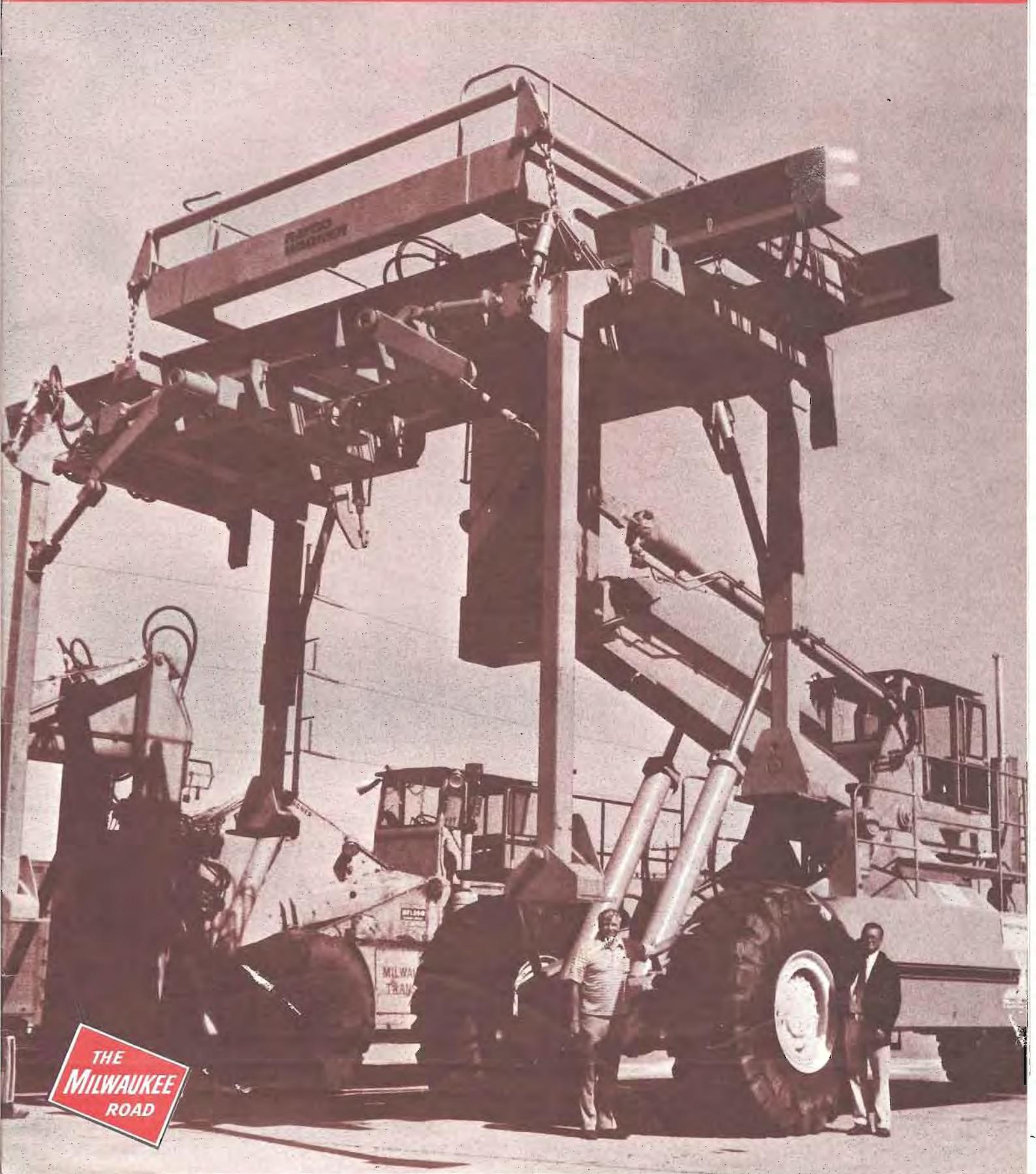


THE  
**MILWAUKEE ROAD**  
MAGAZINE

JUNE, 1975

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



THE  
**MILWAUKEE**  
ROAD

# THE MAIN LINE

## Carloadings

Total carloading figures for May were grim -- and the figures continue to represent a trend that has been going on since almost Jan. 1. The May total was 69,436 cars, compared to 85,822 during May, 1974 -- a 19% decline. We have plenty of company, however; most midwestern and western railroads have recorded similar and even greater losses.

## Unit Coal Trains

The major bright spot in the traffic picture was a nearly 25% increase in carloadings of coal, mainly because of unit coal trains now operating in the Dakotas and between Montana and Wisconsin destinations.

Another important coal movement started in early June. It is a joint Milwaukee/BN operation in which coal moves from Montana in BN cars and with BN power to St. Paul and from there with Milwaukee power to Interstate Power Co.'s Fox Lake plant at Sherburn, Minn. Movement will be about 100,000 tons annually (50,000 tons for the balance of 1975).

## Alaska Traffic

Alaska-bound traffic carried by the Milwaukee appears to be one traffic pattern not seriously affected by the generally depressed economic conditions throughout much of the U. S. In fact, carloading totals show it expanding despite the economy. Much of this traffic carried by the Milwaukee terminates at Seattle and other Pacific Northwest ports and is then moved to Alaska by barge or ship.

The Milwaukee is in a good position to take part in this trend. The railroad created an Alaska Task Force to study traffic potential, set up a district sales office in Anchorage, and established the office of director of sales-Alaska Project in San Francisco.

Comparative Alaska-bound carloading totals through May show an increase of 1,862 cars this year over 1974.

## Rate Increase

The Interstate Commerce Commission (ICC) approved a 5% general freight rate increase (Ex Parte 313) to become effective no earlier than June 20. The increase was granted to help offset higher labor costs.

The railroads had asked for a two-stage 7.5% hike, with a 2.5% increase to go into effect on Oct. 1. In granting 5% the ICC stated it would consider the 2.5% request shortly before Oct. 1.

## Maintenance-of-way Work

Despite a tight budget, there has been considerable maintenance-of-way work so far this year.

Crosstie renewal is a major program. During May section forces and extra gangs installed nearly 52,000 ties. Special emphasis was given to renewal of ties damaged by derailments and ties that do not meet Federal Railroad Administration standards.

The Milwaukee's ongoing rail testing and inspection program covered 1,226 miles of track during May and over 6,000 miles since Jan. 1. The railroad has four rail test cars to detect rail faults. They cover about 15,000 miles a year. All main-line and other important tracks are inspected at least once a year, some sections several times.

## Vacation Policy

A new vacation policy for fully exempt employees in service as of June 1 has been incorporated to apply for the calendar year of 1975. Highlights include reduced years of service required for eligibility, granting of vacations on a current year basis and credit to new officers and exempt employees for a specific number of years of prior experience directly related to the position for which the individual has been hired. Years of service required for eligibility and vacation granted are: 5 months, 1 week; 1 year, 2 weeks; 5 years, 3 weeks; 10 years, 4 weeks; 20 years, 5 weeks.

**THE  
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Member,  
Association  
of Railroad  
Editors

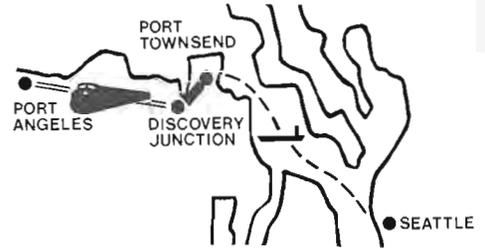
**Cover**

*Executives of Milwaukee Motor Transportation Co. (MMTC), the company's wholly owned trucking subsidiary, take a look at mammoth new Piggy Packer delivered at Stacy St. Intermodal Yard in Seattle. The Raygo Wagner model PC90 has a 90,000 lb. capacity and is a top lifter that can stack trailers three high. Upstaged by tires are (l. to r.) K. W. Sprague, terminal mgr., and A. J. Kilvinger, mgr. - Western optns., Seattle.*



# Milwaukee Road Acquires Port Townsend Railroad

*Historic short line will add  
to West Coast efficiency  
and public service*



Almost 88 years, several owners and one leasor after its incorporation, the Port Townsend Railroad has become a part of the Milwaukee Road. Final papers for the acquisition of the 12.3-mile short line in the state of Washington were signed in Seattle May 30.

The purchase agreement, as approved by the Interstate Commerce Commission, called for the acquisition of all 15,000 shares of Port Townsend's common stock, owned equally by its six shareholders, and full protection of its current employees. The Milwaukee will also keep open all existing routes and channels of trade for traffic originating on the Port Townsend.

The history of this railroad, incorporated by Port Townsend citizens as the Port Townsend Southern Railway Company on August 19, 1887, is unusual. While the citizens' original plan was grandiose, their financial situation was not.

They wanted to build a rail line from their community on the Olympic Peninsula to connect with a major transcontinental carrier to the south. But that line never was completed. It came at a time when many communities in the western area of the state were either building or planning to build rail lines to connect with transcontinental carriers, each with the hope that it would be designated the west-

*Stockholders of the Port Townsend Railroad join W. L. Smith, Milwaukee president, at meeting that saw official transfer of stock. From left: Ruth Fox, Margaret Fox (PTR pres. and genl. mgr.), Smith, Orville Sund (PTR treasurer), Madgil Fox, Mrs. Paul Pearson, Doreen Shaub.*





*This historic event in Port Townsend, Wash. occurred Oct. 11, 1925 when a Port Townsend Railroad passenger train from Port Angeles, Wash. arrived to connect with the steamer 'Sioux.' The line ran down Water St., the community's main thoroughfare. (Photo courtesy of Jefferson Cy. Historical Society)*

ern terminus. Additionally, Port Townsend, on Puget Sound, also was striving to become a major Pacific Coast seaport.

Money problems arose almost immediately and the Port Townsend Railroad builders came close to never laying a rail. New owners laid 42 miles of track to the south and west of the community; then a small railroad to the south was purchased. But the two lines, 70 miles apart, were never joined.

