. D. True, Correspondent  
Office of Superintendent

C. V. Monteon, second trick yard clerk at Mason City, Iowa, who retired on June 1, and J. D. Hartley, telegraph operator at Mason City who retired on Oct. 31, were honored at a cake and coffee held at the Mason City Freight Office on Nov. 22. Both men have served with the Milwaukee Road for 37 years.

On Nov. 18 G. J. Kulik, agent at Grafton, Iowa, was welcomed to Mason City when the agency at Grafton was closed and headquarters were moved to Mason City. George will still handle the business at the Plymouth, Grafton and Carpenter stations.

The Milwaukee Road Women's Club, Mason City Chapter, observed its 50th anniversary on Nov. 30. The Golden Anniversary Dinner was held in the Coach Room of the Holiday Inn at Mason City. The party was held in lieu of the usual Christmas party normally held the first Saturday in December. There was an interesting program and prizes were awarded.

W. A. Wilkinson retired on Sept. 28 as an engineer at Austin. He started in

1927 at the Marquette, Iowa, Roundhouse.

A. C. Erickson retired on Oct. 1 as switchman at the Austin Yard after 38 years of service with the Milwaukee Road.

Leo J. Gribben, a retired office clerk, died on Dec. 15 at the age of 77. He is survived by a sister, Mrs. Mary Ellen Ward, of Mason City.

Ken Sexter, agent at Faribault, Minn., completed 42 years of service on Jan. 3. Ken started with the railroad as a trucker at Faribault, advanced to clerk for six years and then became agent-operator at various locations on the IM&D Division. He was local chairman of the ORT for ten years. His father Art worked for the Milwaukee Road for over 52 years and his brother Lowell worked for seven years at Minneapolis, Minn., and San Francisco, Cal.

Ken and his wife Margaret have one daughter, Kay Marie, who also lives in Faribault. The Sexters have four granddaughters. Ken and Margaret will be spending winters in either California or Texas, and will fish, golf and hunt. Ken is also active in all the Masonic orders and the Shrine.

W. E. Kanzenbach, section foreman at Faribault, is retired from service on Jan. 3 after more than 41 years with the Milwaukee Road.

Carl A. Berg of Madison, S. D., died at the age of 98 on Nov. 8. He had worked for the Milwaukee Road most of his working life.

### Twin City Terminals

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

Friends and relatives were saddened by the death of Carman Maurice Thayer on Dec. 5 at the age of 46. His son, Brad, is a clerk in the Repair Track Office.

Many old timers will remember Ed Johnson (Snooze) who died in Decem-



**Switchman A. C. Erickson** (center) receives congratulations on his Oct. 1 retirement from Austin, Minn., Yardmaster Lefty Kelly (left) and Superintendent W. F. Bannon.



**Raphael Molumby** (left) and Ralph Perry (right) get a double handshake on their retirements from St. Paul, Minn., Car Foreman M. O. Knospe.



**TETZLAFF-JUNGEN.** Karen Marie Tetzlaff, daughter of IBM Clerk and Mrs. William Tetzlaff of Wausau, Wis., and Mark Thomas Jungen were married on Nov. 9 at St. Michael Catholic Church, Wausau. Reverend Joseph Tetzlaff, uncle of the bride, officiated. The reception was held at the Holiday Inn.

ber. George Curilla, former coach cleaner, also died in December.

Two retirees were hosted at a cake and coffee party in St. Paul on Jan. 3. Retiree Raphael Molumby started with the Milwaukee Road in 1939 and he plans to continue to make his home in Minneapolis. Ralph Perry started with the railroad as a locomotive painter in 1931 at Galewood, Ill., transferred



**Retired Conductor** and Mrs. Ralph Chamberlain of Wausau, Wis., celebrated their 50th wedding anniversary on Nov. 6 at an open house in the parlors of the First United Methodist Church, Wausau. The Chamberlains are active members of the Methodist Church, the Moose and the Eagles' Club. They have four sons, 14 grandchildren and six great-grandchildren.

to Western Ave. and to Bensenville, Ill., then to St. Paul where he retired as a carman. He and his wife will continue to make their home in St. Paul.

