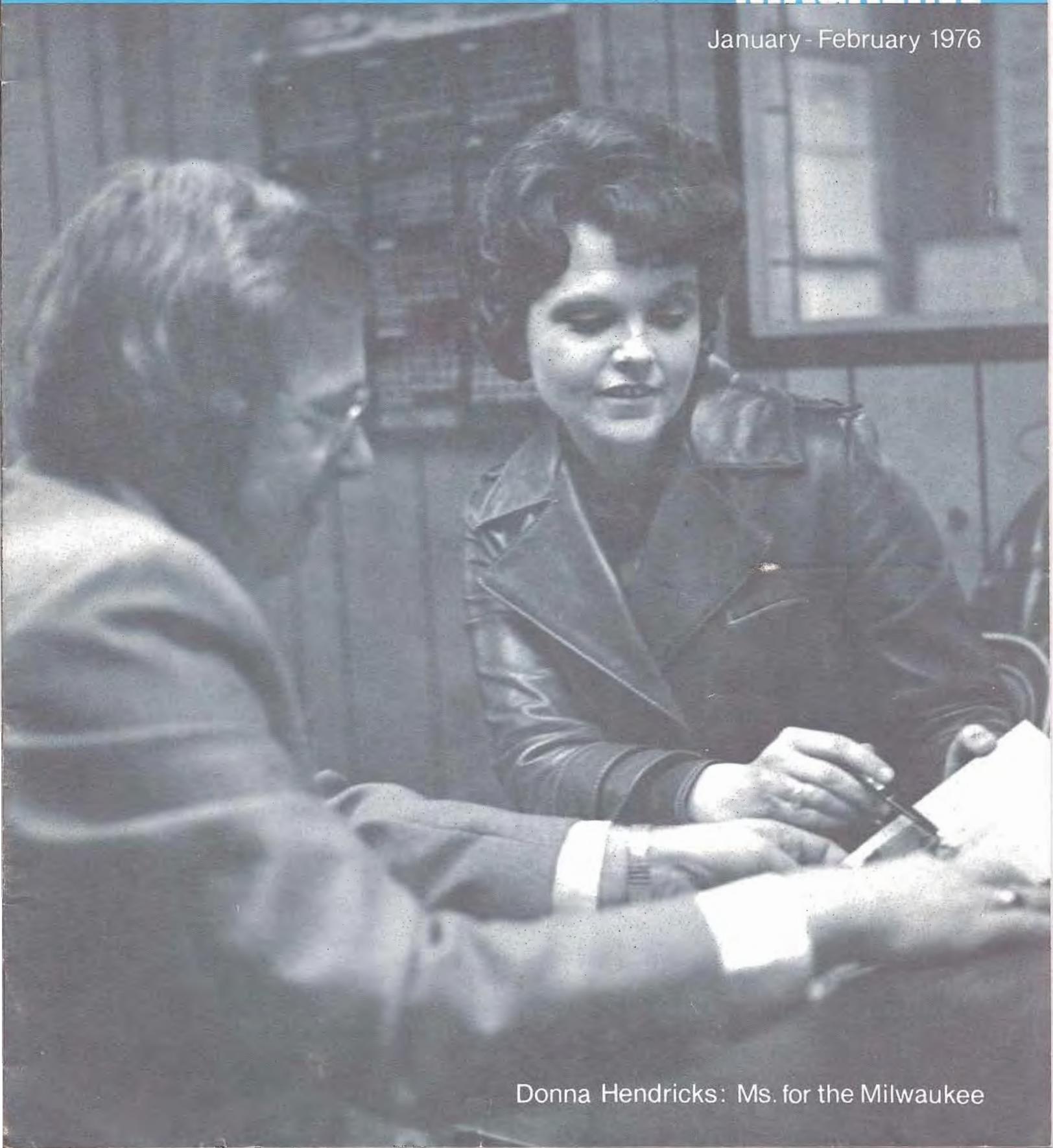


THE MILWAUKEE ROAD MAGAZINE

January - February 1976



Donna Hendricks: Ms. for the Milwaukee



January 1976
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Switches and Signals

Milwaukee Road scores high in Amtrak service

During 1975 Amtrak passenger trains operated by Milwaukee Road crews over the Chicago-Milwaukee-Minneapolis corridor earned a 90.5% on-time performance record. Of the 4,653 passenger trains using this route, 4,219 made standard trip time or better.

Last year's record showed a steady service improvement. In 1974 our on-time record was 88.5%; it was 68% in 1973.

Presently the Milwaukee Road operates two Amtrak trains daily in each direction between Chicago and Minneapolis. There are four daily trains, Monday through Saturday, in each direction between Chicago and Milwaukee, and five on Sunday.

The Chicago-Milwaukee schedule included seven-days-a-week service for morning and afternoon Turbo trains in both directions between these cities. The afternoon train from Chicago to Milwaukee originates earlier in the day at Detroit and the morning Turbo from Milwaukee stops at Chicago en route to Detroit.

New Mail Business

Since January 19, the Milwaukee and MMTC have been handling 3 to 4 trailers daily, seven days a week, in both directions between Chicago and a bulk mail center near Des Moines. Route is rail between Chicago and Perry, Iowa, --- MMTC hauls between Perry and bulk center.

We may get this traffic on a long-term basis when Postal Service issues new four year contracts this spring.

First welded rail on the Milwaukee Road

If everything goes according to plan, the first welded rail on the Milwaukee Road will be in place by July 1 --- probably on the Chicago to Milwaukee main line.

A complete rail welding facility is now being established at Savanna. The railroad will also place two rail trains in service; each composed of 27 specially-equipped flat cars and other support equipment used to move welded rail to the field for installation. Actual welding will be performed by a contractor, but some Milwaukee forces will assist in the operation.

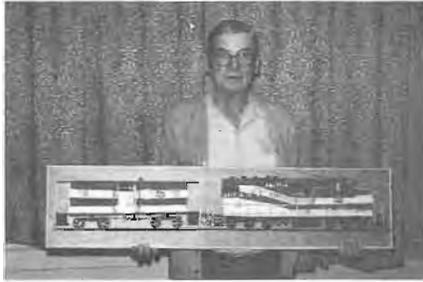
At Savanna rail will be joined into quarter mile lengths, and when in full operation the facility is expected to turn out 75 miles of welded rail a year.

Total carloadings up nearly 12% in January-February

During January and February traffic moved at an expanded pace; total carloadings for the two months were up nearly 12% over the same period in 1975. Most of the commodity and commodity groups carried by the Milwaukee registered good gains. Especially impressive were increases in the movement of primary forest products and automobile parts.

Grain and soybeans moved at a sluggish pace during much of 1975, but in February carloadings picked up. Much of the grain is moving in unit trains, and 20 are in service. A growing pattern is the movement of grain from Minnesota, the Dakotas and Montana to the Pacific Northwest ports for export.

In the summer of 1975, retired engineer Bob Shively watched No. 156 pass through Marion, Iowa. He decided to capture that memory in a unique way--he would make a string painting. Yards of red, white and blue yarn and 896 nails later the project was complete--including a bicentennial caboose Bob created to go along with No. 156. The painting now hangs in Bob's recreation room which is filled with memorabilia of his 50 years of service with the Milwaukee Road.



On December 6, 1974, a 3,000 horsepower model SD40-2 diesel locomotive, gleaming in a unique red, white and blue design, left Bensenville Yard on its first assignment as the Milwaukee Road's salute to the Bicentennial of the United States.

More than fourteen months and nearly 160,000 logged miles later, this engine, No. 156, is still performing its dual role as a working locomotive and rolling birthday greeting. It will continue in this capacity throughout the Bicentennial year of 1976.