At this time the Milwaukee Road completed its extension to Puget Sound and acquired the Seattle, Port Angeles and Western Railroad, a short line on the Olympic Peninsula that ran from Discovery Bay to Port Angeles. An agreement was reached by the Milwaukee in 1915 to use the Port

Townsend-Discovery Bay line as a connecting link between its barge service from Seattle to Port Townsend and its line from Discovery Bay to Port Angeles. That agreement continued for 60 years until the Milwaukee completed the Port Townsend purchase.

Joshua Green, Sr., a director of the Milwaukee Road for many years, bought the Port Townsend Southern in 1917 and operated it until 1944 when he sold it to Robert S. Fox. Fox later was joined by five additional investors. The line's name was changed to Port Townsend Railroad and, until acquired by the Milwaukee, remained under control of the same group of owners.

Margaret Fox was named general manager of the Port Town-

send Railroad on only a temporary basis in 1972, but remained in that post until the railroad was sold. She was named president in 1974. An honorary lifetime member of the American Short Line Railroad Association, Mrs. Fox was one of but three female general managers of short-line railroads in the United States.

It was she and Worthington L. Smith, president of the Milwaukee Road, who signed the documents finalizing merger of the Port Townsend Railroad with the 10,256-mile Milwaukee system.

For the Milwaukee, this acquisition means a consolidation of functions which will allow savings in operating costs, more efficient operation and improved service to the public.



## TRUCK DRIVING CHAMPS

*These Milwaukee Motor Transportation Co. (MMTC) truck drivers competed in the 1975 Illinois Trucking Assn. Roadeo held in April at Arlington Heights, Ill. From left are James Hansen (5-axle), Charles Clauss (flatbed), Jack Farris (4-axle). Clauss was third place winner in his category. Qualification for the state meet resulted from MMTC eliminations through written, oral and driving tests held in March. State Trucking Roadeo first place winners compete in the National Trucking Roadeo annually, held each fall. This is the second year MMTC has entered the safety-oriented program and, said P. L. Cowling, president of the company's motor truck subsidiary: "We're looking for better results at both the company and state levels in 1976."*

# Gillick Scholarship Winners Announced

Eight graduating high school students from Milwaukee Road families have been awarded college scholarships. Three 1975 recipients are from Illinois, two from Wisconsin and one each from Iowa, Minnesota and Montana.

Granted annually to children of the railroad's employees, the awards consist of three J. T. Gillick Scholarships provided by the Milwaukee Road and five grants by the Milwaukee Road Women's Club. All are renewable for the following three years of undergraduate study at each student's chosen college or university.

The two principal Gillick Scholarships which provide full tuition or \$600, whichever is greater, were awarded to Charles E. Carpenter, Jr., Monroe, Wis. and Marcella Labrie, Harlowton. Charles' father is Agent Charles E. Carpenter, Sr., and Marcella is the daughter of the late Conductor Joseph L. Labrie.

The third Gillick Scholarship, a grant of \$600, was given to Linda M. Eppley, East Dundee, Ill., daughter of Ronald E. Eppley, IBM operator, Bensenville.

The five Women's Club awards, which also provide \$600 each, went to:

Wendell G. Burris, Antioch, Ill., son of Conductor W. G. Burris;

Robert K. Page, Elgin, son of Harold V. Page, sales representative;

Nancy S. Knutson, Durand, Wis., daughter of Agent Leonard F. Knutson;

Raymond B. Denning, Staples, Minn., son of Raymond W. Denning, Milwaukee Motor Transportation Company driver and Piggy Packer operator;

Karen L. Folkers, Marion, Ia., daughter of Trainman Victor H. Folkers.

Winners were announced by C. William Reiley, dean of administrative services at Northwestern University and chairman of the committee that judges qualifications of scholarship candidates. All committee members are affiliated with Chicago area colleges and universities and are not associated with the Milwaukee Road.

**Charles E. Carpenter, Jr.**, winner of a principal J. T. Gillick Scholarship, is a graduate of Monroe (Wis.) High School where he was a four-year honor roll student. He has been active in church activities, the Boy Scouts and 4-H and plans a career in veterinary medicine. Charles will attend the University of Wisconsin in Madison.



**Marcella L. Labrie**, one of the two recipients of a major J. T. Gillick Scholarship, graduated from Harlowton High School where she was a member of the National Honor Society. Active in numerous school activities, she also was on the city swimming and city diving teams. Marcella will attend Montana State University where she will study for a career in pharmacy.



**Linda M. Eppley** was awarded a \$600 J. T. Gillick Scholarship and is a graduate of Dundee Community High School, Carpentersville, Ill. She is a member of the National Honor Society and is listed in Who's Who Among American High School Students for 1973-74-75. Linda plans to attend the University of Illinois and will work toward a career in law.



**Wendell G. Burris** received a Women's Club award of \$600 and is a June graduate of Antioch (Ill.) Community High School. He is a member of the National Honor Society and will attend the University of Illinois to study for a career in dentistry.



**Robert K. Page** graduated from Elgin High School and has been awarded a Women's Club Scholarship. He has received the Larsen Lancer Award, the Rotary Award, and is listed in Who's Who Among American High School Students. Robert plans to attend Illinois Wesleyan for studies leading to a career in math.



**Nancy S. Knutson**, a graduate of Durand (Wis.) High School, was awarded a Women's Club grant of \$600. She was listed in Who's Who Among American High School Students during her junior and senior years. Nancy plans to attend the University of Wisconsin-Eau Claire for a degree leading to a career in medicine.



**Raymond B. Denning** has been granted a Milwaukee Road Women's Club scholarship. A graduate of Staples (Minn.) High School, he is a member of the National Honor Society and the International Thespian Society. Raymond looks forward to a career in law and will attend St. Olaf College, Northfield, Minn.



**Karen L. Folkers** is a graduate of Marion (Ia.) Independent High School where she was named an Iowa Scholar and received commendation from the National Merit Society. A Women's Club scholarship winner, Karen will study at William Penn College, Oskaloosa, Ia., in her work toward a career in elementary education.



# FROM THE MAGAZINE



*Photo was taken on April 16, 1965, at St. Paul, Minn., looking upstream and northwesterly showing the easterly end of the Union Station, our fruit house and piggy back unloading facilities, all inundated.*

## 60 Years Ago—1915

Railroading in all its branches is a science, and no other science has made more wonderful progress in the past generation, and the outsiders who are in touch with present day methods are the first to give credit to those whose lives have been devoted to this development. Were the situation otherwise, how could the railway companies with a constantly decreasing average rate; with taxes about five per cent of their gross earnings and rapidly advancing; with no power to fix the price of what they sell, but with the cost price of their product constantly increasing from legislative and other causes beyond their control; and with total sales limited to less than 25% of the capital actually invested, meet successfully conditions which would bankrupt any other line of manufacturing or commercial business?

Oscar Bow-wow accepted a clerkship in the office of the general storekeeper at Miles City.

### Milwaukee Terminal News —

Switchman Edw. Murtha was married on April 19th. We are unable to find out any particulars regarding the affair.

Lady barbers have been installed in the barber shop where General Yardmaster Breckenridge is a regular patron, and lately 'Bill' gets shaved twice a day.

If any of our fair readers out in

the wild and woolly West have designs on our yardmasters, they had better get their bid in early, because we have very few who are still without helpmates, and you can imagine that Milwaukee girls are setting their caps for them.

### North LaCrosse News—

'Brudder' Sampson is painting his house the same color as the C. M. & St. P. Ry. coaches . . .

### LaCrosse Division News —

A train of 40 cars of Reo automobiles and 26 cars of Studebaker autos recently went west over our Division.

## 30 Years Ago—1945

. . . The Hiawatha made history on its initial run 10 years ago. A preview of the superior new train had been held on May 15, 1935, two weeks before the official inauguration of its schedule . . . The following, concerning that historic run, is from the June, 1935 issue of the Milwaukee Magazine:

" . . . At 91 mph everyone remarked that it didn't seem as though the Hiawatha was traveling much faster than about 45. At 100 mph a shout went up. One hundred and one, they calculated; 103.5, then 105, 105.5; faster and faster it went until at 109 mph the Hiawatha decided that that was a very comfortable pace and continued along at that speed for five or six miles without a change, but as interest began to wane in seeing 109 miles per hour marked up as

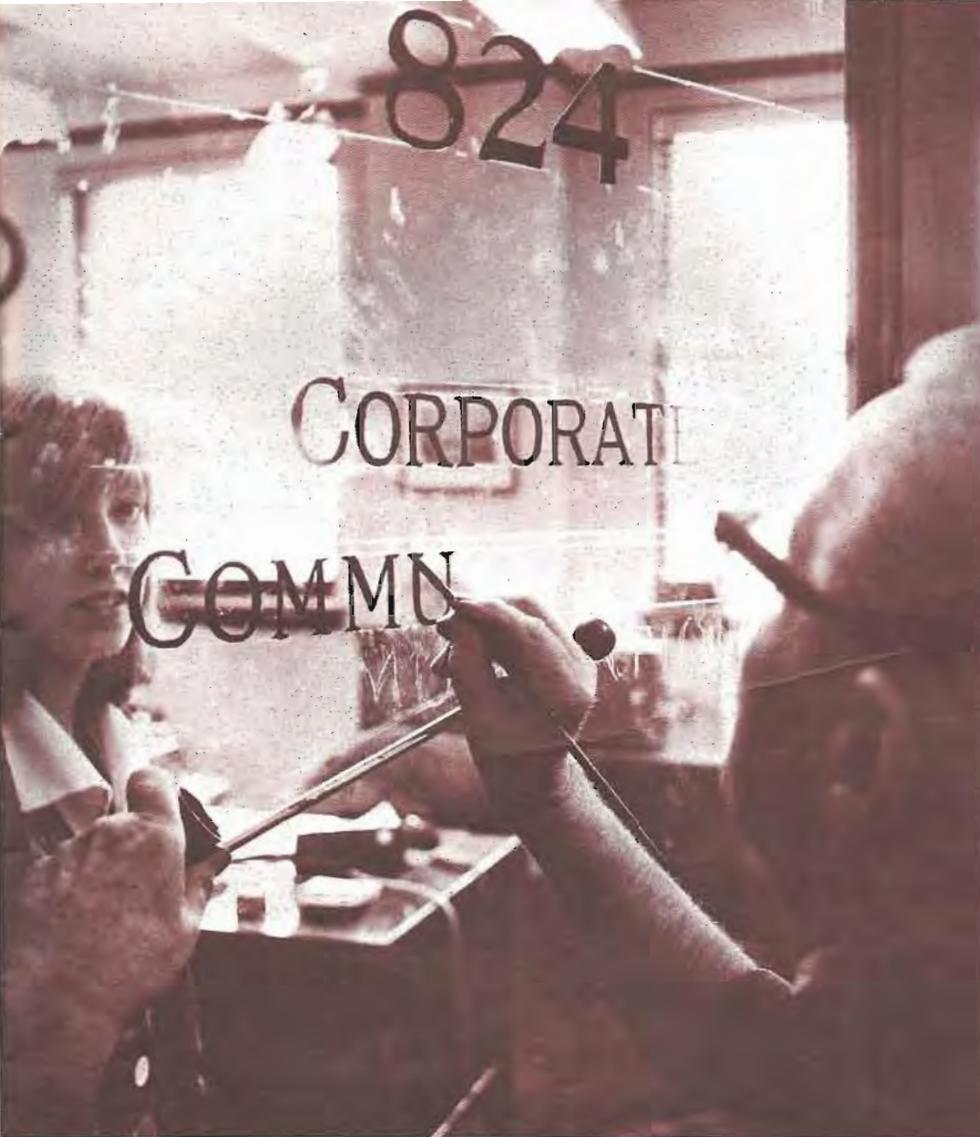
mile after mile went by, Ed Donahue, the man at the throttle, gave it another notch and in very short order there were figures of 110.5, 111.3 and then 112.5 mph."