Carman Bill Wheeler received the sad news that his 18-month-old granddaughter drowned in the swimming pool at his daughter's home in Florida.

Traveling Engineer and Trainmaster John Kiley and his wife went to Northfield, Minn., to watch their son Kevin, a student at Coe College, play basketball against Carleton College. Kevin was high scorer with 16 points.

Carman Ralph Hammerot and Carman Helper Mike Rollins were guests at a cake and coffee party on their last active day of work before retiring. Ralph's service dates back to 1936. Mike's work with the railroad also began in 1936. Their homes are in Minneapolis and both plan to do some of the things they never had time for before.

## LaCrosse Division

### Valley District

Naomi Cline, Correspondent

Roundhouse Office, Wausau

The Milwaukee Road Women's Club held their Christmas party on Dec. 10 with 21 ladies present. A potluck was enjoyed by all, followed by a gift exchange and card playing.

Freight Chief Clerk and Mrs. Herbert Hintze celebrated their 25th wedding anniversary at a reception and dance given by their children at the Eagles' Hall in Wausau, with many of their railroad friends present.

Gary Lee Cortright, son of Engineer and Mrs. Eugene Cortright, was married on Nov. 2 to Cynthia Marie Peck at the First Presbyterian Church in Wausau. The reception was held at the Sportsman Club.

Clarence Chamberlain, son of retired Conductor and Mrs. Ralph Chamberlain, died on Dec. 5. He was a deputy sheriff in Merrill for Lincoln County, Wis.

Mrs. Henry Alesia, daughter of retired Engineer and Mrs. Raymond Kerr, died on Dec. 19 in Mt. Prospect, Ill. Burial was in Wausau Restlawn Park.

## Milwaukee Division

Alonzo J. "Lonnie" Farnham died on Aug. 29 at Sun City, Ariz. During his 45-year railroad career he worked on many divisions and retired in 1964 as chief rules examiner at Milwaukee, Wis. Mr. Farnham was born in 1901 in LaCrosse, Wis., and joined the Milwaukee Road in 1919 as a telegrapher

in Portage, Wis. He became train dispatcher there and at Madison, Wis. He was assistant trainmaster in Milwaukee and became trainmaster at Green Bay, Wis., and Minneapolis, Minn., and assistant superintendent at Perry, Iowa, and Milwaukee. He held the position of superintendent at Ottumwa, Iowa, Terre Haute, Ind., and Madison, Wis., before coming to Milwaukee in 1952 as chief rules examiner. Survivors include his widow, Marion, two daughters and two sisters.

Elishia McDonald retired from the Store Department in Milwaukee, Wis., on Aug. 15, ending 30 years of railroad service. Since he was transferred to Milwaukee in 1956 he has been commuting between his home in Clinton, Ind., and Milwaukee. For many years he rode the train to and from work, and during the last four years he has been taking a bus. He started with the railroad in 1934. In 1941 he and his family moved to Clinton where he worked in the West Clinton Shops. In 1952 he was transferred to Terre Haute, Ind., and worked there until he was transferred to Milwaukee. Mr. McDonald, his wife and his son and daughter-in-law make their home at R.R. 3, Clinton.

## Women's Club

### Milwaukee Chapter

Mrs. John Farence, Correspondent

A Christmas party was held at noon on Dec. 16 in the Lotus Room of the Plankinton House with 77 members in attendance, 14 of whom were husbands.

After the luncheon, club officers were introduced and Mrs. Charles Rintelman, historian, gave a resume of our Golden Anniversary year. Highlights of the year were the use of our new meeting room in the First Federal Statesman Club Lounge, two Board meetings held at the Plankinton House, our invitation to join the Chicago Chapter's celebration at the Palmer House which was attended by eight of our members in May, our Golden Anniversary dinner on July 12 at the Downtowner and Picnic Day on Aug. 19 at the Washington Park Senior Center.

Our monthly meeting attendance has averaged 40 members and present membership in our Chapter is 117. Of these 105 are active, one is social and 11 are honorary members.