The Milwaukee Road was one of the first railroads to select this novel way to commemorate the 200th anniversary of the birth of the United States. It was an appropriate choice considering the important role that railroads have played in the growth and development of the nation.

For several months after No. 156 received its bicentennial colors it served as the lead unit on transcontinental trains operating between Bensenville and Seattle/Tacoma. Then in April, 1975, the locomotive went on a schedule that had been carefully prepared to give the unit the widest possible exposure throughout the Milwaukee's service territory.

Although track conditions and weight restrictions prevent the use of No. 156 on all Milwaukee Road lines, the locomotive has run, and will continue to operate, on most of the railroad's main line and secondary main line routes.

No. 156 has been kept busy. During December, 1975, for example, the locomotive operated between Kansas City and Bensenville; between Bensenville, Green Bay and Milwaukee; between Bensenville, the Twin Cities and Portland/Tacoma; and between Bensenville and Mason City.

During this Bicentennial year the locomotive will continue its full schedule; probably adding another 100,000 miles to its service log.

Railroads have a strong link to the nation's past. They play an important role today and will do so in the future. In a very real sense, the Milwaukee Road's Bicentennial locomotive is a tribute to the past, a symbol of the present and a promise of the future.

156:
a rolling salute to the
Nation's Bicentennial

Donna poses with husband, Dick and three daughters; Joetta, Denise and Darel.



Although Donna conducts much of her business by phone, there is no substitute for personal contact. Below, she confers with Stan Holmes, General Manager, Manufacturers Shipping Association of Seattle.



Donna checks traffic records at the Seattle intermodal facility with Stan Holmes and Tony Kilvinger (left), Manager - Western Operations for MMTC.



Donna's District Manager - Sales Jack Werner assists Donna in mapping out sales strategy.



Donna Hendricks: Ms. for the Milwaukee

One of the most noticeable things about Donna Hendricks is that she looks right at you when she speaks. There is no trace of unease. She talks with confidence about herself and her job as a Milwaukee Road Sales Representative.

Donna Hendricks is the first woman to hold such a position with the Milwaukee, and to her knowledge only one other western railroad has a woman in a similar position.

While proud of her job, Donna admits that she got it pretty much by happenstance. "There was no grand design," she says, "the position was open, I applied for it, and I got it."

Donna first came to work for the Milwaukee in 1971 as a Secretary in the Seattle International Sales Office. Married and the mother of three young children, she was basically looking for a source of additional income. Donna also wanted to give her husband, Dick, the opportunity to attend college full time and work towards a doctorate degree in psychology.

Dick Hendricks has had a strong influence on Donna's career. Prior to 1971, he worked as a Sales Representative for the Chicago & North Western and it was his experience that prompted Donna to take a railroad job. He later joined the Milwaukee Road as a Yard Clerk in the Seattle area. His knowledge of both the sales and operating sides of railroading have been of great help to Donna.

Once on the job, Donna found the duties of a Secretary were not exactly a whirlwind of excitement --- in fact everything was rather routine. But Donna Hendricks is not a person whose interests can be confined by a job description. She was not only interested in the function of the sales force but in the overall operations of the Milwaukee Road. Whenever time permitted she tried to learn as much about the railroad as possible.

Besides taking an active interest in her own work, she often volunteered to become involved in other projects. "I'm a naturally curious person and thought the more I knew the better I could perform my job," she says.

In 1973, Donna was named Secretary to the Regional Manager - Sales in Seattle. As before, she continued to learn and this led her to join the Women's Traffic and Transportation Club of Seattle. Membership gave Donna the opportunity to meet and talk with other women who were active in the field of transportation. This year she was appointed Chairman of the Club's Ways and Means Committee.

When the Sales Department was reorganized January, 1975, Donna was appointed Secretary to H. A. Sauter, Area Manager - Sales. About this time two Sales Representative positions became vacant in the Seattle area.

As Donna tells it, she informed D. A. Keller, Assistant Vice President - Sales, "The day the Milwaukee hires a woman as a Sales Representative, I'd like to be her." Donna admits that she was not entirely serious, but if she was trying to be funny the humor was lost on Keller. He thought Donna was well qualified for one of the vacancies and discussed the idea with Don Wiseman, Vice President - Sales, in Chicago. Wiseman and others in the Chicago office accepted the idea because they were, and are, committed to bringing qualified women into the field sales force.

Once appointed to her new job, Donna worked with a Sales Department zone training coordinator who instructed her in product knowledge. She then began to familiarize herself with her territory; the south industrial area of Seattle. The early weeks on the job were often confusing, but Donna knew a lot of people on the railroad who could help answer her many questions.

But Dick Hendricks was the greatest source of help. "He's been totally supportive," Donna says. "And what's more, Dick knows a lot about sales technique as well as the day-to-day operations of the railroad."

Although Donna does not deal with any large volume shippers, many of the companies in her region use the Milwaukee on a regular basis. There is an old story about how a sales person can make a million dollars: Either get one order for

a million, or find a million shippers with dollar orders. Donna's task isn't quite that difficult, but since becoming a Sales Representative, she has called on more than 300 individual companies.

Donna Hendricks has two principal rules for sales success: know your territory; and try to make every customer feel that their car is the only one you are handling. Such individual attention is time-consuming, but it gets results. Donna is justifiably proud of the fact that she convinced one major customer who had not shipped by rail for some time to use the Milwaukee Road. She has also returned business to the Milwaukee that had been lost previously to other railroads.

Persistence is also an important trait for Sales Representatives. Donna tells of her difficulty in learning the routing of shipments received by a Seattle food products distribution company. But one day while shopping in a neighborhood grocery store Donna noticed the grocer had an order form from the distribution company. Asking to look at the form, Donna discovered that it contained a good deal of information about traffic patterns. This news enabled Donna to call again at the company and make a convincing presentation on the benefits of using the Milwaukee Road.

How have shippers reacted to Donna? Contrary to her own initial expectations, Donna says she has encountered almost no apprehension or resistance because she is a woman. "If anything, customers seem to have a 'so what's new' attitude towards me," she notes. In fact being a woman is a distinct advantage. Donna believes that getting customers to remember you is one of the hardest and most important jobs for a sales person. She smiles and says, "Being a woman in what is usually thought of as a man's job makes it easy for customers to remember who I am."

Donna Hendricks is a Milwaukee "first." She hopes that her experiences and, more importantly, her performance record will help pave the way for other women to hold positions of responsibility and authority on the Milwaukee Road. That is not a platitude; Donna Hendricks looks you right in the eye and means every word she says.

"Acres for Wildlife"

Out in South Dakota much of the Milwaukee Road's 1,600 miles of right-of-way is 100 feet in width. Of this width, only about 10 to 15 feet are used for actual roadbed. This leaves a 40-plus foot strip of land on either side of the tracks.

For the past three years the railroad has been putting this land to very good use.

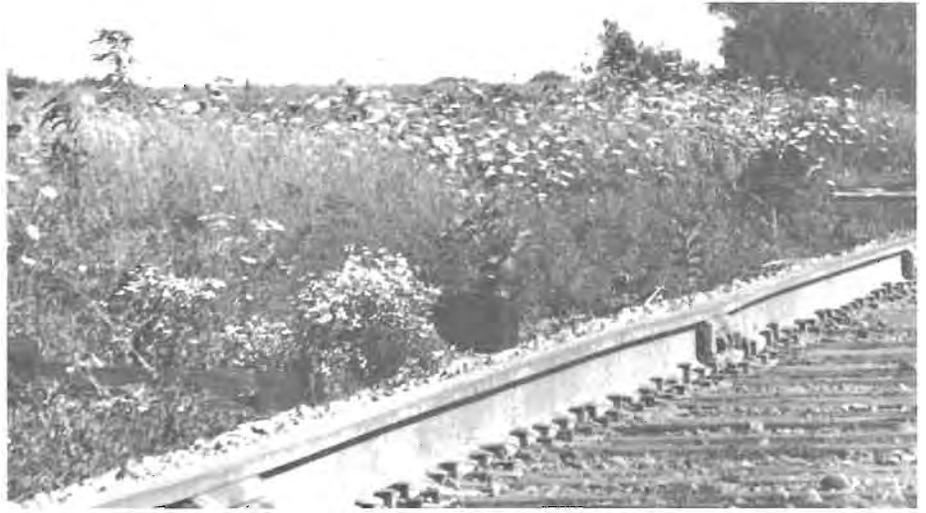
In January, 1973, the Milwaukee Road enrolled its right-of-way in the state (exclusive of land in municipalities and that which is leased) in the South Dakota Acres For Wildlife program. The land enrolled amounts to about 32,000 acres.