## 10 Years Ago—1965

The stockholders of our company and of the Chicago and North Western Railway, at their annual meetings in May, voted overwhelming approval of proposed consolidation of the two railroads.

For several years, the Chicago Committee of One Hundred, an inter-racial organization of prominent Chicagoans, has honored "individuals, companies, organizations and institutions for their outstanding contributions to civic improvement, good human relations and fair employment practices." On Apr. 7, the Milwaukee Road was presented with a Certificate of Commendation from the Committee for our efforts in improving human relations.

Ralph E. Macy of Rapid City, S.D., mgr. of the Western Division of the Milwaukee Motor Transportation Co., advertised in four West Coast newspapers the sale of 110 cars, mostly of antique and classic vintage. He asked \$50,000 for the lot in South Dakota, or \$60,000 delivered anywhere else in the U.S.A. They include open top, touring, roadster and sedan models, from a 1907 Maxwell to a 1935 Hupmobile.



*Jayne Van Grondelle, asst. to the magazine editor, is seen 'through the looking glass' as painter applies new department name on door of Union Station office that for many years was the public relations department.*

ic assignment both in a functional and a regional area. Within the functional area he is responsible for such communications activities as writing publicity releases, preparing employee magazine stories and arranging for photographs.

In his assigned regional area, the representative will be making contact with newspapers and other media and will serve as a field source of information and communications services both to the department and to the operations of the company as a whole. Also, he will handle any joint railroad public relations matters at the state level.

As part of the realignment of responsibilities, Phillips is involved with the company's service function: marketing, sales, operations and the mechanical and engineering services which support operations. He also covers the states of Wisconsin, Michigan, Iowa and Missouri and will serve the Milwaukee Motor Transportation Company, the railroad's truck subsidiary.

Keating, in addition to the Milwaukee Road Magazine, handles services for the company's personnel activities and regionally covers Minnesota, North Dakota and South Dakota.

Erickson provides Corporate Communication services for Milwaukee Land Company and the states of Montana, Idaho, Washington and Oregon.

Barbeau is the department's production manager and coordinator of its outside sources of creative services, in addition to his responsibilities as advertising manager. Abbey will provide services for the company's management and for Chicago Milwaukee Corporation. His territory includes Illinois and Indiana.

"In developing our new department structure and its goals," Abbey said, "we stood back, took a look at what needed to be done, and tried to develop the organization best suited to the task."

## There's a new look in Public Relations

The public relations and advertising department, for some 40 years a part of our management structure, has been realigned into a new over-all company function as the Corporate Communications Department.

Designed to increase flexibility and opportunity in applying skills to the entire range of the company's communications activities, the department is founded as a central source of professional and technical skills in communicating facts and ideas, in shaping attitudes and in eliminating misconceptions, both within and outside the company.

"We believe that our activities and projects can and will be programmed to the activities, projects and goals of all departments of the

company," said Wallace W. Abbey, director.

Personnel assignments involve Thomas D. Phillips, formerly asst. mgr., public information, in Chicago, and Martin L. Erickson, formerly regional mgr., public relations, in Seattle. They are now corporate communications representatives in their respective locations. Larry J. Barbeau, formerly advertising manager, is now communications services manager and will continue as the company's ad manager.

Joining the department May 1 from an advertising and public relations agency was James Keating, who as a corporate communications representative is also in charge of the employee magazine.