Mrs. Ann Ludington, second vice president, was reported hospitalized as a result of a fall on basement stairs. Miss Irma Knoll is at St. Joseph's hospital, also recuperating after a fall. Mrs. Caroline James was reported to be recovering at home after surgery. Both Mrs. Leon Fredericks, club auditor,



Members of the Milwaukee Chapter of the Milwaukee Road Women's Club and their husbands celebrated the Holiday Season with a Christmas party on Dec. 16. Club officers standing at the head table at the left are, front to back, Mrs. Catherine Baird, sunshine chairwoman; Mrs. John Farence, corres-

ponding secretary; Mrs. Lillie Blanck, first vice president; Mrs. Leona Reuter, president; Mrs. Sylvia Duty, recording secretary; Mrs. Elsie Haggerty, treasurer; Mrs. Clara Geipel, first assistant recording secretary, and Mrs. Charles Rintelman, historian.

and Mrs. William Kannenberg were unable to attend because of their ailing husbands.

Mrs. Catherine Baird reported mailing over 40 greeting cards during 1974. Your correspondent read Christmas messages from Mrs. Marie Hauser of Phoenix, Ariz., and Mrs. Caroline James. Gifts were then exchanged and cards played.

The Milwaukee Chapter expends greetings to all for a Prosperous 1975.

### Car Department

Pat Hoye, Correspondent

Ray Laszkiewicz was promoted to general foreman in the Freight Shop on Sept. 1. Ray is well known in the Freight Shop as he has a total of almost 30 years of service. Eighteen years were spent as a welder, 3½ years as an assistant foreman, and 7½ years as a foreman.

Ray Siepe, who had been on leave of absence since April, retired on Oct. 1. He was a foreman in the Freight Shop at the time of his retirement and had been a foreman since 1956. Ray's railroad career goes back to 1926 when he was hired as a boilermaker apprentice in the Boiler Shop. He transferred to the Freight Shop in 1934 and remained there, serving as a welder and a leadman until the 1950s. Ray and his wife intend to do much traveling during their retirement. They recently returned from Las Vegas. The Siepes live at 3257 South 21 St., Milwaukee, Wis.

Carman Welder Walter Demitros retired from the Freight Shop on Nov. 4 after a 38-year career with the Milwaukee Road. Walter and his wife look forward to spending their time

fishing at Pardyville, Wis. Their present address is 5625 Notre Dame Court, Milwaukee, Wis.

Mike O'Neil has joined the Peace Corps. Mike left the employ of the Milwaukee Road on Nov. 6 where he was a carman in the Freight Car Shop. He will be working on a group of islands off the coast of Australia. Mike has a degree in electrical engineering and he should be a valuable addition to the Peace Corps staff.

On Oct. 11 the men who work at Milwaukee Terminal Car Department received the floating safety trophy. A party was held at the Covered Bar in Milwaukee to honor the men and the safety trophy was presented at that time. The party was sponsored by the



Walter Demitros (left), carman welder, is shown with Len Barry, general foreman of the Milwaukee, Wis., Freight Shop, during Walter's retirement on Nov. 4 after 38 years of service.

32nd Annual Milwaukee Road Hiawatha Bowling Tournament will be held in Milwaukee, Wis., at the Olympic Lanes on April 5 and 6, 1975.

For further information contact George Duncan  
805 S. 37th St.  
Milwaukee, Wis. 53215  
Phone: 383-4991



**Retired Engineers** Lumir Vacek and Wayne W. Smith receive their Certificates of Recognition. Lumir (second from left) began his career with the Milwaukee Road as a fireman in 1943 and retired in August, 1974. Wayne (second from right) was employed in 1951 as a fireman and retired in May, 1974. Back row, left to right, are R. E. Magnuson, district master mechanic; L. F. Shanahan, assistant superintendent at Savanna, Ill., and A. J. Cini, district regional road foreman of engines.

Milwaukee Road Safety Department, and representing the Safety Department at the party was Charlie Winters, Milwaukee Terminal safety engineer. Another special guest was Ted Tanin, manager of personnel for the Mechanical Department.