The Acres for Wildlife program was established to help the state protect and manage the natural habitat for its wildlife population. Under the program, individual and corporate landowners enroll land and agree, with certain exceptions, not to burn, mow, spray or otherwise alter the natural cover. There is no monetary compensation for participants. Each receives a cloth patch and a certificate showing membership in the program. But if compensation is not measured in dollars and cents, it is in the feeling of having done the right thing.

To date the Milwaukee has made the largest single land enrollment in the wildlife preservation program. In joining the railroad agreed to leave its right-of-way extending in both directions from the shoulder of the roadbed in an undisturbed state. The only reservation is that the railroad can alter the landscape to the extent necessary to control noxious weeds and to maintain standards of safety and fire prevention.

When President Worthington L. Smith formally enrolled the Milwaukee in the program on January 29, 1973, he said, "The Milwaukee recognizes its responsibility to be a good citizen, and we are pleased to have this opportunity to join with other South Dakota land owners in the preservation of habitat for wildlife."

There are some people who claim that animals have a language and can converse. That is a difficult theory to prove, but if it is true, it is a good bet that a lot of South Dakota ringnecked pheasants and other animals who make their home along our right-of-way have said "thanks" to the Milwaukee Road.



Can you spot the ten pheasants nesting in the cover along the Milwaukee's right-of-way? Neither can we --- but that is not the point. The point is that by participating in the South Dakota Acres for Wildlife Program the Milwaukee Road is demonstrating its concern for the quality of the environment by helping to preserve part of the natural habitat for South Dakota wildlife.

CMC has strong fourth quarter

Chicago Milwaukee Corporation, the parent company of the Milwaukee Road, ended 1975 with a profitable fourth quarter, but with a loss for the year as a whole.

While the earnings in the final quarter of 1975 were significantly greater than those of the same period in 1974, they did not eliminate the deficits produced during the first three quarters of 1975 principally by reduced business volume in the transportation segments of CMC's operations.

For the full year 1975, CMC had a consolidated net loss of \$19,595,000, compared to consolidated net earnings in the full year 1974 of \$11,274,000.

The company's consolidated operating revenues for 1975 were \$450,576,000, compared with \$466,174,000 for 1974.

The transportation segment of CMC's operations produced \$5,875,000 in operating income in the fourth quarter of 1975. During the third quarter transportation operations incurred an operating loss of \$3,871,000. Operating income is stated before other income, interest expense and federal income taxes.

The results of transportation operations during the last quarter of 1975 were significantly better than were the results in the fourth quarter of 1974 when the transportation segment of CMC incurred an operating loss of \$798,000. It should be remembered, however, that the business recession was well under way by the final period of 1974.

Improvements in transportation operations during the last quarter of 1975 were due mainly to a tight control over expenses and to higher freight rates. Total transportation expenses in the period were only \$2.9 million greater than they were in the same period of 1974. Revenues were higher by \$9.5 million as a result of higher rates and a better traffic mix.

During the fourth quarter there was some improvement in the volume of lumber traffic, and shipments of new automobiles and parts showed marked improvement. Coal traffic continued to expand; coal carloadings were 71 per cent higher than their 1974 fourth quarter level. An unseasonal movement of chemical fertilizers increased revenues from this kind of traffic. U.S. Mail, moved in conjunction with The Milwaukee Motor Transportation Company, continued strong. Rate adjustments produced gains in import traffic moving through Pacific Northwest ports.

Despite these patterns, carloadings during the fourth quarter of 1975 were approximately 2 per cent lower than the level in the same period in 1974.

For the full year 1975, the transportation operations of CMC incurred an operating loss of \$26,453,000. But while the operating deficits of CMC's transportation segment accumulated through the first three quarters of the year, they were progressively smaller: \$15.3 million in the first quarter, \$13.1 million in the second, and \$3.9 million in the third.

No hurry for the slurry...

What's wrong with coal slurry pipelines?

Question: Are western railroads on the brink of a boom in traffic which could bring in millions of dollars in much-needed revenues and create new jobs while it helps to solve the nation's energy problems?

Answer: Maybe --- if large-scale surface mining of low-sulphur western coal is allowed, and if railroads are allowed to build upon an already-excellent performance in moving huge volumes of coal over long distances in unit trains.

Despite persistent opposition from environmentalists, you almost have to assume that the coal will be mined. And until a short time ago, you would also have had to assume that almost all of this coal would move from mine to power plant by rail, in unit trains. Now, however, you can't make that assumption, and the coal-slurry pipeline is the reason why.

One western-railroad chief executive has called the coal pipeline concept "about as appropriate to the nation's needs as the windup light bulb." But that hasn't stopped pipeline promoters from pressuring state legislatures in the West, as well as in Congress, to grant coal pipelines the right of eminent domain --- in effect, the right to condemn property.

What's wrong with coal slurry pipelines? As railroaders see it, several things:

--- Slurry pipelines move powdered solids in suspension in a liquid, presumably water, and a pipeline such as the 38-inch, 25-million-ton-per-year line which promoters want to build to move Wyoming coal to Arkansas would require use of enormous quantities of water. But in Wyoming and in other semi-arid areas of the West, water is a precious commodity.

--- Under most circumstances as they exist railroads have a distinct cost advantage. If you had to build an entirely new railroad, the pipeline would have the edge; but, one study indicates, when track is in place "even if the most elaborate upgrading is required to sustain a minimum loaded train speed of 50 mph, the resultant transportation cost is only half that of a new slurry pipeline."

--- Slurry lines would apparently consume vastly more energy than railroads to move the same tonnage of coal.

--- Coal slurry pipelines, many railroaders charge, would benefit only a few at the expense of many, and the "many" would include not only other coal shippers and receivers but also shippers and receivers of other commodities handled by rail.

What's right about coal pipelines? At this point, not much. But that isn't to say that pipelines won't be built --- if the promoters get the support they need either in individual western states or in Congress. Thus far, a coalition in the West -- railroads, environmentalists, politicians worried about both transportation and water --- have had a certain amount of success in blocking passage of eminent-domain legislation: Successes have been scored in both Nebraska and Kansas, states included in the original route of the Wyoming/Arkansas line.

One of the arguments used by pipeline promoters runs something like this: Coal will have to be used --- but railroads are not capable of handling the volume of coal that will have to be moved.

The only problem with that argument is that it doesn't hold water.

Over the past two years, railroad coal movements have grown at a faster rate than has coal production. Railroads last year added 21,700 open-top cars to their fleets, the most since 1957. Car-builders can provide whatever types of cars are needed --- and their carbuilding capacity is far above what probably will be required. Locomotives? One estimate is that 1,600 new units would be needed by 1985 --- and the two locomotive builders can turn out that many in one year.