Each representative has a specif-

# RETIREMENTS

## Coast Division

**Charles A. Darling**, section laborer, St. Maries, Idaho, 1/16.

**Sam R. Graf**, manager-international sales, Seattle, 3/26.

**Humphrey P. Marlow**, carman, Tacoma, 3/14.

**Ray R. Pence**, conductor, Seattle, 4/8.

**Maurice T. Sevedge**, superintendent, Tacoma, 4/30.

**William J. Stewart**, engineer, Tacoma, 2/28.

**Harold J. Tilton**, section foreman, Bellingham, Wash., 6/10/74.

## IM&D Division

**D. A. Kemerling**, locomotive engineer, Rapid City, S.D., 3/15.

**L. O. Lonseth**, chief revising clerk, Sioux City, Iowa, 2/28.

**Leonard F. Plendl**, conductor, Sioux City, 4/1.

**R. B. Pomerico**, brakeman, Sioux City, 5/2.

**William G. Pyper**, car repair, Cedar Falls, S.D., 5/2.

**Stanley Ruchensky**, conductor, Yankton, S.D., 5/1.

## Rocky Mountain Division

**Clifford K. Barton**, section foreman, Fairfield, Mont., 1/27.

**William E. Denty**, locomotive engineer, Deer Lodge, Mont., 2/1.

**Ray R. Dewald**, engineer, Alberton, Mont., 2/2.

**Hans M. Hansen**, locomotive engineer, Alberton, 1/30.

**Leonard Hitchcock**, section laborer, Missoula, Mont., 3/31.

**George P. Jarvis**, sub-station operator, Butte, Mont., 3/4.

**W. K. Lane**, brakeman, Three Forks, Mont., 5/6.

**Peter J. Zwolle**, yard conductor, Lewistown, Mont., 3/14.

## Aberdeen Division

**Aubrey M. Bauer**, machinist helper, Aberdeen, S.D., 2/16.

**Park D. Burns**, chief clerk, Aberdeen, 2/28.

**Leonard J. Danielson**, section laborer, Milbank, S.D., 3/31.

**Ralph E. Hale**, agent, Mobridge, S.D., 5/17.

**Gilbert H. Harms**, signal maintainer, Appleton, Minn., 4/19.

**Verlin H. Hasuold**, carpenter, Aberdeen, 1/17.

**Irvin P. Kuckleburg**, switchman, Aberdeen, 3/11.

## Iowa Division

**R. C. Emerson**, captain of police, Marion, Iowa, 1/31.

**Wayne L. Johnson**, laborer, Ottumwa, Iowa, 6/30/74.

**Arthur J. Rooney**, switchman, Dubuque, Iowa, 2/28.

## LaCrosse Division

**Charles L. Brown**, chauffeur, Tomah, Wis., 2/28.

**Louis A. Johnson**, inspector, Bangor, Wis., 2/28.

**Harley P. Lamp**, brakeman, Portage, Wis., 2/28.

**Nicholas Nichols**, clerk, Eau Claire, Wis., 2/28.

**Kevin M. Powers**, conductor, Madison, Wis., 5/2.

**George W. Taylor**, engineer, Portage, 5/1.

**Dorothy M. Twite**, time revisor, LaCrosse, Wis., 2/14.

**Charles O. Young**, switchman, LaCrosse, 2/7.

## Twin City Terminals

**Joseph H. Malchwiej**, pipefitter, St. Paul, 4/25.

**Gordon J. Raths**, locomotive engineer, Minneapolis, 4/25.

**Donald W. Underwood**, messenger, Minneapolis, 3/5.

## Milwaukee Division

**Leonard R. Anderson**, brakeman, Milwaukee, 2/27.

**Voldemars Aparjods**, carman, Milwaukee, 3/7.

**Francis J. Duquette**, assistant roadmaster, Green Bay, 8/20/74.

**Felix Allen**, laborer, Milwaukee, 2/28.

**Norbert A. Henning**, welder, Milwaukee, 4/4.

**Norman J. Jacobs**, section laborer, Hilbert, 3/21.

**Herman J. Jenders**, electrician, Milwaukee, 3/21.

**H. W. Jolitz**, carman, Milwaukee, 4/30.

**Stanley L. Kacner**, B. B. foreman, Milwaukee, 1/15.

**Carl G. Lindblom**, machinist, Milwaukee, 2/21.

**George O. Lock**, conductor, Milwaukee, 1/3.

**John F. McGinn**, blacksmith helper, Milwaukee, 6/14/74.

**Henry J. Henard**, conductor, Milwaukee, 2/28.

**Francis I. Miller**, brakeman, Milwaukee, 4/30.

**Marcus G. Osterhout**, conductor, Milwaukee, 4/29.

**August G. Plicka**, inspector, Milwaukee, 3/3.

**John J. Prohuska**, yard conductor, Milwaukee, 1/10.

**Guillermo Rosales**, section laborer, Milwaukee, 2/18.

**Lester M. Veit**, yard clerk, Milwaukee, 2/28.

## Chicago Division

**Nathan P. Abrams**, cashier, Chicago, 4/16.

**Orren R. Anderson**, manager-passenger services, Chicago, 1/31.

**Charles F. Baker**, lead review clerk, Chicago, 2/28.

**Frank A. Barberio**, general track inspector, Chicago, 2/7.

**Eston E. Barker**, train director, Chicago, 4/8.

**W. J. Boynton**, tower operator, Franklin Park, Ill., 5/13.

**Lester J. Bresner**, yard clerk, Bensenville, Ill., 3/14.

**Helen E. Canning**, steno clerk, Chicago, 3/14.

**Marion D. Cross**, brakeman, Savanna, Ill., 1/11.

**Stanley J. Czaja**, electrician, Chicago, 2/28.

**Chester C. Dilley**, director of public relations and advertising, Chicago, 1/31.

**Mary H. Distad**, bookkeeping machine operator, Chicago, 3/31.

**Thomas J. Gilroy**, conductor, Savanna, 3/30.

**B. M. Green**, director of information services, Chicago, 3/31.

**Rose A. Heffernan**, switchboard operator, Chicago, 1/31.

**Donald C. Heimbaugh**, engineer, Savanna, 2/9.

**Herbert H. Johnson**, switchman, Chicago, 4/30.

**Helen J. Kaeseberg**, switching clerk, Chicago, 3/21.

**Ernest W. Kleppin**, car inspector, Bensenville, 8/21/74.

**William J. Kohl**, administrative assistant, Chicago, 1/3.

**Edward Koster**, machinist, Bensenville, 2/21.

**Erwin H. Kussmann**, clerk, Chicago, 2/28.

**Virgil F. March**, sheet metal worker, Chicago, 4/30.

**Rocco Marchese**, laborer, Bensenville, 1/1.

**Exie M. Moore**, coach cleaner, Chicago, 3/17.

**George Odonnell**, carman, Chicago, 4/11.

**Gladys L. Palmquist**, secretary, Chicago, 3/31.

**George E. Parson**, roadmaster, Savannah, 3/20/74.

**Paul R. Patton**, welder, Jasonville, Ind., 1/31.

**Frank M. Perry**, laborer, Bensenville, 1/3.

**Raymond J. Plumb**, conductor, Chicago, 5/3.

**Richard A. Ribbon**, locomotive engineer, 1/31.

**Wendelin E. Schlechter**, chief clerk, Chicago, 4/30.

**Daniel N. Shutter**, conductor, Chicago, 4/25.

**Roland Spangenberg**, general solicitor, Chicago, 5/13.

**Jennie Teichman**, clerk, Chicago, 7/18/74.

**Leonard W. Tincher**, track patrolman, Bedford, Ind., 1/21.

**Estrolia M. Tucker**, coach cleaner, Chicago, 1/21.

**Edward E. Watson**, conductor, Jasonville, Ind., 1/7.

**Joseph E. Winkler**, engineer, Savannah, 2/28.

**Henry Wright**, engineer, Chicago, 4/15.



## FIRST TURBOTRAIN RUN

*When 323 Hiawatha from Chicago pulled into Milwaukee June 1, many heads turned to look. That was because of the sleek red, white and blue Amtrak turbotrain that made its first trip as a weekly replacement for regular equipment on the round-trip Sunday run. The 125 mph French-built train (which tops out at 70 mph on our tracks) carried several Milwaukee Road executives on its maiden run. Included were (l. to r.) James W. Burcham, mgr.-pass. svcs.; William R. Jones, dir. of pass. svcs. and NRPC optns.; Earl A. Stuebner, trnmstr.; Robert L. Tisdall, asst. to vice pres.-optns.; D. D. Fisher, supt. car dept., Milw.; Norman H. McKegney, supt., Milw. Div.; Delbert O. Burke, genl. mgr., Lines East; William Cruickshank, sys. genl. rd. frmn. engines-Milw.*



## French elected AAR Division chairman

The Freight Claim and Damage Prevention Div., Association of American Railroads, has elected Kenneth D. French its chairman. Our general manager, freight adjustment accepted this honor at the Division's annual meeting in Fort Lauderdale, Fla.

His long participation in Division affairs includes service on several committees, as well as chairmanship of the Chicago Claim Conference.

## MMTC Wins Safety Award



*Executives of the Milwaukee Motor Transportation Company (MMTC) have reasons to be happy. For the fifth consecutive year their employees won the top National Safety Council (NSC) injury safety award in the common and contract carriers division . . . recording only 12.48 accidents per each one million hours worked. MMTC drivers also received second place in the NSC city pick-up and delivery category, and first place in the same category in the American Railroad Truck Line Assn.'s annual safety contest. Pictured are (l. to r.) Thomas S. Hartnett, asst. v. p. - admn.; Robert F. Kurka, dir. of safety; P. L. Cowling, pres.; R. F. Munsell, v.p.*

# Old Smoky

**Silent for nearly twenty years, a monument to the steam era on the Milwaukee Road is being brought back to life.**



Former Milwaukee engine 265, better known as 'Old Smoky,' recently was moved from Milwaukee, Wis. to the Illinois Railway Museum at Union, Ill. At Union a group of dedicated railroad enthusiasts, aided by original shop drawings and assisted by veteran Milwaukee Road personnel, will restore 265 to full operational condition.

When compared to the streamlined and shrouded Atlantics and Hudson/Baltics of Hiawatha fame, 265 does not occupy a prominent place in the history of the Milwaukee's steam power. But once 265 is restored and running it will have the distinction of being the only one of the thousands of steam locomotives once owned by

the railroad that is still operational.

The service history of 265 can be summarized as a story of too much too late. The engine and nine other class S3 Northern types were the last steam units acquired by the Milwaukee Road. The S3s were also among the largest and most powerful steam locomotives ever operated by the railroad.

The Milwaukee acquired the bulk of its Northern types (classes S1 and S2) between 1937 and 1940. The outbreak of World War II halted the production of locomotives, and it was not until 1944 that the railroad was able to place an order with the American Locomotive Company (Alco) for 10 new Northern types.

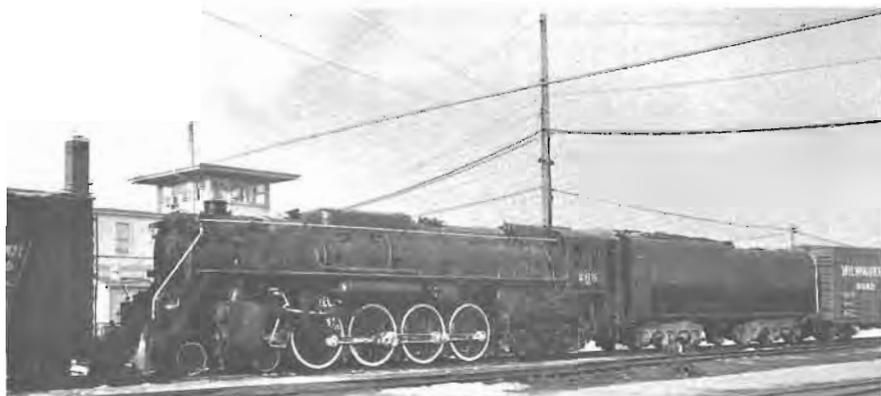
Engine 265 was the sixth S3 built for the railroad. It rolled new from Alco's shops in July, 1944 and was placed in service on August 2. The engine and tender were built at a cost of \$195,962. Because of wartime priorities the Milwaukee's S3s were built in part from non-critical materials, and although considerably heavier than the earlier S1s and S2s, they were not as powerful.

If given their choice the railroad's directors would have preferred diesels to the S3s, but the Federal Government, which had the wartime power to approve locomotive programs, refused the acquisition of diesel units. Despite matters of preference, the S3s were by no means inferior loco-

*The Milwaukee Road's class S3 locomotives ranked among the most powerful steam engines ever operated by the railroad. Number 265 was powered by eight 74-in. diameter driving wheels and produced a tractive effort of over 62,000 pounds. Engine and tender were nearly 110 feet long and the combination weighed more than 410 tons. The tender carried 25 tons of coal and 20,000 gallons of water.*



*Handsome in a fresh coat of paint and sporting white wheel trim, 265 went on display in Milwaukee in late 1956. (Milwaukee Journal photo)*



*'Old Smoky' was just another element in a freight train consist when it was recently moved from Milwaukee to the Illinois Railway Museum at Union. Photographed during a brief pause at the Bensenville Yard, the engine and tender showed the ravages of nearly two decades of exposure to the elements. (Photo by Bob Janin)*

motives or white elephants. Designed for both heavy freight and passenger service, the Milwaukee's 10 S3s rendered good service—especially on lines east of the Rocky Mountain Division.

Locomotive 265 and the other S3s were given a decade to prove their worth. In 1948, four years after 265 went into service, the railroad announced a 10-year program to phase-out all steam operations. Diesels had dethroned King Steam.

The end of the steam era on the Milwaukee Road arrived earlier than originally had been anticipated. The railroad's last regularly scheduled steam operation took place in January, 1955. But the service career of 265 and six

other S3s had ended a year earlier when these units were retired and taken off the railroad's active locomotive roster.

Locomotive 265 had been in service for only 10 years—not a long time by steam locomotive standards. Nevertheless, the engine had logged approximately 900,000 miles in both freight and passenger operations.

A group of elementary school students in Milwaukee were responsible for saving 265 from the scrap dealer. In 1956 they wrote the mayor and suggested that the city establish a steam railroad exhibit. The idea was well received and city officials contacted several railroads to obtain a steam locomotive. The direc-

tors of the Milwaukee Road responded by donating engine 265 and its tender as an outright gift to the city. The gift was appropriate because the history of the railroad and the city had been closely linked for more than a century.

A contest held among Milwaukee school children resulted in giving the name 'Old Smoky' to locomotive 265. The unit was given a fresh coat of paint by railroad shop forces before it was placed on public display at a Milwaukee park in late 1956. The locomotive quickly became a popular attraction for residents and visitors to the city.

Now resting at Union, 265 is being carefully and fully restored.