The safety trophy floated between Milwaukee Terminal Car Department, Milwaukee Freight Car Shop, Milwau-

kee Forge Shop, and Milwaukee Passenger Shop during the period of May, 1973 to May, 1974, and it was awarded each month to the group having the lowest injury frequency ratio for that month. Milwaukee Terminal earned the trophy more than six months of the 12-month period so the trophy now has a permanent home at Milwaukee Terminal Car Department.



**Receiving** the floating safety trophy from Jack Sands (center), district general car foreman, on behalf of employees at Milwaukee Terminal Car Department are Chuck Marsh (left), committeeman at Davies Yard, and John Mickel (right), committeeman at the Milwaukee Train Yard. Also shown are Marv Weishaar (second from left), car foreman at Davies Yard, and Dick Webb, relief foreman at the Milwaukee Train Yard.

Another floating safety trophy is being competed for among the same groups for the period of May, 1974 to May, 1975.

Roland H. Roenspies, who had been on sick leave, died in Milwaukee on Nov. 5. He was a passenger carman in the Air Brake Shop at the time of his death and had been with the Milwaukee Road for 39 years. Mr. Roenspies is survived by his wife, Marie; his mother, Bertha; one brother, and two sisters.

Congratulations to Gary Siepe and his wife Margaret on the birth of their daughter, Tina Renee, on Nov. 16. Gary is a blacksmith in the Forge Shop. The proud grandfather is Ray Siepe, former Freight Shop foreman.

On Oct. 9 a boy, Kris, was born to Mr. and Mrs. Ed Molenda. Ed is a carman in the Freight Shop.

## Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Thirty-two members and guests of the Marion Chapter of the Milwaukee Road Women's Club met at the Suburban Restaurant for the Christmas luncheon and meeting. Tables were appropriately decorated by Cecil Kieckhaefer with artificial poinsettias, which were later awarded as door prizes to Marie Larkin, Marian Emerson, Ida Moore, Helen Westcott, Marian Lockey, Ramona Bunney, Rose Henle, Hazel Cooper, Marjorie Sieck, Hazel McCalley, Vi Hutchins and Ruth Moore.

President Ramona Bunney presided at the business meeting. Members voted to present a contribution to a less fortunate employee. Irene Ness and her husband, Orvie, volunteered to purchase and deliver fruit plates to shut-in members.

Keesia Harrison, daughter of Engineer and Mrs. Robert Harrison of Perry, has recently completed two years as a Peace Corps volunteer in Africa. Miss Harrison is a 1972 graduate of the University of Iowa in Iowa City. For the past two years she has been living in Mbujimayi, a large village in central Zaire, Africa, where she taught English in a Catholic girl's secondary school. After completing her assignment in Zaire, she spent four months traveling in East Africa, Egypt and Europe before returning to the United States.

District Car Foreman and Mrs. Jack Bell of Savanna, Ill., were Thanksgiving holiday guests in the home of his parents, Mr. and Mrs. Everett Bell of Perry. They also visited their daughters and Mrs. Bell's mother, Mrs. Jessie Updike, at Woodward, Iowa.



**Eddie Miller**, yard clerk at the Nahant Yard near Davenport, Iowa, retired on Jan. 5 after 23 years of service with the Milwaukee Road. Eddie is shown here at East Moline, Ill., in 1951, where he began his railroad service. He held various yard clerk assignments there and at Nahant and Davenport Yards. He has no immediate plans for his retirement and will continue to live in Davenport.

Services were held in Perry for Walter Hawks who died on Nov. 21. Mr. Hawks was formerly a crane operator for the Milwaukee Road for 17 years. Services were held in Perry for Pearle Prowse, wife of retired Yardmaster Charles Prowse, who died recently.

Mrs. John Hamman, wife of section laborer John Hamman, has been a patient at Iowa Methodist Hospital in Des Moines. Retired Conductor Frank Johnson was honored at an open house at Perry Manor in observance of his 99th birthday.

The Milwaukee Women's Club and Retired Veteran Railway Employees had their Christmas luncheon at Club Escadrille on Dec. 6 with 56 in attendance. Club President Virginia Green, wife of Engineer Earl Green, showed slides of their caravan of campers and motor homes traveling on flat cars on a train in Mexico during their recent tour.



