

# THE MILWAUKEE ROAD MAGAZINE

November - December 1976





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**On The Cover . . .** Pointman Vernon Miller supervises loading of welded rails on the special rail train at Savanna, Ill. See complete story on the welded rail operation on page 2.

**Robert Palmer, Editor**  
**Jayne VanGrondelle, Assistant To Editor**  
**Staff: Wallace Abbey, Larry Barbeau, Thomas Phillips, Jim Scribbins**

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## CORRESPONDENTS

*Here is the Magazine's "field staff." If you have items which you think might be interesting to readers and which you want to bring to the attention of the editor, please contact the nearest correspondent in the office indicated.*

- Austin . . .** Jack True (Trainmaster)
- Beloit . . .** Kathy Klein (Agent)
- Bensenville . . .** Delores Barton (Division Manager)
- Chicago . . .** Kitty Capoccia (Equipment Accounting)  
 Frani Field (Disbursement Accounting)  
 Pat Johnson (Engineering)  
 Dorothy Kentner (Superintendent of Safety)  
 Marion Kuniej (Capital Expenditure Accounting)  
 Linda Carfognini (Engineering)
- Deer Lodge . . .** Barbara Wales (Division Engineer)
- Galewood . . .** Eleanor Mahoney (Freight Office)
- Green Bay . . .** Jerry Magnuson (Senior Trainmaster)
- Madison . . .** Kathryn Skidmore (Roundhouse)
- Marion . . .** Jeanne Beeson (Trainmaster)
- Milwaukee . . .** Jim Boeshaar (Division Manager)  
 Paul J. Everts (Muskego Caller)  
 Mrs. John Farence (Women's Club)  
 Sharon M. Fryjoff (District Material Manager)  
 Kathleen Maternowski (Car Department)  
 Beverly Radtke (Superintendent Operating Rules)  
 June Stanlee (Regional Data Office)  
 Nancy Stark (Locomotive Department)
- Portland . . .** Bee Biehler (Area Manager, Sales)
- St. Paul . . .** Edna M. Bowers (Car Department)
- Savanna . . .** Clara A. Cush (Women's Club)
- Sioux City . . .** Marie Franken (District Manager, Sales)
- Spokane . . .** Ethelyn Calavan (Assistant Superintendent - Rules)
- Tacoma . . .** Lynne Schow (Signals & Communications)
- Tomah . . .** Ralph Phillips (Shop Superintendent)
- Wausau . . .** Naomi A. Cline (Roundhouse)

# SWITCHES AND SIGNALS

## ILLINOIS OPERATION LIFESAVER

The Milwaukee Road and the other railroads serving Illinois have launched an Operation Lifesaver campaign which is designed to educate motorists and pedestrians about the potential hazards at grade crossings. The campaign uses a grade crossing safety film prepared by the Illinois Railroad Association, speakers' programs for schools and community groups, and printed material including newspaper articles, booklets and posters. Numerous agencies such as the Illinois Department of Education, the state police and local school boards and police departments are assisting the railroads in presenting their vital safety message.

The Milwaukee Road also is working with the Wisconsin railroads toward launching an Operation Lifesaver program in Wisconsin next year.

## NEW AMTRAK CONTRACT

The Milwaukee Road recently signed an amendment agreement to its basic contract to provide passenger service for the National Railroad Passenger Corporation (Amtrak). The three-year contract provides for an annual service payment plus incentive payments for on-time train performance.

The Milwaukee Road presently operates four Amtrak trains daily, Monday through Saturday, in each direction between Chicago and Milwaukee. Five trains operate each way between these points on Sunday. The railroad also operates two daily trains in each direction between Chicago and Minneapolis.

## LOCKS AND DAM 26 LEGISLATION DEFEATED— BUT FIGHT IS NOT OVER.

Legislation authorizing a new Locks and Dam 26 at Alton, Illinois, failed to pass in the recent session of Congress. The legislation, however, is certain to be reintroduced when Congress meets again in January.

Earlier this year, President Smith asked all Milwaukee Road employees to write their Senators and Representatives urging the defeat of a plan to spend nearly \$400 million in public funds for barge traffic improvements at Alton. A similar request was made of all Milwaukee Road shippers and of labor organizations representing Milwaukee Road employees. This appeal was part of an effort of the railroads, other industries, groups and individuals to defeat the Locks and Dam 26 plan. Thanks to the concern of the many people who expressed their opposition to the plan in letters to Congress, the legislation was defeated. But this victory is only temporary. The fight will continue next year.