# On the Move

## Personnel Department

**Earle D. Adamson** to assistant vice president-personnel, Chicago.

**Allen M. Christofferson** to assistant director-recruitment and employment, Chicago.

**Nicholas H. Derrough** to director-EEO programs, Chicago.

**Doris M. Floore** to social counselor, Chicago.

**Bernard M. Gregg** to personnel planning analyst, Chicago.

**Robert L. Hicks, Jr.**, to senior labor relations officer, Chicago.

**Raymond H. Kentner** to manager, labor relations, Chicago.

**Michael J. Loeser** to personnel planning analyst, Chicago.

**Phillip E. O'Connor** to labor relations officer, Chicago.

**Walter D. Schultz** to manager, labor relations, Chicago.

**Robert E. Sellards** to assistant director-education and training, Chicago.

**Myron J. Tremaine, M.D.**, to chief medical officer, medical services division.

## President's Office

**P. Laurin Cowling** to group vice president-commercial food service equipment and wholesale food, Chicago Milwaukee Corp., Chicago.

## Traffic Department

**William R. Hayghe** to manager-international sales, Seattle.

**William A. Maile** to district manager-sales, Cleveland, Ohio.

## Law Department

**James A. Romanyak** to general attorney of both the Railroad and Chicago Milwaukee Corp., Chicago.

**Michael D. Sullivan** to general attorney and corporate counsel of the Railroad, Chicago.

## Operating Department

**William F. Bannon** to superintendent of the Iowa Division, Perry, Iowa.

**Guy A. Chamberlain** to assistant superintendent of the Aberdeen Division, Aberdeen, S. D.

**Everett P. Galihier** to assistant superintendent of the Chicago Division, Terre Haute, Ind.

**John Jurich** to general car foreman, Bensenville, Ill.

**Patrick E. Kelly** to district general car foreman, Bensenville, Ill.

**Fred L. Krebs** to trainmaster, Chicago Division, Bensenville, Ill.

**Richard J. Potvin** to trainmaster, Milwaukee Division, Milwaukee, Wis.

**John W. Stuckey** to superintendent, Coast Division, Tacoma, Wash.

## ST. PAUL GETS NEW DIESEL SHOP



*Pictured at the new St. Paul diesel shop site are (from left) Don Bessey, company architect; Sweitzer Construction Co. executives Tom Martin, job supt., and vp's Don Sweitzer and Carl Bourman. Other Road employees are G. J. Guthrie, jr. engr.; L. O. Bolwahn, asst. architect; E. C. Jordan, div. engr.; J. E. Blonigen, asst. div. engr.*

Construction has begun on a 44' x 277' steel and concrete diesel shop at St. Paul. The new facility will be adjacent to the existing locomotive shop at the freight classification yard along the Mississippi.

Featuring two run-through tracks allowing 'production line' servicing, the new shop will permit work on as many as eight locomotives at once. This service will in-

clude fueling and minor repairs.

Major work will be handled in the existing roundhouse and machine shop which will be equipped with a new drop table for removing locomotive wheel trucks. There also will be a wheel truing lathe for restoration of proper tread contour to wheel sets.

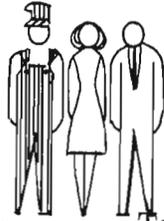
Completion of the new diesel house is set for November.

## AMTRAK RESTRICTIONS

Persons holding free or reduced-rate travel permits for Amtrak services are prohibited passage on Boston-New York turbo trains and metroliners on all routes unless they have a recognized Amtrak Pass Document which reads 'Restricted' or 'Good for Metroliners and Turbo trains.' This restriction is in effect now through Oct. 31.

Effective June 6 through Sept. 1, the same rule applies to trains 3, 4 - Southwest Limited, trains 11-12, 13, 14 - Coast Daylight/Starlight, and trains 40, 41 - Broadway Limited.

For trains not prohibited in this section, Amtrak reports that first class and coach space is prohibited to all free and reduced-rate travelers unless reservations are made within 24 hours of published departure time from the boarding city. Reserved space is available to travelers in possession of a recognized Amtrak Pass Document containing a 'Positive Space' endorsement.



# ABOUT PEOPLE ON THE RAILROAD

## Coast Division

### Portland

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

#### Sales Department

**R. E. Foss**, chief clerk, and son **Dave** participated in Portland's annual 20-mile March of Dimes Walk-a-thon. Completing the hike in 8:15, the pair raised \$99.40 from sponsors.

#### Freight Department

**Marsha Anne Gordon**, daughter of Agent and Mrs. **R. M. Gordon**, graduated with honors from Rocky Mountain College in Billings. Her degree is in elementary education.

#### San Francisco

Office Manager **Jack Conlin** and his wife vacationed two weeks in Hawaii.

#### Salt Lake City

Effective Mar. 1, the Salt Lake City office terminated operations. **R. E. Hollingsworth** continues as resident dist. mgr.; his former secretary, **Una Smithson**, is now chief clerk for the Southern Railway in Denver.

### Seattle

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

#### Retirements

**George F. Flynn**, dir. of sales, Tokyo, and **Sam R. Graf**, mgr. of intl. sales, were honored by some 300 persons at a retirement reception at the Harbor Club in Seattle. George and his wife, **Florence**, will reside in Edmonds; Sam and his wife, **Emily**, are building a new home in Plymouth, Wis.

#### Vice President Office

**Dale Yerg**, secy., and husband, **Joe**, had a week of vacation in Hawaii. Accompanied by another couple, they enjoyed golf at several courses.

#### Regional Personnel Office

**W. H. (Bill) Brodsky**, formerly with the Electrification Dept. in

Tacoma, has assumed duties here as reg. personnel mgr., a new position, in Room 669.

#### Regional Data Office

**Mike McManus** left the company to work for Morrison, Knudsen and Rivers at Tonsina, Alaska. Co-workers honored him with a luncheon at the Beach Broiler and on his final day at work presented him with a gift during cake and coffee . . . **Esther Ray** and her parents, Mr. and Mrs. **Harold Ray** of Kelso, vacationed in Calif. and Mexico, via Reno on the trip home.

#### Finance and Accounting

Welcome back to work, **Nettie Moore**, after surgery and a long recovery period.

#### District Sales

**M. A. James**, sales rep., left the company for a post with O.N.C. Freight Lines.

#### Area Manager - Sales

**Judi A. Sawyer**, former secy. in the Dist. Sales Ofc., is now secy. to **H. A. Sauter**.

#### Retirees

The widow of **L. K. Sorenson**, former gen. mgr., died Mar. 18 . . .

**Charles Reynolds**, former asst. pur. agt., has been ill . . . **Lucille (Steve) Eaton**, for many years our phone opr., is recuperating after surgery.

### Tacoma

*Lynne Schow, Correspondent*

Tacomans brought home the trophies in the Milwaukee Road's Annual Coast Singles Bowling Tournament, held in Auburn. The Doctor DePree perpetual trophies went to **Lee Goldbecker**, lt. of police, and to **Marie Kinzner**. Other winners were: **John Karl**, **George Girard**, **John Clark**, **Ed Herzog**, **Ed Wheeler**, **Jeff Martin**, **Elliott Kinzner**, **Martha Tiedtke**, **Lucille Bullatt**, **Efelyn Herzog**, **Pam Martin**, **Lynn Carpenter**, **Jan Goldbecker**, **Stella Wadkins**.

#### Cedar Falls

Roadmaster **Cecil Geelhart** and Car Foreman **Gene Eadus** have been taking dancing lessons, and Agent **Jim Irvin** is an advanced student. Cecil received a diploma for completion of the Round Dancing Course.

*Mr. and Mrs. Sam R. Graf (l.) are pictured with Mr. and Mrs. George F. Flynn at the gentlemen's recent retirement reception.*





Switchman **C. O. (Chuck) Young** of LaCrosse is congratulated upon his Feb. 8 retirement by Asst. Supt. **G. A. Jonasson** (l.). Chuck started with the Road in 1935 as a sign painter and his jobs included rodman with the engr. dept., extra gang and bridge crew. In 1941 he worked as a switchman, holding that position until he retired. He and Mrs. Young, who have five daughters and 14 grandchildren, will celebrate their 40th wedding anniversary in June. At right is **C. Y. Dempsey**, tvg. engr.-trnmstr.

#### Chief Dispatcher's Office

**Simo 'Sam' Belcheff** now works with the Interstate Commerce Commission in Portland. A former agent at Kent, he will train several months before assignment to Billings.

**Don O'Neal**, night operator at Malden, has bid a job in the Relay Div. in Plummer.

Night Operator **Pam Page** of Othello wed **Mike Krupa** Mar. 15. Engineering Dept.

Welcome home to **Bob Butler**, asst. div. engr., and his wife, **Betty**.

In honor of National Secretaries Week, **Bernice Riippi**, **Jane Kjellesvik**, **Liz Crawford** and **Lynne Show** were surprised with a cake and card by their co-workers: **John Twedt**, **Charlie Burnham**, **Rich Davis**, **Richard Keller**, **Al Bobby**, **Bill Miller**, **Vern Graham**, **Al Blanch**, **Bob Shanklin**, **Ron Perrone**, **Frank Pawlak**, **Ed Wheeler**, **Bob Butler** and **Bob Finnigan**.

#### Everett

**Gary Troske**, dist. mgr., sales, was appointed to the same position in Longview in April. **Joe Leahy**, formerly holding that post in Bellingham, replaces Gary.

**Jane Kinnear**, retired clerk, died in March. She had been a long-time employee at Beverly, Port Angeles and Everett.

**Sid Howes**, yard clerk, vacationed a week with his son, a Marine Corps drill instructor at Camp Pendleton, Calif.

**Norma Tolbert**, wife of Section Foreman **H. L. 'Slim' Tolbert**, is recovering from surgery.

#### Freight Office

**Helen Ivory** was honored with a cash gift when 75 persons gathered at her retirement party Apr. 15. Helen's 33-year career began in the Yard Office, but much of her service was with the Freight Office, most recently at the Demurrage Desk.

A baby shower was held for **Candy Capizzi**, car desk clerk. The luncheon at Ceccanti's Restaurant was attended by 17 women from the Freight House and Yard Office. Candy's husband is **Ed Capizzi**, second trick yardmaster at Tacoma.