**Assistant Traveling Engineer George Vogtli** (right) congratulates **Engineer Jim Turney** at Bensenville, Ill., on his retirement after 30 years of service.



**Forty-five** years of railroad service without an injury were recognized when Chicago Division Locomotive Engineer Frank Bork (left) was presented with a safety tie tac award on his retirement. District Safety Engineer L. E. Wickler of Savanna, Ill., made the presentation.

## Chicago Division

### Savanna Area

Miss Clara A. Cush, Correspondent

On Nov. 11 sixty-five members of the Savanna Chapter of the Milwaukee Road Women's Club celebrated the Club's 50th Anniversary at a family-style dinner at the Moose Hall in Savanna. Guest speaker was L. F. Shanahan, division assistant superintendent, who spoke about highlights of the Milwaukee Road.

The president, Mrs. Dorothy Mitchell, introduced the charter members, Mrs. Edward Shafer, Mrs. Albert Lahey and Miss Clara Cush. Miss Eunice Stevens and Mrs. Frank Fisher were unable to attend.

After dinner a short business meeting was held and the nominating com-



**Wilbur L. Birkholz**, retired Bensenville, Ill., switchman, moved to Colorado last September. He is spending his time working around his new house and fishing with his neighbor, a retired D&RGW conductor.

mittee presented the following slate of officers for the coming year: president, Mrs. LaVern Komiskey; vice president, Mrs. Frank Kehl; secretary, Mrs. Dorothy Mitchell, and treasurer, Mrs. Jess Brach.

The Savanna Chapter was organized in 1924. Mrs. H. E. Byram and Miss Etta Lindskog of the General Governing Board, Chicago, attended the first meeting, and Mrs. O. M. Stevens was elected president and Miss Eunice Stevens was elected secretary.

## Galewood

Eleanor P. Mahoney, Correspondent

Despite the fact that Friday the 13th was the date for the Galewood Lodge #0549 Christmas Party, everyone who attended the sit-down dinner at the "Party House" in Chicago had a wonderful time. The food was delicious and plentiful. The live music tingled toes and dancing feet began to move. George Werembecki, general clerk and Priscilla Koziol, OS&D clerk, arranged the party and everyone attending agreed it should become an annual event.

Ray Bishop, chief clerk, and his wife Etta celebrated their 40th wedding anniversary on Nov. 16. Their son Bob and his wife Dawn surprised them with an anniversary party for 40 of their close friends and relatives at their home in Park Ridge, Ill.

Kathy Webster, machine operator clerk, is a new face in our Galewood Car Record Department. Kathy was formerly employed at the Bensenville Office.

Harold O. Wisman, check clerk at the Candy House, retired on Nov. 30 after 40 years of service. He was given a toast by Joseph P. Kalasmiki, agent, and Hugh P. Gallagher, assistant agent, and his co-workers presented him with a gift.

Congratulations to Evalyn Wealer for hosting the Galewood Annual Christmas Party on Dec. 20 in the Re-



**Lee R. Schmidt**, per diem clerk at Galewood, Ill., bagged this deer on his hunting vacation in Upton, Wyoming.



**Lucy DeRoeck Lorenz**, reconsigning clerk, Carscope, Chicago, Ill., is shown admiring gifts from her co-workers at an office party held before her marriage on Oct. 20 to Bob Lorenz. The couple honeymooned at Disney World, Fla., and now make their home in Valparaiso, Ind.

gional Office. It was a catered party and the food was superb. Among the guests present were R. J. Kemp, assistant to vice president; Andy Carolan from the W.W.I.B.; Gerry LaGrano and Karen Sutkus from the office of F. E. Groves, manager-regional data offices, and Vince Clarke from the Lumber and Paper Products Profit Center.

Retirees who were present included Ed Sofka, Mathilde Nauheimer, Emily Young and Ann Oldorff.



**Kazoo-playing** employees of the Galewood, Ill., Regional Data Office and Agency celebrate the holidays with "We Wish You a Merry Christmas". Musicians at the Dec. 13 Christmas party, front row, left to right, are Emil Vanderhayden, Loretta Anderson, Bess Halverson, Stanley Boyle, Ted Pugsek and Terry Madigan. In the back row, left to right, are Roy Wolters, Ted Zielen and Mike English.