Well, then, if there are potential environmental and energy - consumption problems with slurry pipelines and if railroads can do the job on their own, why would anybody want to build a pipeline? It's simple: If a pipeline promoter can lock up a contract for a certain amount of coal to move through his pipe over the expected life of that pipe --- at a good profit, of course --- he's going to move heaven and earth and state legislatures and Congress to get that pipeline laid.

He's not going to be concerned about railroads or about national transportation policy. But railroads and railroad employees should be concerned --- and they should make the nation concerned, as many of them have been trying to do.

Increased coal traffic, one railroad chief executive has testified, "is one of the keys to a rail - industry future safe from nationalization and secure against the possibility that rail deficits will be crowded onto the already-overburdened backs of taxpayers."

From a transportation-policy standpoint it works this way: Railroads are capable of handling any projected increases in coal traffic. Railroads are true common carriers, required by law to hold themselves out to move virtually anything from any point where their lines operate to any other such points. Coal slurry pipelines, however, would carry a single commodity from one origin to one destination (or to a very few). They would skim the cream --- taking revenues away from railroads while not being responsible for moving any of the other thousands of commodities which railroads are responsible for. And, who would suffer? Users of coal who didn't happen to be located at a pipeline terminal. Ultimately, other users of rail service, because without the coal revenues increased costs would have to be laid on everybody else. Ultimately, too, railroad owners. And railroad employees, because instead of there being more railroad jobs there would almost inevitably be fewer.

The Milwaukee Road does not stand to gain as much as do some other western railroads if coal pipelines are not built, nor does it stand to lose as much if they are built --- simply because the Milwaukee does not have as many coal deposits lying along its rail lines in the West. But, where rail is the logical way to move coal, Milwaukee Road does not want to see diversion from rail. Labor organizations, as represented by the Milwaukee Road General Chairmen's Association, think much the same way: Seventeen organizations are represented in the GCA, and the overwhelming consensus is that the organizations want to commit themselves jointly with railroad management in opposition to eminent domain and the construction of revenue-threatening, job-threatening coal-slurry pipes.

The seventeen organizations are: Train Dispatchers Association, Railway Yardmasters Association, Brotherhood of Maintenance of Way Employees, Brotherhood of Railway Carmen, Brotherhood of Locomotive Engineers - Lines West, Brotherhood of Railway, Airline and Steamship Clerks, Brotherhood of Locomotive Engineers - Lines East, Brotherhood of Railway Signalmen, United Transportation Union - Lines West, International Brotherhood of Electrical Workers, Sheet Metal Workers International Association, International Association of Machinists, International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers, United Transportation Union - E - Lines East, International Brotherhood of Firemen and Oilers, United Transportation Union - T and C - Lines East, and Milwaukee Road Supervisors Association, Inc.

Outstanding Safety record set in 1975

(Former) Rocky Mountain Division wins President's Safety Trophy --- again

At the close of 1974, Superintendent of Safety George Barry and the members of the Safety Department set a goal for the coming year --- a 20 per cent reduction in the number of work-related injuries and illnesses on the Milwaukee Road.

That goal was reached.

During 1975, the Safety Department received 1,977 reports of injuries and occupational illnesses. This figure represents a decline of 496, or 20.1 per cent from the total number of injury/illness reports recorded during 1974.

The 1975 figures are even more significant because they show that the total number of injury/illness reports forwarded to the Safety Department from each of the nine former operating divisions declined substantially from the 1974 level. Four divisions had safety records that bettered the 20.1 per cent decline for the entire railroad. Leading the list was the LaCrosse Division with a 26.3 per cent drop in reported injuries/illnesses. The Iowa Division had a 25.2 per cent drop; the Aberdeen Division, 24.6; and the Milwaukee Division, 21.2 per cent.

The safety figures are equally impressive when broken down by departments. Of the 12 departmental classifications included in the safety standings, only two departments had an increase in the number of injury/illness reports when compared to 1974 totals.

There is, however, one dark spot on the 1975 record. During the year there were three work-related fatalities; the same number as in 1974.

If 1975 was an especially good year for safety on the Milwaukee Road, it was a record-breaking year for the employees of the former Rocky Mountain, now the Montana Division. For the second year in a row; for the fourth time in the past five years; and for the eighth time since 1959, Rocky Mountain Division employees have won first place in the annual standings for the President's Safety Trophy.

The award recognizes that employees of the division achieved the best safety record of all the Milwaukee Road operating divisions.

During 1975, the approximately 1,100 men and women of the Rocky Mountain Division worked a total of 1,731,433 hours. There were only 107 injury/illness reports from the Division for a year-end casualty rate of 61.8 (the rate is the number of reported incidents per each one million hours worked). There were no work-related fatalities on the Division.

Awarded each year since 1941, the President's Safety Trophy will be presented to Division employees at a ceremony later this year.

Safety Department personnel are justifiably proud of the 1975 safety record. They are appreciative of the hard work by a lot of people throughout the entire Milwaukee Road system to bring about an impressive reduction in the number of injuries and work-related illnesses.

Dale Anderson, Assistant Superintendent of Safety, makes a special point of the fact that the Safety Department is extremely strict in compiling records. He notes that every reported injury/illness, no matter how minor, is included in the figures.

Starting this year, safety reporting will even be more thorough. In addition to recording the number of incidents, the Safety Department will also be concerned with severity of each incident. A new formula, known as the Frequency-Severity Index, or FSI, will be used to measure safety performance. The FSI will also allow the Safety Department to make more accurate safety rankings among operating divisions and departments and make better use of comparison figures.

For 1976 the Safety Department has set the goal of achieving a 10 per cent reduction for the number of reported injuries and illnesses.

It is up to every Milwaukee Road employee to make sure this goal is reached, if not exceeded.

Labor & Management

focus on safety



Attending the first meeting of the Labor-Management Safety Advisory Committee are (left to right) G. J. Barry, Superintendent of Safety; A. W. Hallenberg, Assistant Chief Mechanical Officer; E. W. Mann, Chairman, Brotherhood of Locomotive Engineers and Chairman, Milwaukee Road General Chairmen's Association; J. E. Brodbeck, General Chairman, Railroad Yardmasters of America; D. O. Burke, General Manager; L. T. Davies, General Chairman, Brotherhood of Railroad Signalmen; E. J. Hayes, General Chairman, Sheet Metal Workers' International Association; L. V. Anderson, Vice President-Executive Department; N. E. Smith, Assistant Chief Engineer-Maintenance.

A newly-established Milwaukee Road Labor-Management Safety Advisory Committee met for the first time on January 20. The Committee members have their work cut out for them. As the name indicates, the Committee has been formed to deal with the vital issue of safety.

The Committee is composed of six regular members: three labor representatives and three from management. All of the labor members are craft General Chairmen.

The Committee also has two ex-officio members; one from labor and one from management.

In opening the first meeting, George Barry, Superintendent of Safety, stated the group's primary job would be "to assist in finding solutions to the safety problem." Barry also noted that these solutions would only be realized "through the cooperative efforts of management, labor representatives, and individual employees."

Earl Mann, General Chairman of the Brotherhood of Locomotive Engineers and Chairman of the Milwaukee Road General Chairmen's Association, seconded this view. "Efforts to promote safety and reduce on-the-job injuries are of great importance to all employees and their families," Mann said.

Much of the kickoff meeting was taken up with a general discussion of what the Committee would be doing. It was agreed that a major thrust of activities would be directed at increasing safety awareness within the Milwaukee Road and lowering the injury/accident rate. The Committee will also be involved in more external matters such as the all-important issue of grade crossing safety.

Each Committee member has had a wide range of experience in the railroad industry and with the Milwaukee Road. All are veteran railroaders. Their knowledge virtually guarantees that the new Advisory Committee will play a very important role in the never-ending challenge to make safety everyone's concern.