Watch for a detailed story on the Locks and Dam 26 issue in the next issue of the Milwaukee Road Magazine.

# Division Reorganization

## Change restructures operating, engineering and mechanical personnel organization

*"To provide a quality product . . . that someone will buy . . . and at a profit for the railroad" . . .* is the answer that Paul F. Cruikshank, vice president-operations and maintenance, gives when asked why there is a Milwaukee Road. Longer and more complex answers probably exist, but it would be difficult to find one that gets more to the point.

Definitions of purpose are useful guideposts to point the way a company should go. Establishing a sense of direction, however, is relatively easy. The hard thing is to translate a sense of direction into reality --- and especially into profitable reality.

On October 1, an important organizational change was inaugurated on each of the Milwaukee Road's seven operating divisions. Cruikshank is the author of this change which goes right to the core of his definition of purpose for the railroad.

The Milwaukee Road has a number of important resources --- routes, equipment, employees. It is these resources that have to be utilized so that the end result is the production and maintenance of a quality transportation product. Cruikshank believes the key to this process is the ability to effectively manage all of the railroad's many resources. And the ability to manage is what the division reorganization is really all about.

In preparation for the October 1 change-over date, Cruikshank's office issued a statement which explained the philosophy of the reorganization. It is a philosophy of two separate, yet highly interrelated, parts. The first purpose of the reorganization is to structure all transportation, engineering and mechanical personnel into a unified field organization that is most able to implement the policies designed and administered by various headquarters' staffs. The second purpose is to give to the head of each division the responsibility for the total production of a quality product.

A clear distinction between the formulation and control of policy and the responsibility for the implementation of policy is the basis of the division reorganization.

This change differs from past procedures in that the responsibility as well as the authority for the day-to-day implementation of policy will now rest primarily with division-level managers. With the reorganization, the

principal lines of communication will be between the head of each division and the managers responsible for transportation, engineering and mechanical functions.

In the final analysis, the success of the reorganization will not rest on definitions but on individual managers. As of October 1, each operating division is headed by a division manager and a staff of assistant division managers and other officers located at division headquarters. These are all newly created positions, but, with few exceptions, the individuals appointed to them were senior managers in their respective disciplines in the previous division structure. For example, each division manager was formerly a division superintendent.

A key position on each division is the assistant division manager-administration. Among this manager's responsibilities are the coordination of budgeting with the division manager, supervision of all personnel-related matters, and extensive involvement in planning and study projects. The assistant division manager-administration will also be in charge of division clerical functions, correspondence and record keeping.

On the four "terminal" divisions (Illinois, Wisconsin, Minnesota and Washington) an assistant division manager-transportation will have responsibility for train operations and performance. Transportation supervisors on the three "road" divisions (Iowa, Dakota and Montana) will report directly to the division manager.

Each of the seven divisions will have an assistant division manager-maintenance who will be responsible for the supervision of engineering, maintenance-of-way and signals and communications activities. In a similar fashion, an assistant division manager-mechanical will supervise locomotive and car maintenance and repair on each division.

Rounding out the staff of each division manager will be a division safety officer and a chief security officer.

On numerous occasions Cruikshank has stated the division reorganization will lead to increased service efficiency by improving the ability of division-level managers to both plan and control daily operations. The division reorganization is a new departure for the Milwaukee Road, but it is a move designed to help guarantee that the company's purpose becomes a reality.

# Welded Rail



*These four Holland Company cars contain all of the machinery needed to manufacture welded rail. The Savanna rail plant is a model of efficiency and space utilization.*



*Viewed from a highway bridge over the Savanna yard, a welded rail train stretches out to the horizon. A series of guides position quarter-mile strings of welded rail into neat rows on the waiting train.*



*A large supply of new 39-foot rail has been stockpiled at Savanna. This rail will be welded into quarter-mile lengths for installation on straight sections of track.*

Early one evening this July a Milwaukee Road train pulled out of the Savanna, Illinois freight yard and headed north to the small community of Wadsworth, Illinois, on the Chicago to Milwaukee main line. Although powered by two locomotives, the train traveled at no more than 25 miles-an-hour. This slow pace was not dictated by track conditions, but by the very special nature of the train's cargo--the first welded rail to be installed on the Milwaukee Road.