The following guests were also present: Joseph Regilio, 4-month-old grandson of Per Diem Clerk Martha Regilio, Emil Simmons, 4-month-old grandson of Grade B Bill Clerk Vehra Waller; Dorian Sidney, 2-year-old niece of Bill Clerk Pam Lyles, and Mark Walter, 3-month-old son of Wally and Revisor Clerk Sabina Ciesielski.

The Freight Agents' Association held its Christmas party at the Roundup in Riverside on Dec. 12. Agents, assistant agents and their secretaries enjoyed a dinner, after which the chairman introduced retired freight agents present. Representing the Milwaukee Road was A. E. Ward, who retired in 1959.

### Bensenville

Delores Barton, Correspondent  
Office of the Superintendent

Chicago Terminal Engineer Charles F. Williams died on Nov. 16 at age 64. Mr. Williams began his Milwaukee Road career as a machinist helper at Western Ave. in 1925. He transferred to the Operating Department as a locomotive fireman in 1927 and was promoted to engineer in 1944. Mr. Williams was appointed roundhouse foreman in 1949 and worked in that capacity until 1972 when he returned to engine service. He was on the Board of Directors of the Boulevard Credit Union for 25 years and past president of the Credit Union.

Mr. Williams is survived by his widow, Kathryn; one daughter, and one son, Tom, who was formerly an engineer with the Milwaukee Road.

Since Jan. 3 the following employees have been retired from the division



**Orren R. Anderson** (right), manager of passenger services in Chicago, Ill., is congratulated on his Jan. 3 retirement by Chester C. Dille, general manager of passenger services. Mr. Anderson first worked for the Milwaukee Road in 1929 and held various positions, including reservations clerk and city ticket agent, before becoming district passenger agent in 1954. He became assistant to general manager of passenger services in 1959 and assistant manager of passenger services in 1968. In 1973 he was appointed director of mass transit services and in 1974 was appointed manager of passenger services. Presently residents of Elgin, Ill., Mr. and Mrs. Anderson will retire to their Florida condominium.



**Trainmaster-traveling** Engineer Earl Stuebner (left) congratulates Yardman Sam Perpetch on his retirement at Bensenville, Ill., on Nov. 29. Sam started with the Milwaukee in 1952.

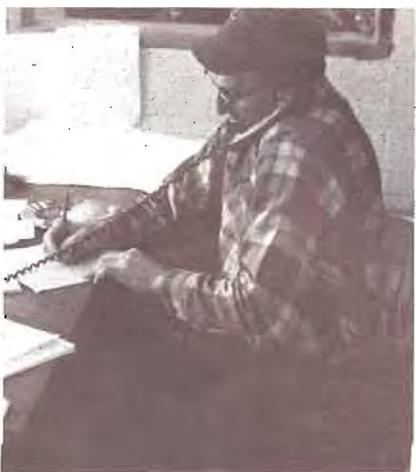


**Switchmen** Tom Foley (left) and Robert E. Kortman of Bensenville, Ill., retired in January.

superintendent's office: Leon Hanson, switchman since 1936; Robert E. Kortman, switchman since 1936; Switchman Tom Foley, who served the Milwaukee since 1940, and Engineer Jim Turney, with 30 years of service. Also retired are D&I Division Conductors Joe Blue and Ray Burt; Switchman Bill Mowery; Engineer Earl Varner, with more than 30 years of service, and Switchman Carroll Olmsted.

William Kaiser of the Car Department, Western Ave., retired on Nov. 29. Kaiser started with the Milwaukee Road as a cleaner in 1942 and held various jobs until 1945 when he was promoted to mechanic, a position he held until his retirement.

Retired Yardmaster Lyall "Kick-apoo" Sampson wrote to us at Christmas to say hello to everyone. Mr. Sampson has moved from Boscobel, Wis., to Cobb, Wis. We also received a greeting from retired Yardman Roma Matheson who lives in North Carolina.



**Galewood, Ill.**, Yardmaster Bill Stotz is shown here at his old job in the Galewood, Ill., Control Center. Bill was transferred to Bensenville, Ill., where he is phone director.