#### Material Div.

**Arnold Dennis** has been appointed chief clerk to dist. matl. mgr., replacing Retiree **John Sahler**. **Jack Critchfield** was assigned to Arnold's former position of stockman.

The mother of **Leola Cease**, clerk, died Mar. 6.

*Mr. and Mrs. **Dimo Evanoff**, Templeton, Ia., celebrated their 50th wedding anniversary Apr. 13. Dimo retired as sect. frmn. in 1962 after 49 years of railroading.*



#### Port Angeles

Freight Train No. 960 was delayed recently by a whale. Actually, it was a 1,200-lb. dolphin that had washed up at high tide and was left stranded. Rescued by the Wash. State Game Dept., it was taken to the Seattle Marine Aquarium.

#### Roadmaster's Office

**Vern Graham** was appointed Asst. Rdmstr. From Centralia, Wash. and a member of Extra Gang 5525 the past two years, he will work with all Coast Div. Roadmasters in the Company's Roadmaster Trainee Program.

#### Supt's. Ofc.

**Marilyn Hegge**, Tacoma time revisor, brought a chocolate-frosted angel food cake to work April 1. At coffee time, though, a cut into the fluffy pastry revealed it as a giant, ring-shaped popcorn ball. April Fool!

Time Revisor **Wayne Rodside** heard this editorial on Seattle Radio Station KIXI about the Milwaukee Road:

"The growth of the City of Seattle into the metropolis of the Pacific Northwest is partially because of the excellent service provided the area by four transcontinental railroads; at least there were four, until Great Northern and Northern Pacific merged into the present Burlington Northern line.

"One of those original four railroads, the Chicago, Milwaukee, St. Paul and Pacific, boasted a rare distinction before the days of AMTRAK. Passengers were lured onto the Milwaukee's famous Hiawatha trains by the speed and quietness of the longest electrified railroad ride in the United States. The huge, round-hooded Milwaukee locomotives were powered by hydro-generated juice from Seattle-Tacoma through the Cascade Mountains, clear over to Othello in the Columbia Basin. Then, following a long gap in the trolley wires, the line also was operated electrically from Avery, Idaho to Harlowton, Mont. through the steep grades of the Rockies.

"Advent of the diesel engines signaled the end of the trolley-system to power the trains, but in

view of today's energy priorities, maybe the Milwaukee discarded its 650 miles of electric line too soon."—David Stern, Inc.

During a recent conversation, Sec. Frmn. **Harry Denadel** (Sumas) and **Slim Tolbert** (Everett) discovered they were in the same Bomb Group in World War II. In different squadrons, though, they didn't know each other then.

Seattle-Tacoma area Milwaukee Men meet for lunch in March and September each year. Steve's Gay 90's Restaurant in Tacoma was the site of 1975's March meeting where 65 employed and retired persons heard an address on the railroad by **Q. W. Torpin**, genl. mgr., Milwaukee Road.

Steve's Restaurant was the April gathering place for the Retired Employees Club lunch. Later, a Bell Telephone Co. representative spoke to 54 members in attendance on new developments in Bell service.

## Rocky Mountain Division

### Deer Lodge Area

*Barbara Wales, Correspondent  
Office of Division Engineer*

Winning the President's Safety Trophy for its 1974 safety record, the Rocky Mountain Div. has for the third time in four years gained this award . . . the seventh time since 1959.

*W. C. Elzy (center), asst. engr., Chicago, is pictured at his retirement party where he received a cash gift from his associates and the many persons of the Acctg. Dept. who worked with him at the Fullerton Ave. Bldg. Others are (l. to r.): O. C. Denz, supvr. bldg. mtnce.; K. E. Hornung, asst. ch. engr.; C. R. Lund, asst. supvr. bldg. mtnce.; D. A. Bessey, archt.*



**F. G. McGinn**, v.p., made the presentation to Supt. **S. O. Jones** at the Deer Lodge Elks Club where Division personnel and wives joined many Chicago, Seattle and Tacoma officials for the celebration dinner. Following speeches and introduction of union representatives, there was entertainment and dancing.

Many area employees unable to attend the Apr. 10 Safety Award dinner were invited to an Appreciation Dinner a few days later. There each received a first aid kit as an individual award.

**Paula Rainville**, daughter of **Blondie Rainville**, Alberton engr., and wife, **Donna**, qualified for the Mont. State Music Festival competition with a superior rating on her flute solo at the District Festival in Ronan.

Mrs. Rainville returned to the Ennis hospital for removal of a pin which had been placed in her hip last year.

Also qualifying to attend the State Music Festival with superior ratings were **Sherry Hunt**, daughter of **Vern Hunt**, mach., and **Linda Neff**, daughter of Trnmstr. **Howard Neff**. Students at Powell County High School, they played a flute duet.

Electrician **Floyd Miller's** wife, a registered nurse, is on the Council for the Aging in Deer Lodge.

Retired Sig. Mntr. **Clarence S. Martin**, Willow Creek, died recently at the age of 90. He started work with the company in 1906, retiring at 70.



*Three blacksmiths who recently retired at Tomah Shops, Wis., have a combined total of over 115 years of service, "And an exceptional safety record," said F. J. Reese, shop supt. (r.) From left, the retirees are Earl Marquardt, Merle Koopman and Arnold Storkel.*

Deer Lodge employees accepted a three-way challenge recently from the state's Registrar of Motor Vehicles and the Warden of Mont. State Prison for a Red Cross Blood Drawing. The results tallied from a record turnout of 175 persons that recorded 140 successful donors showed that 61 donors were railroaders. The trophy, 'imprisoned' at the state institution for the past few years, was reprieved and now sits in our Trophy Case. **Dick Labbe**, asst. gen. car frmn., was responsible for this fine effort. Plus, the Milwaukee Women's Club played a big part as they provided sandwiches and refreshments; many wives assisted in the clerical work.

Some 30 friends and employees attended a farewell coffee hour for Chief Clerk **Earl Corneil**, who has been transferred to Chicago. **Bruce Hamblin** replaces Earl in the Superintendent's office. Bruce has a wife and two children; he has worked in the Yard Ofc. as tm. revsr.

**Vicki Carlson**, secy. to supt., is back to work after surgery.

About 130 persons gathered Mar. 8 for dinner at the Milwaukee Club Rooms in Alberton to honor nine recently retired Milwaukee employees. Those recognized were Conductors **M. H. 'Squirrelly' Bennett**, **Ray Dewald** and **Monty Dittman**, and Engrs. **Bill Denty**, **H. M. 'Swede' Hansen**, **Adam Gratz**, **Bob Inman**, **Bill Lintz** and **Dan Rose**. MC was **Darrell De-**



This group is the eighth to complete the six-week Signal Training Class at Milw. Shops. They are, from left: **J. L. Frohmader**, *supvr. S&C, Milwaukee*; **K. J. Alley**, *Groton, S.D.*; **D. M. Christenson**, *Montevideo, Minn.*; **T. M. Bartels**, *Hastings, Minn.*; **G. L. Newlon**, *McLaughlin, S.D.*; **W. P. Kaminski**, *Bensenville*; **M. H. Spinks**, *Chicago*; **D. L. Wylie**, *asst. chief engr., S&C*; **T. E. Wolfe**, *Lake City, Minn.*; **J. C. Hill**, *Chicago*; **R. J. Klemp**, *Morrisonville, Wis.*; **R. L. Potter**, *Miles City*.

wald, local chairman of United Transportation Union, who introduced special guests **S. O. Jones**, *supt.*, **H. C. Neff**, *trnmstr.*, **R. C. Mann**, *tvlg. engr.* and **A. E. Schmit**, *rdmstr.*, then paid tribute to each retiree with picturesque recalls of each. The men were given cash gifts from their friends. A railroad motif was used for a large cake and decorations, and The Milwaukee Women's Club helped the pot luck dinner with baked ham and ice cream.

**Allen G. Wilson**, 59, Deer Lodge dispr., died June 1 at Butte. He had been an employee since 1937.

### East End

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

A coffee hour in Miles City honored Conductor **J. L. Loughlin** who retired Jan. 27. Starting with the company as a brakeman in Oct., 1936, Jim was promoted to conductor Aug. 3, 1942 and boasts the record of no time lost from either injury or discipline. The Loughlins will stay in Miles City.

**Debbi Haynes**, daughter of Conductor and Mrs. **O. G. Haynes**, married **Bob King** Mar. 29 in Miles City. They will live in Sheridan.

**Vern Harbaugh**, son of Mach. Helper and Mrs. **James Harbaugh**, was married Feb. 15 in Miles City, where he and his wife will reside.

A former roundhouse employee, **Gary Peterson**, son of Conductor and Mrs. **K. M. Peterson**, has re-

turned to Miles City with his family to work for the BLM as a range technician.

VA Hospital volunteers, representing Miles City service organizations, were honored recently with pins and certificates. Several were from the Milwaukee family, including: Mrs. **Sadie Glover**, for 3,423 hours in 24 years; Mrs. **Frieda Norton**, 1,992 hours in 24 years; Mrs. **Ruth Timmons**, 1,951 hours in 19 years; Mrs. **Ina Mae Sturdevant**, 1,750 hours; **Glenn Sarff**, 300 hours; Mrs. **Sarilda Certain** and **Herman Smith**, 100 hours.

Retired Engr. **W. E. Siewert** died Mar. 29. He began his railroad career in 1926 as a coal dock

frmn., then became a fireman in 1927 and was promoted to engr. in 1945. He retired in 1973.

Word was received that the wife of retired Engr. **H. Shipley** has died; they had been residing at Hamilton.

**Bryan Nelson**, for many years a cashier in the Miles City frt. ofc., died at 79 in Puyallup, Wash., where he was buried.

The Milwaukee Women's Club again hosted the annual dinner for retired Milwaukeeans on Apr. 16. Retired Yard Frmn. **W. J. Norton** and crew prepared the dinner which Club members served to about 90 persons.