During the following weeks, the steel gang laid almost ten track miles of welded rail working north from Wadsworth. The gang later moved out to the west end of the Milwaukee system and put in another four track miles of welded rail on various curves in the mountain territory of the Montana and Washington Divisions.

Welded rail is probably the most important advance in railroad engineering since iron rails were replaced by rail made of steel. When compared to standard jointed rail, welded rail provides a smoother, faster and quieter ride for trains. It is also far less costly to maintain than standard rail.

Joints are the weakest point in standard rail, and combating this weakness piles up maintenance costs. The angle bars that secure rail joints can weaken from the constant pounding of trains. Bolts holding the angle bars in place can loosen and sometimes the bolt holes will crack and endanger the strength of the rail. The ties under rail joints take an especially hard pounding, so much so that their service life is about half that of ties used under other track sections.

The Milwaukee Road spends a great deal of time and money inspecting and maintaining rail joints. Much of this cost can be reduced with the use of welded rail. A conservative estimate is that welded rail will produce a savings equal to a \$5 cut in the annual cost of maintaining each rail joint. This savings potential is especially impressive considering that there are more than 250 rail joints in just a single track mile of standard rail.



*Inside one of the rail plant cars Holland Company employees grind and polish a fresh weld. After this finishing process the weld is inspected for strength and the rail is then fed onto the welded rail train.*



*Positioned in the guides on the side of the threader-winch car, a welded rail string is secured with chain and an anchor device to the track structure. The rail train will then move forward and out from under its heavy load.*

The welding of rail installed on the Milwaukee Road is being performed by the Holland Company of Chicago Heights, Illinois. Earlier this year, facilities for the Holland Company operation were established at the Savanna yard. The yard was selected because space was available and because finished rail could be routed directly from Savanna to installation sites throughout the Milwaukee Road System.

The rail plant is a model of efficiency and space utilization. It is operated by five Holland Company-employees who are assisted by about six Milwaukee Road people. All of the machinery needed to manufacture welded rail is located in four railroad freight cars. Although the rail plant is movable, current plans call for it to remain at Savanna.

Mechanical department forces at the Milwaukee Shops played a major role in the start-up of welded rail production. Shops' forces converted older flat cars into two, 27-car welded rail trains. Each train can carry 36 quarter-mile-long strings of welded rail. The cars are equipped with skids to ease loading and unloading, and the slack action feature of their couplers has been eliminated to keep the rail from shifting in transit. As a further precaution against shifting, two cars loaded with ballast are coupled as buffers on each end of the 27-car consist. Mechanical department personnel also built other equipment such as the threader-winch car which is used to unload welded rail and position it for installation.

The actual production of welded rail follows an efficient and production-line pattern. During an average day the rail plant produces over 100 welds, turning out approximately 4,000 feet of welded rail. Rail used on straight sections of track, such as on the Chicago to Milwaukee corridor, is produced in 1,440-foot lengths. Shorter sections are welded for use on tight curves and other applications. The welded rail put in at Wadsworth was made from new 39-foot standard rail. The used rail taken out at Wadsworth was brought to Savanna where it was cropped and welded into sections that the steel gang installed on the Montana and Washington divisions.



*Engineering, mechanical and train crew personnel who helped deliver and unload the railroad's first welded rail at Wadsworth signal their accomplishment by raising the traditional number one sign.*



*Before spiking and anchoring, welded rail is heated and allowed to expand. To limit future expansion or contraction the rail is secured with a far greater number of anchors than are used with standard jointed rail.*

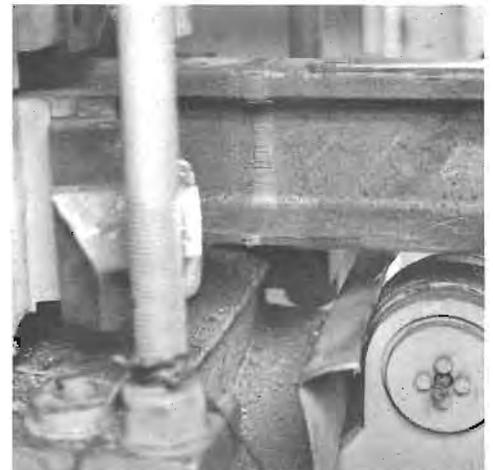


*As this wheel-mounted crane moves forward the rail string passes through the guide on the end of the crane boom and drops into place on the ties.*