### Membership milepost passed

**Hiawatha Credit Union** Office Manager Alice Schwalge, holding the credit union membership ledger book, gives Vice President-Labor Relations and Personnel L. W. Harrington his new membership passbook—the 4000th passbook issued by the employee-operated credit union. Another new member of the Hiawatha Credit Union, located in Chicago's Union Station, is Pat Campbell (left), who received passbook number 4001. Pat is the secretary to railroad President Worthington L. Smith. The Hiawatha Credit Union was formed in 1939 and membership is open to all railroad and Milwaukee Motor Transportation Co. employees headquartered in Union Station. Members enjoyed a record savings dividend of 6 per cent in 1974 and the credit union recently announced that the savings share maximum of \$2000 per member has been eliminated. This means that members may increase their share balances without restrictions. Prospective members can find out more about joining the Hiawatha Credit Union by contacting their credit union floor director or calling Alice from 9 to 5 weekdays on extension 789.

LaDue E. Harrison, crane operator from the 3rd District, retired on Jan. 6. Mr. Harrison has been employed by the Milwaukee Road since 1936. He and his wife Viola have purchased a home at 5726 21st Ave., North, St. Petersburg, Fla. 33710, and would enjoy hearing from their many friends.

Congratulations to Engineer and Mrs. Larry Dybas on the birth of Sherry Ann who was born on Sept. 8.

Von Stoner has been appointed assistant division engineer, replacing Del Paeske, who recently retired.

Switchmen John McCluskey, Frank Cundari, Gene Youngberg, Clarence Henderson, Terry Bernas and Yardmaster Lee Murphy have been on the sick list recently.

The Boulevard Credit Union has moved to their new location at the east end of the Franklin Park Passenger Depot.

Sympathy is extended to Trainmaster Bruno Tancula on the death of his mother, Mary Lass, on Jan. 2.

Nate Abrams, cashier in Regional Data Office, and his wife Ileene at-

tended the Chemical Convention in Miami, Fla., where she performed her fashion show at the Fountainbleu Hotel for approximately 400 women. They stayed there for a week and then moved on to the Princess Hotel in Freeport in the Bahamas for a convention show. They stayed there for another week and then back to Miami to complete a vacation at the Doral Hotel.

William Duncan Hyslop, a retired Milwaukee Road telegraph operator, died at the age of 75 on Oct. 27 at Bedford, Ind. Survivors include his widow, Margaret, and one daughter, both of Bedford, and two sisters.

### Purchases and Material Department

Roger W. Ruchti, Correspondent

On Nov. 16 Mrs. Joyce Schultz was injured in an automobile accident. She is recovering at home, and we all hope she has a speedy recovery.

Peter Jahn and his wife Ann have been transferred to the Milwaukee Shops where Peter is still a buyer and



**Vera Roman**, clerk in the Capital Expenditure Accounting Office in Chicago, Ill., retired on Jan. 3. She is shown here at her retirement luncheon with Carl Lee (left), assistant manager-capital expenditure accounting, and Joseph Kirchen, manager-capital expenditure accounting.

Ann will be a typist. Everyone in the department wishes them the best of luck in their new home and jobs.

Chuck Adams, who joined the Marines in October, will graduate from Basic Training in January.

Frank Worozaken and his wife spent their 25th wedding anniversary in Las Vegas in November. Janice Ross's bird business is doing well, and if anyone is interested, she can be contacted on ext. 552 in Chicago.

Frank Worozaken won his Christmas bottle in his bowling league. Mrs. Cheryl Ruchti, the wife of Roger, also won the Christmas bottle for being 96 pins over average.

Last year was a year of sickness and poor health for the employees in the Purchasing Department. Hope we will do better in 1975. Everyone in the Purchasing Department wishes everyone on the Milwaukee Road a Happy New Year.

#### Engineering Department Signals and Communications

Marilyn Stypa and Judy Lamarca,  
Correspondents

The Signals and Communications Department held its annual picnic at Jackson Park in Milwaukee, Wis., on Sept. 7. The picnic committee, headed by the Milwaukee supervisors, once again proved to us all that they are "on the right track". The picnic was a big success, featuring plenty of food from the grill, and games with prizes for

those old enough and young enough to participate. Many thanks to all who made it possible.