Tribute to Loren A. Lindemer

The Car Department has established the Loren A. Lindemer Memorial Safety Trophy which will be presented annually to the Car Department employees on the division with the best safety record.

The award will perpetuate the memory and distinguished career of Loren Lindemer, Bensenville District General Car Foreman, who died May 24, 1975. "Lindemer was a fine officer. He certainly was of extremely high moral character and symbolized the best in a Mechanical Department officer," says Frank A. Upton Assistant Vice President - Mechanical.

Lindemer had been with the Car Department since 1937 and had been a supervisor since 1949. He was named a General Supervisor at Milwaukee in 1961 and later served at Savanna and Bensenville. During his eleven years at Savanna,

Lindemer had done an outstanding job in promoting safety programs. At the time of his death he was making excellent progress in improving the safety record at Bensenville.

On January 22, the Lindemer Trophy was presented for the first time to Master Mechanic Dean A. Radabaugh (right) in recognition of the Montana Division Car Department employees' impressive 1975 safety record of only three injuries for over 130,000 hours worked. Presenting the trophy is F. A. Upton (left) while D. D. Fisher, General Superintendent Car Department, observes (center).

The division Car Department force that wins the Trophy three consecutive years will be permitted to keep the award in the division's headquarters on a permanent basis.



Milwaukee Shops Passenger Carman Arthur Souhrada recently retired after working 34 years for the Milwaukee. Good luck Arthur.



Janitress Mary Steffek retired December 15 with 7 years of service. Cake and coffee was served at Milwaukee Depot for Mary and well wishers.



Joseph Malek, Chief Clerk, Car Department, Western Avenue Coach Yard, retired November 28 after 28 years of service.



Passenger Carman Jess Brychel of Milwaukee stops for a quick picture before leaving on his retirement December 10. Best of luck Jess.



Brakeman R. W. Deibel (left) and Storekeeper Duane J. Parks were honored at a Christmas Coffee Hour on their recent retirements. Both will continue to live in Miles City and Duane plans to do a lot of fishing.



Engineer Howard Halloff of the Minnesota Division retired after 32 years of service. Howard will now have time for his hobbies; fishing and hunting.



Illinois Division Caller Larry E. Small was honored at a cake-and-coffee on October 31. He was presented with a monetary gift from co-workers.



On December 12, 5th District Switchman Guy Cicinelli retired with 30 years service. Guy plans to divide his retirement between Italy, where his family is, and the USA where his children live.



Switchman Merle Wood is shown on his last day of work January 2. Merle retired after 32 years of service at Cedar Rapids.



A coffee hour was held in Miles City, January 23, to honor Conductor B. G. Flor and Trainmaster Clerk Ellen Roberts on their recent retirements. Both Ellen and Mr. Flor will continue living in Miles City. Ellen was also a correspondent for the Milwaukee Road Magazine.

Retirements...

- Gertrude M. Brimm Secretary Chicago 12/31/75
- Jess E. Brychel Carman Milwaukee 12/9/75
- Albert J. Bukowski Crossing Guard . . . Green Bay . . . 12/1/75
- John W. Calhoun Section Laborer . . . Momence, Ill . . . 10/10/74
- Guy Cicinelli Switchman Bensenville 12/5/75
- William Dacko Carman St. Paul 1/9/76
- Carolyn M. DiCicco Clerk Chicago 12/12/75
- Frank L. Ferris Carman Savanna 11/15/75
- Edward C. Fischbach Material Manager . . . Tomah 11/30/75
- Richard G. Flechsig Steamfitter . . . Milwaukee 12/15/75
- B. G. Flor Conductor Miles City 1/2/76
- John M. Fortman Director Customer Relations . . . Chicago . . . 12/31/75
- Edward H. Fryer Assistant Foreman . . . Cheneyville, Ill. . . 2/16/75
- C. C. Gauer Yard Clerk Aberdeen 12/1/75
- Franklin B. Gorman Agent Operator Yankton 12/10/75
- Homer K. Griffith Yard Clerk Harlowton 4/7/74
- Roy M. Hagen Conductor Mobridge 12/19/75
- Cyril C. Hanna Carman Aberdeen 6/3/75
- Claire L. Hempe Check Clerk Milwaukee 12/31/75
- Agnes A. Hirschfelder Steno Chicago 11/21/75
- H. F. Hunziker Switchman St. Paul 11/28/75
- Kenneth M. Jargenson Locomotive Engineer . . . Montevideo . . . 1/16/76
- Arthur E. Johnson Switchman LaCrosse 1/2/76
- Harold A. Johnson Brakeman St. Paul 1/3/76
- William R. Jones Director of Passenger Services . . Chicago . . . 12/31/75
- Elsie A. Kratky Dictaphone Operator . . . Chicago . . . 12/16/75
- Paul A. Larson Director Customer Relations . . Chicago . . . 12/31/75
- Edward Leitholt Carman Aberdeen 11/28/75
- William L. Maas Clerk South Beloit, Ill. . . 12/31/75
- Armour A. Macaulay Chief Clerk LaCrosse 1/9/76
- Harry J. Magnuson Conductor Minneapolis 1/5/76
- John J. Majeski Brakeman LaCrosse 1/2/76
- Joseph A. Malek Chief Clerk Chicago 11/28/75
- Edward V. Matuska Trainman Sioux City 12/13/75
- Max W. McKinley Locomotive Engineer . . . St. Paul 11/21/75
- Donald L. McKiski Section Foreman . . . Davis Junction, Ill. . . 12/31/75
- Joe R. Mende Section Foreman Ruff, Wash. 11/28/75
- Nykyfor Motrynczuk Car Cleaner . . . Chicago . . . 12/18/75
- Frank Negra Section Laborer Tacoma 2/4/75
- Joseph L. Nolan Signal Supervisor . . . Savanna 11/30/75
- Duane J. Parks Storekeeper Miles City 1/2/76
- G. H. Ploog Switchman Marquette, Iowa 11/28/75
- A. M. Polfnow Carman Cutter Milwaukee 11/21/75
- Elmer R. Pufahl Machine Operator . . . Horicon, Wis. . . . 8/19/75
- Harold Reay Foreman Tacoma 11/21/75
- Francis H. Ryan Division Superintendent . . . LaCrosse . . . 11/30/75
- Mikelis R. Salenieks Electrician Chicago 1/2/76
- John A. Schnell Engineer Milwaukee 10/31/75
- Vernon A. Schultz Locomotive Engineer . . . Chicago 11/29/75
- Arthur J. Sobczak Switchman Milwaukee 12/1/75
- Florence K. Steiner Clerk Chicago 12/31/75
- Howard O. Strege Signalman Milwaukee 12/23/75
- Petro Suschenko Carman Bensenville 12/31/75
- Kiejoshi Takahara Laborer Avery, Idaho 1/2/76
- Albert R. Taylor Section Foreman St. Maries 12/2/75
- Herbert N. Thresher Conductor Milwaukee 12/6/75
- W. V. Thursley Section Foreman Melbourne, Iowa . . 12/19/75
- William Tuss Carman Harlowton 12/5/75
- David A. Ulrich Assistant Comptroller . . . Chicago 12/31/75
- Donald W. Underwood Messenger Minneapolis 3/5/75
- Robert A. Utter Laborer Iron Mountain, Mich. 9/22/75
- Lynn R. Westrum Brakeman Austin, Minn. 10/14/75
- Hope M. Wilford Telegraph Operator . . . Ottumwa 10/12/75
- Merle W. Wood Conductor Cedar Rapids 1/2/76
- Stanley Zaluski Carman Bensenville 12/1/74

Corporate Services

H. H. Melzer is appointed Assistant Vice President - Purchases and Material effective February 17.

Executive Department

L. V. Anderson has been appointed Assistant Vice President - Executive Department effective March 1.

G. A. Kellow has been elected to the position of Vice President - Corporate Services effective March 1.

F. G. McGinn is elected to the position of Senior Vice President - Operations effective March 1.

Labor Relations & Personnel

Grace K. Baltazar has been promoted to the position of Manager - Recruitment and Employment effective December 16.