In production, lengths of standard rail are fed through a battery of machines. The first machine crops off the ends of used rail (new rail does not have to be cropped). Next, scale and rust is removed from rail ends to provide a clean surface for welding. The rail then moves into the welding machine where it is clamped and joined by an electric flash welding process. Each weld is then ground and polished to remove any excess material built up during welding. Finally, a magnaflux process which is similar to X-ray is used to inspect the strength of each weld. As the rail emerges from the last of the plant rail cars it is fed onto the waiting welded-rail train. A series of guides position the rail in rows, two layers high.

Two high-horsepower road locomotives are needed to move a welded-rail train. As noted, these trains are restricted to a top speed of 25 miles-an-hour. Usually the threader-winch car is part of the first welded-rail train brought to a work site. The car then remains at the site and is coupled into each arriving train. In preparation for unloading, the locomotives are uncoupled and switched back and joined to the rear of the train. The threader-winch car is positioned between the locomotives and the first car in the train.

To unload the rail, each winch on the threader-winch car is used to pull a rail string off the train and thread it through guides on each side of the car. The protruding rail ends are secured with chain and an anchor device to the track structure. The rail train then moves forward, literally pushing out from underneath its heavy load. As each pair of rail strings are almost unloaded, the train is stopped and the strings are hooked to another rail pair. The train then moves forward again, repeating the



*A fresh weld -- the heart of the Milwaukee Road's welded rail program. The Savannah rail plant makes about 100 such welds a day, turning out approximately 4,000 feet of welded rail.*

entire process. Using this method and technology a small crew can unload about four track miles of welded rail a day--about twice the amount of standard rail a much larger crew can unload in the same time.