Hank Kruke, railroad-highway protection engineer, attended a national conference on Railroad-Highway

Crossing Safety held at the Air Force Academy in Colorado Springs on Aug. 19. The conference was sponsored by the Federal Department of Transportation to bring labor, railroads, and public agencies together in order to coordinate their efforts for greater safety at highway crossings. In conjunction with the safety conference, Hank toured the high-speed test center where the government conducts various tests concerning impact, collision, and engine speeds.

Hank Warren, general supervisor-signal construction, and his wife Gretchen left for Colorado and New Mexico on Amtrak's Southwest Limited on Sept. 6. In Chama, New Mexico, they rode on the Cumbres and Toltec Scenic Railroad. Originally constructed in 1880 by the Denver and Rio Grand Railroad, this train is pulled by an authentic narrow-gauge steam locomotive. In its 64-mile run through the Toltec Gorge and the Cumbres Pass, the highest railroad pass in America still served by scheduled passenger trains, it offers sightseers a magnificent view of mountain scenery.

Donna Nelson, clerk-steno, and her husband Gary vacationed in Colorado for two weeks in September. They toured Aspen and Vail.

Michael Cutler, formerly assistant signalman, transferred from Wisconsin to our office on Oct. 1 to assume his position as signal draftsman. Mike



**Joe Kopec** (center), chief clerk in the Chicago, Ill., office of Burton J. Worley (left), vice president-chief engineer, receives best wishes from his boss and from railroad President Worthington L. Smith. Joe retired on Dec. 13, ending a career that began with the Milwaukee Road in 1928. He held various clerical positions in the office of general superintendent-transportation in Chicago before joining the Engineering Department in 1934. He held clerical and secretarial jobs in that department in Mason City, Iowa, and Chicago, becoming assistant engineer in Chicago in 1958. In 1969 he was promoted to chief clerk. Joe and his family will continue to make their home in Bensenville, Ill.



**Peter D. Lencioni** (left), head of the rate and deprived revenue bureau, retired on Nov. 15, ending a career of 50 years with the Milwaukee Road. Among those present for his retirement party at Union Station in Chicago were Joseph Riplinger (right), retired assistant freight traffic manager, and William T. Kures, manager-interline freight accounting. Pete and his wife will continue to reside in Niles, Ill.

enjoys playing hockey in his spare time, and he is on an amateur hockey team in Northbrook, Ill.

Sympathy is extended to the family of Raymond C. Blakeslee who died on Oct. 23 at the age of 93. Mr. Blakeslee began work in Marion, Iowa, and was later transferred to Milwaukee, Wis., as telegraph inspector where he retired in 1950 after 40 years of service. During his service with the Milwaukee, he constructed a telegraph repeater widely used by the company. This repeater was patented in the United States and Canada and named the Blakeslee Repeater in honor of its inventor. More recently, the Blakeslee Repeater was used in a national celebration of Samuel Morse's birthday in a coast-to-coast Morse wire hook-up.

#### Office of Manager-Capital Expenditure Accounting

Marion J. Kuniej, Correspondent

Congratulations and best wishes to Vera Roman, clerk in the Bill and Analysis Section who retired on Jan. 3. Miss Roman started with the Milwaukee Road in 1943 and worked in various offices. A luncheon was given in Vera's honor in the Union Station Gold Lion's Canterbury Room on Dec. 30. Vera was also honored at an office open house on Jan. 3. Miss Roman will continue to reside at 426 W. Barry Ave., Chicago, Ill. 60657.

Assistant Engineer Clif Gourley and his wife Lucille spent their vacation in San Diego, Cal., with their daughter Marilyn and her husband Joe Lucia. Marilyn presented them with their sixth grandchild, Joseph Paul, on Nov. 18.

We were saddened to hear of the death of retired Engineer Accountant Edward G. Bloom, who died at the age of 82 in Hemet, Cal., on Dec. 6. He had lived there since his retirement.

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## important:

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Applications and additional information may be obtained from:



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

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

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

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