**Leslie M. St. Peter**, daughter of Engr. and Mrs. **J. R. St. Peter**, married **Paul A. Christopherson**. They will live in Miles City.

On Mar. 7 a son was born to Mr. and Mrs. **Charles V. Little** of Huntsville, Ala. Charles is the son of the late Swt. Frmn. and Mrs. **Tommy Little**.

**Karleen Leidholt** was recently married to **Derrick Rodgers**. Mrs. Rodgers is the daughter of Carman and Mrs. **Leonard Leidholt**. They reside in Miles City.

**Paul Byington** died Feb. 23 in Lewiston, Ida. An engineer on the old TM Div., Paul started service Dec. 17, 1909, and retired Oct. 1, 1960. Burial was in Mobridge.

Retired Conductor **O. R. 'Snubs' Parker** expired Apr. 26. He commenced his railroad career in Nov.,

**Stanley O. Jones** (*center*), *supt. of the Rocky Mountain Division*, accepts the 1974 President's Safety Trophy from **Francis G. McGinn**, *v.p. opr.* Also present at the banquet in Deer Lodge honoring the winner were **Q. W. Torpin** (*l.*), *gen. mgr., western region*; **H. B. Johnson** (*second from r.*), *district safety engr., Deer Lodge*; **G. J. Barry**, *supt. of safety*.



1942 and retired Mar. 6, 1962. His son, **Rick**, is an engr. with the Milwaukee. Interment was in the Custer County Cemetery.

Also buried in Custer County was **Vernon 'Sonny' Cotton** who died Apr. 8. Sonny started work with the company in Miles City Oct. 7, 1942 as a fireman and later moved to Harlowton, working off the board there until his death.

Conductor **J. R. Bagley** married **Mary Helen Zuelke** Mar. 31. Mrs. Bagley is the daughter of Engr. and Mrs. **R. H. Zuelke**. The couple lives in Miles City where John now works as a yard frmn.

Retired Conductor and Mrs. **L. V. Hinrichs** returned late in March from a southern trip which began in November. They spent the Christmas season in New Orleans with their daughter **Kay**.

## IM&D Division

### Sioux City Area

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

**H. 'Ed' Otis** died Apr. 11 and was interred at Sioux City. He was employed as a switchman here 48 years before retirement in 1966.

**Alonzo Coleman** expired Apr. 2 in Malvern, Ark. He was an engineer on the SC&D Division 41 years before retirement in 1957.

**H. O. 'Spook' Davis** died Mar. 4 at Red Bluff, Calif., where he was buried. A conductor, his last run was between Murdo and Rapid City, S. D. when he retired in 1962.

**Mrs. Mary Fabrykowski** of Chicago, mother of **T. E. Witt**, asst. supt., died Apr. 5. Interment was in Chicago.

## Twin City Terminals

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

**Carman E. J. McGuire** of St. Paul has retired. His service dates back to Aug., 1950.

Also a recent retiree is Engr. **Gordon Rath** who started with the Milwaukee Road in 1932. He and his wife plan to spend summers at Lake Trade, Minn., and winters in a warmer climate.

Minn. Car Frmn. **Robert K. Rodin** and his wife are back from

a trip through Mexico that included time in Acapulco.

Aberdeen Div. Engr. **J. Angerhofer** died recently.

Storekpr. **Stan Kyrk** is a coach with the No. St. Paul Hockey Boosters. The group finished their season by taking 85 boys to Winnipeg for four days of hockey with Canadian competitors.

**Thomas A. Darsie**, son of **Carman R. Darsie** and a graduate of the San Diego Naval Training Center, is now at Great Lakes, Ill. in Electrician's Mate Class A School.

**F. S. Rodriguez**, locomotive laborer, is recovering from injuries suffered in a freak accident. Washing his car windshield in front of his home, he was struck by a passing pickup truck.

## Iowa Division

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

When the Milwaukee Railroad Women's Club divided up into two teams for a membership drive, the winning group reported 22 new voting members and three contributing ones. As a result, they received a potluck dinner served by the losing team. Winners were **Mmes. Fred Burckart, Louisa Sparks** (captain), **Kathryn Vaughn, Mary Wells, Kathryn Lang, Ruth Haugen, Opal Strauman, Vicky Ott, Gladys Lang, Josephine Powers, Lu Van Pelt, Beth Kleinow, Amy Hagensick** and **Kad O'Brien**.

A son, **Scott Lee**, was born to the **Jerry Salzgebers** of Perry on Feb. 14 at Des Moines. Grandparents are **Engineer and Mrs. Orville Salzgeber**.

Services were held in Perry for retired Switchman **Herbert O. Taylor**, 92, who died recently.

**Rickey Tolle**, 16, son of **Time Revsr. and Mrs. Ron Tolle**, was treated for a shoulder wound sustained in an accidental shooting incident on a camp-out near Perry.

Funeral services were held in Perry for former Brakeman **Leo Rigor** who died in California.

**Jessie V. Taylor**, widow of **George Taylor**, former railroad electrician, died Apr. 13.

Perry funeral services were held for **A. Marie Cunningham**, widow



**Scotty McCalman**, Montana registrar of motor vehicles, prepares for blood drawing in three-way challenge for most donors . . . won by the Milwaukee Road Deer Lodge employees. Standing, from left, are **S. O. Jones**, supt.; **Roger Crist**, warden of Mont. State Prison; **Dick Labbe**, asst. genl. car frmn.

of former locomotive engineer **Daniel T. Cunningham**, who died Feb. 23 at Guthrie Center.

Engineer and Mrs. **Robert Gardner** are the grandparents of **Kelly Jean Gettler**, born Mar. 16 to their daughter and son-in-law, the **Greg Gettlers**, of Monticello.

Current officers of the Milwaukee Railroad Women's Club are **Mmes. Maude Stuckey**, pres., **Lenora Matthew**, vice pres., **Katherine Atchison**, secy. and **Beth Kleinow**, treas.

**Mary Heinzelman**, widow of former Machinist **Gerald Heinzelman**, was honored at a surprise birthday party at the home of **Elizabeth McCoy**.

Former Perry residents Roadmaster and Mrs. **H. C. Lewandowski** of Kenosha are parents of a son, **Brett Alan**, born Mar. 6.

*This group gathered in the Wagon Shop to give Carman Welder **Norb Henning** (third from right) a send-off on his last day of work before retirement Apr. 7. From left are: **Bill Murphy, Ed Burke, Al Moschnik, Len Gawin, Carl Szafranek, Norb, Dick Rammelt** and **Frank Beno**.*



Mrs. **Julia Miller** observed her 101st birthday Mar. 5 at a party given by the Presbyterian Church Junior High Fellowship group, and at an evening dinner with her daughter, Mrs. **Helen Thomas**, her niece and nephews. Mrs. Thomas is the widow of Engineer **Stanley Thomas**.

Retired Clerk **Robert N. Moore** died in Palm Springs, Calif. Feb. 25.

Brakeman **Kirk Slater** married **Jackie Lu Hakes** Mar. 21 in Cedar Rapids, where they live.

Captain of Police **R. C. Emerson** of Marion was honored at a party at the Longbranch Supper Club Feb. 26. He retired Jan. 31 after 38 years of service with the Police Dept., serving in Milwaukee and Marion, and was presented with a movie camera and projector. He and Mrs. Emerson vacationed in the south in February, visiting their daughter and her family at Leesville, Miss. The couple reside at 1417 7th St.

**K. C. Rammelsberg**, Atkins section foreman, resumed work Apr. 28 after an absence since Dec., 1974 due to back surgery.

The father of **Frank J. Sebetka II** died in April. Frank is yardmaster at Cedar Rapids.

## Milwaukee Division

*Nancy Stark, Correspondent  
Milwaukee Shops*

Recent deaths include retired Master Mechanic **W. W. Bates** and retired Rndhse. Frmn. **G. G. Reinold**, father of **H. W. Reinold**, supt. of motive pwr. **N. J. Nielsen I**, retired pipefitter frmn., also died recently; he was the father of Shop Supt. **N. J. Nielsen**.

Machinist Helper and Mrs. **Ed Foster** have announced birth of a daughter, **Jennifer Lee**. A first son, **John, Jr.**, was born to Elect. **John Wettstein** and his wife, and a son, **Dennis, Jr.**, was born to Boilrmkr. and Mrs. **Dennis Hoff**.

Retired Lbr. **Julius Foster** recently died.

### LD Shops

Boilrmkr. and Mrs. **John Zywicke** announced arrival of a new granddaughter, **Maraleanne**, born to their son, **John**, and his wife.



*Curtis Siegel (l.), sys. analyst, receives an Assn. of Systems Mgmt. grant award from **Dominic G. Parisi** of DePaul Univ. He recently received his MBA degree from DePaul and the Certificate in Data Processing from the Institute for Certification of Computer Professionals. Curtis was one of only three DePaul graduate management students to receive the ASM award. At right is **Peter G. Ignasiak** of the Windy City Chapter of ASM.*

*Pat Hoye, Correspondent  
Car Department*

**Augie Plicka**, carman welder in the Freight Shop, retired Mar. 4. He started with the Road in 1936 as a laborer and since has been a carman helper, freight carman, helper apprentice, cutter, inspector, passenger carman, leadman and welder, with some experience in the Test Dept. On retirement, he was the inbound checker. He and his wife plan on some traveling, especially to Fla. and Calif.

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

Milder weather has brought on better attendance at monthly business meetings. Coffee and cookies are served after each session and members enjoy a choice of card games. A new member was welcomed in Mar.—**Florence Weaver**, widow of **Charles** who had worked in the Car Dept.—and the Apr. attendance prize was won by Mrs. **Walter Koester**.

Mrs. **Anna Reismeyer**, 87, died Mar. 15 at the Marion Heights Nursing Home, and Mrs. **Laura Kiefer** expired Mar. 27 at 84.

Mrs. **Alma O'Gar** was admitted to West Allis Memorial Hosp. and Mrs. **Ann Carlson** is now at Villa Clement.

Mrs. **Neda Stickley** told us her husband, **Charles**, celebrated his 91st birthday Apr. 14. Formerly a yd. swtchmn., he has enjoyed 25 years of retirement.