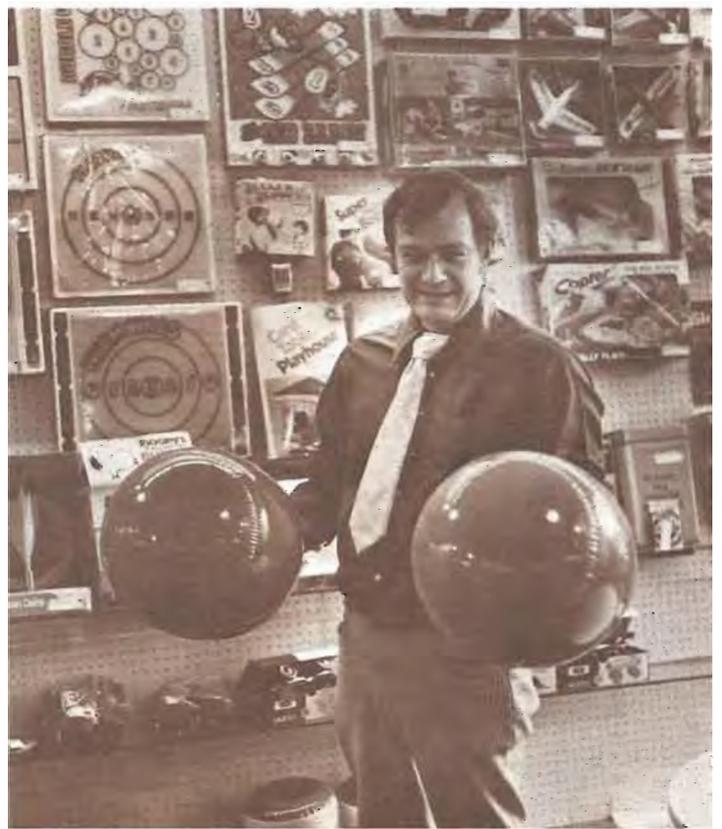
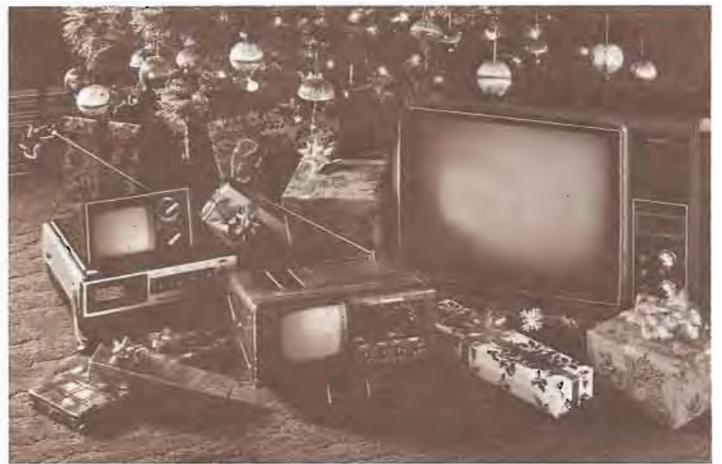
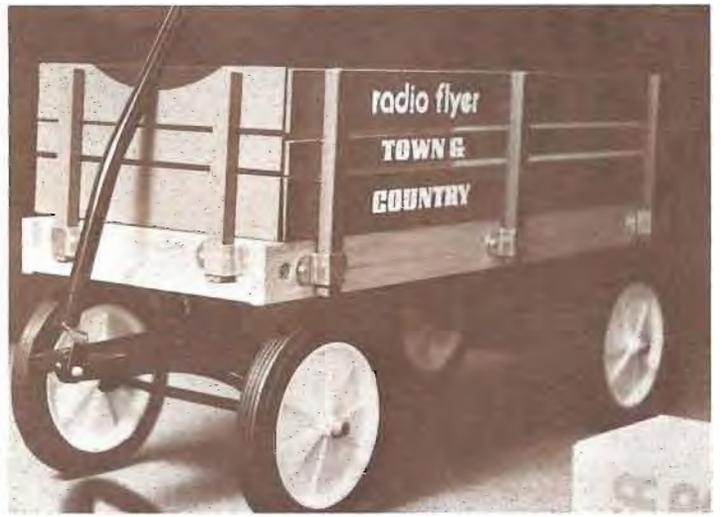
The installation of welded rail involves the use of some methods and tools that are as old as railroading and some that were not even on the scene twenty years ago. Using a combination of machines and strong arms, section forces first remove the standard rail on one side of the track and roll it off to the side of the right of way. A wheel-mounted crane then moves in and lifts one end of a welded rail string and places it on the exposed ties. As the crane moves forward, the rail passes through a guide on the end of the crane boom and drops into position on the ties. A power winch is then used to draw the rail flush against the end of the preceding rail string.

One installation step is unique to laying welded rail. All rail expands or contracts in response to temperature changes. With welded rail, however, it is essential that this movement be limited as much as possible. Welded rail is first heated to a specified temperature, usually the mean temperature of the area where it is being installed, so that it is nearly fully expanded when spiked and anchored in place. A rail car equipped with propane burners is used to heat the rail. To prevent future expansion and contraction, rail anchors are inserted on both sides of every tie for nearly 200 feet on either side of where two welded rail strings meet. Every other intermediate tie is also "boxed" with two anchors.

This year only a few track miles of welded rail were laid on the Milwaukee Road. But this is the beginning of a program that will see the railroad's welded rail mileage increase steadily in the years ahead.



*On a curve north of Wadsworth, a string of welded rail flows smoothly off the threader-winch car. This picture is a graphic demonstration of the surprising flexibility of the quarter-mile long welded rail strings.*



# Rudolph retires

As every child knows, Santa Claus loads his sleigh with presents at his North Pole workshop and delivers those presents on Christmas Eve. As every adult knows, this is not exactly the truth. The real truth is that many of the presents Santa Claus will deliver have been shipped via the Milwaukee Road to various distribution points where Santa's helpers make the final delivery.

Perhaps that ten-speed bike you are planning to buy for someone is being shipped now on the Milwaukee. Games, toys, stuffed animals, dolls, baseball bats, sleighs, radios, stereo equipment, televisions, CB radios, hand-held hair dryers, dishwashers, guitars, drums, cosmetics, snowmobiles, pots and pans, cameras, motorcycles, wagons, and craft kits are only a few things that you might buy for someone and the Milwaukee Road takes part in shipping.