Doris L. Boland is appointed Manager - Support Services effective December 16.

Allen M. Christofferson has been appointed Assistant Director - Organizational Planning effective January 1.

Kathleen A. Krol has been promoted to Manager - Human Resource Planning effective December 16.

Law Department

M. Aird has been appointed District Manager Freight Adjustment headquartered in Minneapolis, effective February 1.

D. R. Devitt was appointed Manager Freight Adjustment, headquarters in Chicago, effective February 1.

K. D. French has been promoted to Assistant Vice President - Legal Administration effective February 1.

R. M. Levey has been appointed Assistant General Manager Freight Adjustment, Chicago, effective February 1.

J. J. Nagle, was elected to the position of General Solicitor effective February 1.

J. A. Mathiesen was appointed Director Freight Field Service in Chicago, effective February 1.

T. H. Ploss has been promoted to General Attorney and Commerce Counsel effective February 1.

L. E. Rugen has been appointed General Manager Freight Adjustment effective February 1.

Operating

D. H. Burke has been appointed Assistant Superintendent, Washington Division, headquarters Seattle, effective January 1.

R. T. Chereck was appointed to the position of Senior Systems Analyst effective February 16.

M. Garelick has been elected to the new position of Vice President - Transportation effective March 1.

R. B. Hegge has been appointed Terminal Manager, Washington Division, headquarters Tacoma, effective January 1.

J. R. Ives was appointed Assistant Agent, Cedar Rapids, Iowa, effective January 5.

M. J. Kasprovicz has been appointed to the position of Manager - Technical Services effective February 16.

H. C. Neff has been appointed Assistant Superintendent, Montana Division headquarters at Deer Lodge, effective February 16.

G. C. Nikolas was appointed District Safety Engineer, Dakota Division headquartered at Aberdeen effective February 1.

Appointments

J. L. Playman was appointed Assistant Agent, Galewood, Illinois, effective January 30.

T. P. Ryan has been promoted to Trainmaster, Iowa Division, headquarters at Ottumwa, Iowa, effective February 16.

C. M. Wencka has been appointed Acting Agent, Milwaukee effective January 5.

W. J. Westmark has been appointed to the position of Assistant Superintendent, Illinois Division, headquarters in Milwaukee, effective February 16.

Traffic Department

V. R. Baruch has been appointed District Manager - Sales, Chicago effective March 1.

G. B. Beckman has been promoted to Assistant Vice President - Chemicals, Fuels and Metal Products effective March 1.

L. E. Fancher was appointed Manager - Pricing, Chicago, effective February 1.

R. L. Johnson has been appointed Director - Customer Relations, Chicago, effective February 1.

D. J. Miller has been appointed to Area Manager - Sales, Portland, Oregon, effective March 1.

W. P. Mullen has been promoted to Director - Pricing Services effective March 1.

M. J. Rzeznik has been appointed Assistant to Vice President - Traffic, Chicago, effective March 1.

W. R. Schauer has been appointed Director of Pricing, Chemicals, Fuels and Metal Products effective March 1.

Mr. and Mrs. Otto P. Schindler celebrated their 50th wedding anniversary at their home on September 27. Mr. Schindler retired at Mitchell, South Dakota, in January, 1960 after 33 years of service.



Life, so it is said, goes in circles. Retired engineer Bill Henrich, who will be 83 in July, probably wore short pants as a boy. From the photo supplied by Bill, it looks like he has already completed the circle. Bill parted company with the Milwaukee Road in 1960 after nearly 50 years of service.



Max McKinley, Engineer L&R Division and Duluth Line prepares to board his engine at Duluth prior to his retirement on November 21.



About people

Portland

Welcome to **Kerry N. Jones**, new Clerk in Sales effective December 22.

District Manager-Sales **Paul Schilling** and wife Bobbie vacationed in southern California during the holidays. They saw the Rose Bowl game and the Rose Parade in Pasadena on New Year's day.

James F. Silbernagel, Sales Representative, was appointed to the Board of Directors of the Oakland Traffic Club.

Area Manager-Sales **Van Dunfee** of Chicago and wife Inez visited the San Francisco office during their recent vacation.

Tacoma

Agent Operator trainees now on the Washington Division are **Julie Delacour**, **Joe Price**, **Gary Hershey**, and **Larry Gundell**.

Julia Delacour has bid in Third Trick, Kent, permanent. **John Conlin**, Clerk in the Seattle Yard, moves to Kent as First Trick Operator. **Joe Price** has bid in Third Trick, Chehalis, permanent. **Cliff Lind** has resigned as Third Trick at Chehalis, and returns to the Operator's position at Bellingham.

Operator **Les Rossi** remains on the sick list, but hopes to return to work soon.

Bob Gilly and **Paul Froode**, Assistant Field Engineers, have joined the staff of the Engineering Department. Both were formerly assigned to the LaCrosse Division and are welcome additions to our staff.

Art Park, Storehelper in the Material Division, Tacoma, and wife are the proud parents of their first child, a daughter, born January 9. The new arrival has been named Carmen Ann.

Welcome home to **Phyllis Price**, who is back in Tacoma after 18 months in Germany. She will be working at vacation relief in the Tacoma Freight House.

Some good news and some sad news come from **Cle Elum**. First the good news: We had a big turn-out for the retirement party held the first part of November to honor all of those who retired during the past year: **Mel Faudree**; **J. O. Adams**; **L. V. Barnhart**; **Jim Fehr**; **Ernie Knott**; **Jim Arrigoni**, and **Ed Donlon**. **Z. Klobucar** retired early due to poor health . . . The sad news: Mr. Klobucar (known as 'Swak') died on November 25. He will be missed.

Joe R. Mende, Section Foreman, from Ruff, Washington, retired on November 28 after completing 35 years service with the Milwaukee.

That new girl in the Roadmaster's office is **Evelyn Chester** who comes to us from Othello, Washington. Sporting a 30-year safety award pin, Evelyn can hardly be called a new employee. Welcome to Tacoma, Evelyn.

Jaye McFarland is the new Steno in the Agent's Office, Tacoma. Jaye has worked for several years in and around the Yard Office and Freight Office, but will now be assigned to a regular steno position.

Virginia Fuller is the new Chief Clerk in the Superintendent's Office. Virginia replaces **Lane O'Rourke** who left Tacoma to fill a vacant Chief Clerk position in Perry. Virginia was formerly Superintendent's Secretary in Tacoma, which position is now filled by **Kim Melby**. **Lynn Carpenter** now fills the other steno position in the Superintendent's Office, which was vacated by Kim.

Milwaukee Chief Clerk, and incumbent mayor of Hoquiam, Wash., **Jack McGuire**, has been re-elected to another 4-year term as Mayor. Cashier **Al Bouieiu** was elected Mayor of Cosmopolis, a neighboring city to Aberdeen and Hoquiam. **W. Kearney**, Demurrage Clerk, was defeated by a narrow margin in his bid for city Councilman, Aberdeen.

Deer Lodge

The (former) Rocky Mountain Division Christmas Party attracted approximately 110 employees and their spouses on December 6. A turkey and ham smorgasbord was served at the Elks Club. Various raffle winners were **Phil Redfern**, Butte; Chief Carpenter **Budd Corneil**, Deer Lodge; Clerk **Walt Gaskell**, Deer Lodge; and **Vern Jenks**, Car Control in Deer Lodge.