**Sylvia Duty** and **Charlotte Schultz** toured the Kikkoman Soy Sauce establishment and testify the sauce can be used on all foods to enhance flavor and digestibility. Off to the Grand Ole Opry at Nashville were **Bea LaRose** and her two sisters. Leaving soon after for the same destination were Mrs. **Clara Geipel** and a group from Redeemer Lutheran Church.

**Elizabeth Marquardt** and her husband are gone for about two months to visit Ariz. and Calif., with a stop at Las Vegas. Eagle River is a favorite spot for **Leona Hoffmann** and husband, **Art**, during June, especially for fishing.

Mrs. **Caroline O'Neil** returned from three months in Fla., visiting **Ann Kiltie**, a club member now living in Oldsmar. Her trip included visits to Clearwater, Tarpon Springs and Sarasota, among other points. Caroline extends many thanks to Amtrak personnel for their kindness and consideration throughout her travels.

## Chicago Division

*Eleanor P. Mahoney, Correspondent  
Galewood*

On Apr. 4 **Nate Abrams**, cashier, retired from the Road with 50 years and four months of service. Guests attending a party in his honor were **Ed Sofka**, **Merle Gerard**, **Farrell Groves**, **Anne Zahn** and **Ileene Abrams**. **W. T. Jepson**, data mgr., presented Nate with a cash gift from his friends. Nate's

career started in the Bensenville Yard and for many years he was asst. to the genl. car supvr. in Union Station. Later he was asst. cashier in the Agency and from there went to the Regional Office where he worked as asst. cashier and then cashier.

**Steve Hetman** replaces Nate as cashier. **Roger Chorney** is the new asst. cashier.

**B. A. Webster**, formerly asst. supt., has moved to Davenport as genl. mgr. of the DRI Line. His daughter, **Judith Ann**, was recently elected natl. dist. v. p., State of Ill. Student Council. She later was elected to the Natl. Scholastic Honor Society.

**Jim Connolly**, demurrage & detention clerk, became a grandfather Apr. 15 when his daughter **Jan Campbell** gave birth to **Christopher Michael**. Another grandpa is **Tom Taras**, data comp. opr., when on Apr. 4 **Todd Vernon Taras** was born.

Boyle Terrace in River Grove is named after **Stanley F. Boyle**, former mayor of that suburb and a retired company per diem clerk. It's also where **Carolyn DiCicco**, report clerk, recently moved into a new apartment.

**Margi Fester**, steno-timekeeper, vacationed two weeks in the Southwest. She reports finding a restaurant in Amarillo where they'll give you a free dinner with a 72 oz. (4½ lbs.) steak . . . provided you eat it within an hour. Otherwise, it costs \$16.75.

*During the May Chicago Bike-A-Thon sponsored by the American Cancer Society, **Len Cederholm** pedaled 30 miles to raise nearly \$150 from pledges. Len is a car record clerk; his father, **Bruce**, is supt. tpn.*

**Mike English**, lead machine opr., and his wife have a baby girl, **Kelli Marie**, born Mar. 30.

**Debbi O'Shea**, bill expense clerk, reports a good vacation at Disney World in Orlando, Fla.

**Bruno Lapinski**, who retired as asst. cashier, died Apr. 18.

**Phillip Lasky**, son of Ch. Yd. Clk. **Phil Lasky** of the Galewood Control Ctr., has received a Certificate of Membership in the Father Moreau Chapter of Natl. Honor Society of Secondary Schools. Membership is on scholarship, leadership, service and character.

*Jim Boeshaar, Correspondent  
Division Superintendent's Office*

The Road's annual Bowling Tournament was held at the Olympic Lanes Apr. 5 and 6.

Winners included the Triangle Pro Shop team, captained by **W. J. Kirley**, div. lineman. Doubles were won by Conductors **James Komberec** and **Henry Breitsprecker**; the singles were taken by Conductor **Dick Strizel** who bowled a 640 scratch series.

*Marion J. Kuniej, Correspondent  
Office of Manager-Capital  
Expenditure Accounting*

**Janet Johnson**, bill and anl. clerk, has returned from a leave of absence because of eye surgery.

**Guy G. Macina**, retired aud. of jt. fac. accts., died Feb. 18 at 80. He retired in Apr., 1969.

**Theodore Nelson Bahwell** of Elgin died Apr. 20 at Marion, Ia. He has been retired since 1970 as bureau head in the acctg. sect.

**Dwight Johnson**, asst. engr., had a short stay in the hospital.

**Mary Distad**, bkkpg. machine opr. in the acctg. sect., retired Mar. 31. She started with the company in Passenger Accounts in 1966 and since then has worked in various offices. Mary was honored at a luncheon at the Regimental Grill Mar. 28, and at an office open house on Mar. 31. She and her husband, **Maurice**, will reside in Chicago.

**Dick Dressler** had the winning ticket in the \$1,000 drawing sponsored by the Railway Employees Welfare Club.

**Marilyn Kaye Lucia (Gourley)** and son, **Joe**, came from California

in Apr. to visit her parents, **E. C. (Cliff) Gourley**, asst. engr. On Apr. 18 her sister, **Lynette Dauphine**, gave birth to a boy, **Chad Michael**, who is the Gourley's seventh grandson, after Joe, #6.

**Larry Hogan**, retired from the Road since 1966, is recuperating from a stay in the hospital after he fell and fractured a hip. Address: 2310 Cayuga Rd., Schenectady, NY 12309.

*Curt Siegel, Correspondent  
Systems & Procedures*

**Les Imbery** replaces **C. D. Rogers** as director, D. S. & O. Rogers is now asst. to the vice pres. Promotions have been granted to **Steve Moll** (project mgr.), **Ed Thommes** (sr. systems analyst) and **Bill Detjens** (systems analyst).

**Sue Ross**, systems analyst, married **Ralph Niedzwiecke** and the couple honeymooned in the West Indies and Florida. Also newlyweds are **Brian Smolinski, jr.** systems analyst, and wife, **Joan**, who live in Elgin after honeymooning in Canada.

**Jim Janusz** and his wife left the Road to live in California. Jim was a project mgr.

*Pat Johnson, Correspondent  
Engineering*

After 18 years with the railroad, **W. C. 'Bill' Elzy** retired May 30. He began service as maintenance engineer at the Fullerton Avenue facility, then moved to Union Station in 1972 and was transferred to the Building Maintenance Section of the Architectural Dept. until retirement. A cake and coffee reception was held for him on his final day in the office. Bill plans to remain at his present location, 408 Cedarcrest, Round Lake, Ill.

*Frani Field, Correspondent  
Office of Manager Disbursement-  
Accounting*

A son, **Gregory John**, was born to **Stanley** and **Delores Penczak** Apr. 16.

**Susan Wierzbicki** and **Dieter Kalis** were married Apr. 5.

**Wanda Szajowski** vacationed in Acapulco. **Sophie Kustron** spent her vacation in Orlando, Fla.



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## Veterans Will Meet in August

The Milwaukee Road Veterans Reunion will take place at the Pfister Hotel in Milwaukee Saturday, Aug. 23, with registration starting at 8:30 that morning. The day will include a buffet luncheon, evening banquet and professional entertainment... all for only \$10.00.

F. G. McGinn, president of the Veterans group for many years, emphasizes that the reunion and membership are not limited to retired personnel. Any Milwaukee Road employee with 20 years or more seniority is eligible for both. Those wishing to attend, or gain membership, should contact W. B. Braheny, Ext. 574 in Chicago.

The 'switch shanty' will open

for the day at 9:00 a.m. for music, refreshments and renewing acquaintances. The buffet luncheon will be followed by free time in the afternoon for registrants to do as they wish. In the evening, Worthington L. Smith, Milwaukee Road president, will speak at the banquet.

Because reservations must be made in advance due to an expected high turnout, it is urged that ticket requests be sent in promptly. First come, first served, claims the committee, which reported more than 400 registrants at the last meeting, held in 1973. Members and their families are expected to arrange their own transportation to the hotel.

For those who wish to stay overnight at the Pfister, the single room rate with bath is \$25; double or twin beds with bath run \$33 per room, with a one dollar additional charge for rooms in the Pfister Tower.

The Veterans Executive Committee met June 7 to complete the Reunion plans. Joseph W. Macht (retired) has been appointed general program chairman for the arrangements and will be assisted by the following chairmen: W. R. Bickley (entertainment), W. C. Lummer (reception), Larry Barbeau (publicity and printing), Joan Kelly (registration), J. C. Manders (tickets and auditing) and D. L. Crittenden (hotel).

### Application for Membership

#### VETERAN EMPLOYEES' ASSOCIATION OF THE MILWAUKEE ROAD

W. B. BRAHENY, Secretary and Treasurer  
Veteran Employees' Association of  
The Milwaukee Road  
848 Union Station  
Chicago, Illinois 60606

I hereby apply for membership in the Association. I have been in the service of The Milwaukee Road for a total of 20 years.

NAME \_\_\_\_\_  
HOME ADDRESS \_\_\_\_\_  
OCCUPATION \_\_\_\_\_ DEPT. \_\_\_\_\_  
ENTERED SERVICE \_\_\_\_\_  
RECOMMENDED BY VETERAN \_\_\_\_\_  
SSA No. \_\_\_\_\_

I enclose

- CHECK  
 MONEY ORDER

payable to the Veteran Employees' Association of the Milwaukee Road.

AMOUNT (check one)

- New Member  \$4.00  
Renewal or Reinstatement  \$3.00

(Do not send currency.)

Date signed \_\_\_\_\_

### APPLICATION FOR TICKETS

TO:  
W. B. BRAHENY  
Secretary and Treasurer  
Veteran Employees' Association of  
The Milwaukee Road  
848 Union Station  
Chicago, Illinois 60606

Enclosed is check in the amount of \$ \_\_\_\_\_ for \_\_\_\_\_ Reunion Tickets at \$10.00 each. (Please remit by check or money order—do not send currency.) Mail tickets to:

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_  
STATE \_\_\_\_\_ ZIP \_\_\_\_\_