Tony Martin, employee at Ringling, Montana, averted a tragedy in Ringling early one morning when he spotted a fire in the home of Mr. and Mrs. Ed Black. Tony's quick action saved the home from total destruction.

Wayne Collinsworth, Car Department Clerk, has taken the Mail Clerk's position in the Superintendent's Office. Also Wayne's daughter, Lynnette, was married to Edward Wilson December 21 at the First Christian Church in Deer Lodge.

A new face seen in the Engineering Department is that of **Glen Phillips**, who arrived recently for the position of Junior Engineer. Glen moved to Deer Lodge from Nebraska.

Signal Inspector **Bill Browne** underwent cataract surgery recently and is presently recuperating at home. He expects to return to work the first part of April.

Mick Donich, Clerk in the Mechanical Department, has returned to work following a lengthy illness.

Lewistown

The Lewistown Milwaukee Women's Club held their Second Annual Christmas Party December 6 at the Eagles Hall with a large crowd in attendance. After lunch Santa Claus appeared with his bag of toys to the delight of some 35 children.

Retired Section Foreman **Elmer Earl's** wife Blanch had the misfortune of slipping on an icy street and breaking her hip.

Miles City

Congratulations to Brakeman **Stewart Schmidt** and Sheila Joan Kale on their recent marriage. The young couple will reside in Miles City where Stewart is working off the board.

Brakeman **R. W. Peibel**, Storekeeper **Duane J. Parks** and Chief Clerk **T. M. Bankey** were honored on their recent retirements at a Christmas Coffee Hour. All retirees are planning to continue to reside in Miles City.

It is with regret we report the death of retired B&B Foreman **V. H. Wells** on November 17 in Harlowton. Burial was in Miles City.

The Milwaukee Women's Club served a dinner November 10 for both active and retired Milwaukeeans followed by grocery bingo. Retired Yard Foreman **Bill Norton** was chief cook for the event. The Club also held a Christmas Party at their regular meeting December 8 with **Elsie Steiner** as hostess assisted by **Frieda Norton** and **Mary Ann Malnar**.

Twin Cities

Carman **Jim Mancuso** took a trip back to Italy to visit relatives and places of interest.

Retired Carman **Cassidy** and wife celebrated their Golden Wedding Anniversary. Their son Robert and many friends including retirees **George Benz** and wife and **Mrs. Carl Natzoll** joined in the festivities.

Congratulations to retired Pipe Fitter **Clarence Knoblauch** on the arrival of a great grandson.

Sympathy was extended to the family of **Bill Weidenhamer** of the Adjustment Services Department on the death of his father, Harold Weidenhamer.

Electrician **Cliff Bonin** had an exciting day November 29. One of his daughters was married and another daughter presented him with a new grandson, Troy Scott, named after Cliff's new son-in-law.

Retired Roadmaster **Leo C. Blanchard** and retired Engineer Chief Clerk **Emery Roland** have started meetings for all Milwaukee Road retired persons to maintain the friendships built up over the years of working together.

Sympathy was extended to retired Clerk **L. Cadow** and Car Inspector **J. Losinski** on the death of their wives.

Austin

Yard Clerk **E. F. Smith** was presented a 30-year safety award pin recently. Mr. Smith has worked in Austin his entire railroad career.

Sioux City

J. D. Martin, Chief Carpenter at Canton, S. D., who had nearly 40 years service, was honored at a retirement dinner and dance at the Elks Club in Sioux Falls. He was presented with a CB radio from his many friends and associates on the railroad. Prior to retirement J. D. had received a 35-year safety award. He started his career with the Milwaukee Road in Montana and has worked from the West Coast to the Mississippi River.

Best wishes to Engineer **Alex Shumansky** who retired November 3 after 31 years of service. The Shumansky's will continue to make their home in Sioux City.

Retired Brakeman and Mrs. **Jack Bohan** of Sanborn returned home in October from a 24-day Holy Year tour through Portugal, France, Israel, Italy, England and Ireland.

Marion

Cedar Rapids Switchman **Merle W. Wood** retired on January 2 after 32 years service. Merle brought homemade kolaches to work to celebrate his retirement. Merle and his wife live at 340-20th Street, N.W., Cedar Rapids.

Engineer **Earl Green** of Perry is recuperating at his home following surgery. **Dean Woodford**, Chief Clerk in the Division Engineer's Office at Perry, is still off work, and Cedar Rapids Switchman **J. H. McNabb** is recovering following surgery earlier this month. All three are wished a speedy recovery.

The Milwaukee Women's Club, Perry, elected new officers for 1976. They are: **Virginia Green**, President; **Delores Kyras**, Vice President and Membership Chairman; **Helen Connell**, Secretary; **Hazel West**, Treasurer.

Funeral services were held at Perry on November 20 for Caller **Don Porter**. Survivors include his widow, daughter and three sons.

Conductor **Elmer Wilms** died at his home in Perry on November 20. Mr. Wilms was a Conductor on the Milwaukee for 25 years.

Rhonda Lynn Froke, daughter of Division Lineman and Mrs. **Verne Froke** of Perry, was married to Gary Dean Mitchell on November 8.

It's twin daughters for Yardmaster **Dan Rathbun** and his wife. Deborah Lynn and Dawn Marie were born at Cedar Rapids, December 6.

Trainman and Mrs. **Larry Borst** of Marion are the parents of a daughter, Andrea Lynn, born September 18. Grandparents are Engineer and Mrs. **Corky Borst**.

Friends and coworkers were saddened by the death of Chief Clerk **John R. Harris** of Perry.

Warehouse Foreman **Ken E. Silker** was honored at a combination retirement and birthday party at the Longbranch Supper Club in Cedar Rapids on October 31. Kenny retired after 30 years service with the Milwaukee.

Milwaukee

Best wishes to the newlyweds: **Ronald Graebel**, Invoice Clerk, married Wendy Eggebeen on November 8 and **Richard Behling**, Inspector of Stores, married Wendy Denzin on November 29.

Chauffeur **Gordon Gunsolley** and his wife Ramona both died on October 31.

Welcome **Jane Jones**, Stenographer to the Chief Clerk of Material.

Richard Severson retired October 31 after 46 years of service. His many friends and associates joined in extending best wishes for health and happiness in his retirement.



Superintendent B. J. McCanna attends a retirement party for Operating Department personnel. Retirees include: L. Quick, G. Jorgenson, E. Wagner, R. Hodges, R. Conroy, D. Meixner, R. Hilary, and N. Kelly.



Dan Smith, Jr., retired Chief Clerk of the LaCrosse Engineering Department married Barbara Nicholas on October 11 at St. Patrick's Church in Onalaska, Wisconsin.

We have a proud new father in the Forge Shop: On December 10 Blacksmith Helper **Glenn Colson** and his wife Carolyn became the parents of a baby boy, John Glenn.

Sylvester A. Soklowski retired on October 17 after 40 years with the Milwaukee Freight Shops.

John Schnell, Engineer-Shop Mechanical, retired after 34 years service. John started his railroad career in the Mechanical Engineering Office as a Draftsman in 1941. A party was held in John's honor October 31 at which time he was presented with gifts. John and wife Phyllis will continue to reside in Pewaukee.

Chauffeur **Artie Zabel** retired after 39 years of service with the railroad. Best wishes Artie.

Boilermaker **T. Gregovich** celebrated his 31st anniversary on the railroad November 6. Congratulations were extended to him with a small party by his foreman and office personnel.

The Milwaukee Road Women's Club

Anne Hagan recently spent some time at Mobridge visiting her mother **Eva Hohl** who will celebrate her 92nd birthday on June 1. Her trip also included a 50th wedding anniversary at Britton, and a visit to Rudy and Lois Loeffler at Aberdeen. Rudy was formerly a Machinist in the Shops. This spring Anne will visit with her son and his family in Phoenix.

Leona Reuter's California stay included the Carol Burnett broadcast in Hollywood, visits to Santa Monica, Canoga Park, Whittier, San Francisco and Reno.

Attendance at the Christmas Party included 64 members and 18 husbands. **Edna Rintelman** gave a resume of activities of the past year. **Dorothy Kentner** sent greetings from the governing board and gifts were forwarded to our shut-in members. From Phoenix, Arizona came holiday wishes from **Marie Shannon** and husband Henry.

Leona Reuter will again preside over meetings for 1976 with the same slate of officers.

Sylvia Duty received third prize in the Redeemer Lutheran Church Senior Center Literary contest. Sylvia's subject was the Bicentennial.

New members in the Milwaukee Chapter include: **Jean Byrne**, **Bea Friedmann** and **Ruth Duchrow**.

Chicago

Since the new Divisions have been formed, please send news articles for the Illinois Division to **Mike Gauer**, Terre Haute; **Eve Koreen**, Milwaukee, and **Ester Nast**, Savanna, so that we may cover the Division properly.

William H. Hamilton, Switchman, Fifth District, graduated from the Federal Aviation Administration private pilot course conducted by DuPage Aviation Corporation November 18. Mr. Hamilton will now start commercial training.

Best of luck goes to **Vicki Mackreth**, **Doreen Freitag** and **Sophie Kustron**, all of the Manager Disbursement Accounting Office, who retired in October.

Welcome to the new clerks in the Disbursement Accounting Office; **Kathy Yarris**, **Arlene Sodini**, **Shari Smith**, **Rochelle Roscoe**, **Debbie Wilson**, **Helen Vogts**, **Tom Kane**, and **Bill Kuczek**. Also a big welcome to **Marie Peterson** as the new Bureau Head of Miscellaneous Vouchers.

Welcome back **Carol Schneider** of the Bookkeeping Department who was on sick leave.

Carol Lencioni of Disbursement Accounting came back with a beautiful tan acquired while on vacation in Acapulco.

Welcome back and congratulations to **Frances Meyers** who was appointed Assistant Bureau Head in the Material Section of Disbursement Accounting Stats Bureau.

Good luck to **Chris Ward**, former Assistant Bureau Head, Disbursement Accounting, who has taken a job in Joint Facility Accounting.

Dave J. Ulrich, Assistant Comptroller-Taxes, retired December 31. A retirement party was held with all his co-workers on December 30.

Congratulations to **Phil McDonald**, Assistant Engineer-Capital Expenditure Accounting. Phil had the winning ticket in the \$1,000 Drawing sponsored by the Railway Employees Welfare Club.

Jack Cerri, retired Perishable Freight Agent, died November 26. Survivors are his widow and two children.

Frances J. Madigan joined the Safety Department August 1, as Assistant Statistician, having come from Galewood.

Lorraine Bell became a member of the Safety Department on December 1. She fills the position vacated by Frances J. Madigan, who filled the position of Statistician vacated by Denise Siebold.

W. C. Grandstaff, District Safety Engineer at Minneapolis, has accepted a position with the Federal Railroad Administration.

George C. Nikolas, Chief Clerk to Superintendent at Aberdeen, has been appointed District Safety Engineer on the Dakota Division.

A Christmas luncheon was held by the Savanna Chapter of the Milwaukee Road Women's Club. The following officers were elected after the luncheon:

LaVerne Komiskey, President; **Helen Kehl**, Vice President; **Dorothy Mitchell**, Secretary; and **Florence Schmidt**, Treasurer.

For Your Info

Dental Insurance Plan Begins March 1

A new dental insurance plan for eligible union employees and their dependents goes into effect on March 1.

The Railroad Employees National Dental Plan provides benefits to help pay for a portion of the expenses incurred by a covered employee and his or her dependents for dental treatments necessary to remedy defects caused by injury or disease. The plan does not provide benefits to cover unreasonably high dental charges or unnecessary dental work, such as treatments for cosmetic purposes.

Plan benefits are at no cost to employees and are being provided through a group insurance policy issued by the Aetna Insurance Company of Hartford, Connecticut.

Union represented employees become eligible for coverage under the national dental plan after one year of service with the Milwaukee Road. Eligible dependents are the employee's wife or husband and unmarried dependent minor children.

Under the plan, benefits begin after the covered employee has paid the first \$50 for dental expenses incurred in a calendar year. Thereafter the plan pays either 75% or 50% of covered expenses, depending on the type of dental services. Types of dental services are, in general, the following:

Payment of 75% of dental fees for emergency visits, preventative services and basic dental care (including x-rays and ordinary fillings).

Payment of 50% for prosthetic services, such as bridgework, inlays, gold fillings, crowns and dentures.

Not more than \$500 in benefits is payable for any one person covered by the plan in any calendar year.

The plan does provide for orthodontic treatment for a covered employee's unmarried children who are under the age of 19. No deductible is involved, and the plan pays for covered treatment on a 50% basis up to a lifetime maximum of \$500, without regard to the calendar year limitation.

All eligible union employees will be automatically enrolled in the plan. A booklet prepared by the Aetna Company which fully describes the details of the plan has been sent to supervisors for distribution to employees. If you have not received a copy of this publication, please contact your supervisor.

Amtrak advises difficulty in renewal of RTPC

Amtrak advises there has been some difficulty in the renewal of their Rail Travel Privilege Card (RTPC) to active railroad employees. If you do not receive a new RTPC within two weeks after your old card expires, please report this to the Amtrak Pass Bureau by calling 800 / 424 - 0225. Amtrak's Pass Bureau will take immediate action to prepare and mail a renewal card.

Bowling Tournament in Milwaukee on April 24, 25

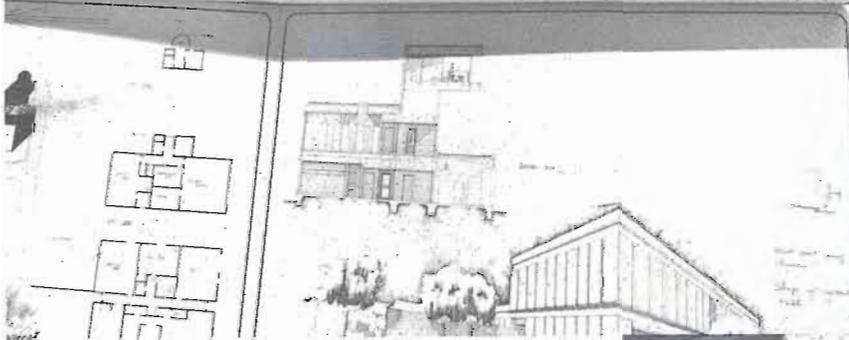
The 33rd Annual Milwaukee Road Bowling Tournament will be held in Milwaukee on April 24 and 25, 1976 at the new Celebrity Lanes. For further information, contact George Duncan, 805 South 37th St., Milwaukee, Wis. 53215 Phone 383 - 4991.

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Architectural competition



Company headquarters in Chicago was recently the scene of the judging of the first architectural competition conducted by Committee 6 of the American Railway Engineering Association (AREA). Over 800 architectural students from universities and colleges in the United States and Canada submitted designs of a control tower and service building for a railroad classification yard. Shown examining the design of one of the 96 contest finalists are (left to right), B. J. Worley, Vice President - Chief Engineer and 2nd Vice President of AREA; Milwaukee Road President Worthington L. Smith; K. E. Hornung, Assistant Chief Engineer - Structures and contest judge; O. C. Denz, Supervisor Building Maintenance and AREA member; and D. A. Bessey, Architect and director of the design competition. Designs were rated on a number of considerations and Engineering Department Secretary Pat Johnson (below) helped record the decisions of the judges.