Other things moving through the yards will give you that Christmas feeling -- artificial trees, wreaths, cookies, candy canes, wrapping paper, bows, lights, garland, ornaments, bells, greeting cards, and artificial flowers.

And what would Christmas be without food? The Milwaukee handles items that go into the

manufacture of food, and the food itself, that goes onto holiday tables. Some of the products are: eggnog, cranberries, beer, soft drinks, turkeys, imported meats, chocolates, tea, cookies, dinner rolls, hams, pineapple, and canned goods.

The Milwaukee also carries the food that goes to your favorite pet and those Christmas stockings you see in the five-and-dime. Some of those plants you've received as gifts throughout the year are fed plant food shipped via the Milwaukee.

When you travel to see relatives during the Christmas season you will probably be taking an auto that moved over the Milwaukee, or at least part of that auto, such as snowtires and other accessories. The shoes, coats, leather gloves, blue jeans and other clothing you wear also were shipped on the Milwaukee.

And seven days after Christmas, the New Year is toasted in with the help of the Milwaukee. Liquor is shipped from Louisville, Kentucky (at new lower rates).

So when you hear Santa, sleigh, reindeer -- you can smile and know that those reindeer are really an SD40-2 in disguise.

*Photographs illustrate the wide variety of products shipped by the Milwaukee Road.*



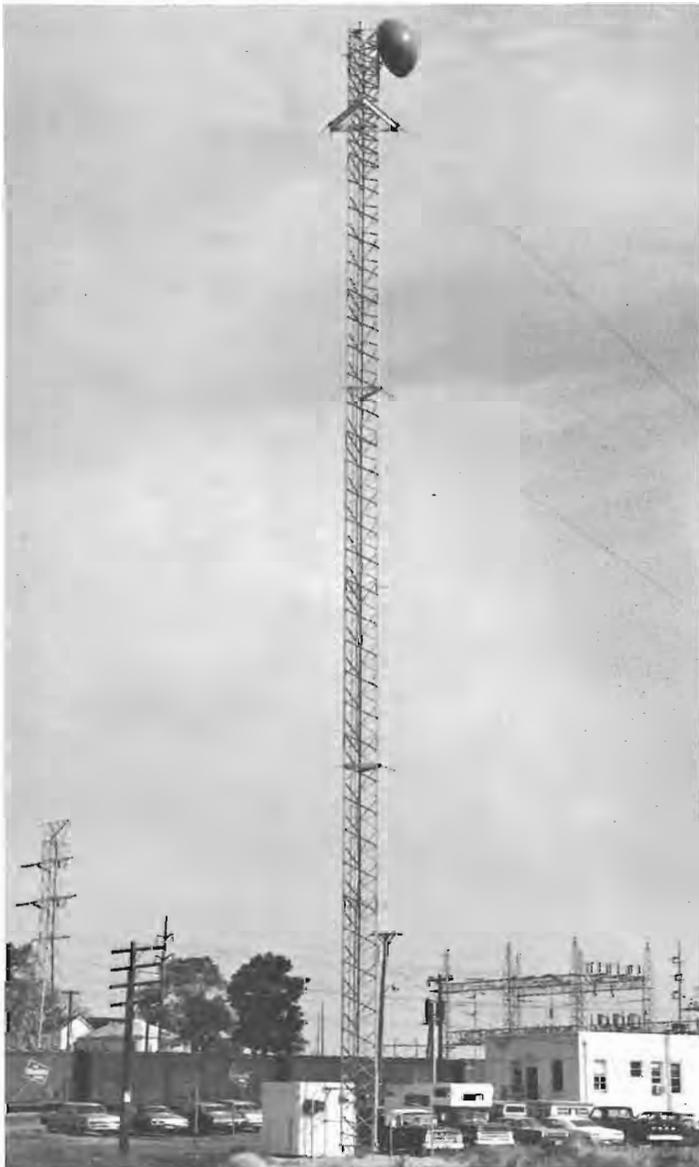
# Faster than a speeding bullet

When people think of a railroad, they usually think of locomotives, freight cars and track. Very few people, however, think of one of the most important sides of railroading -- communications.

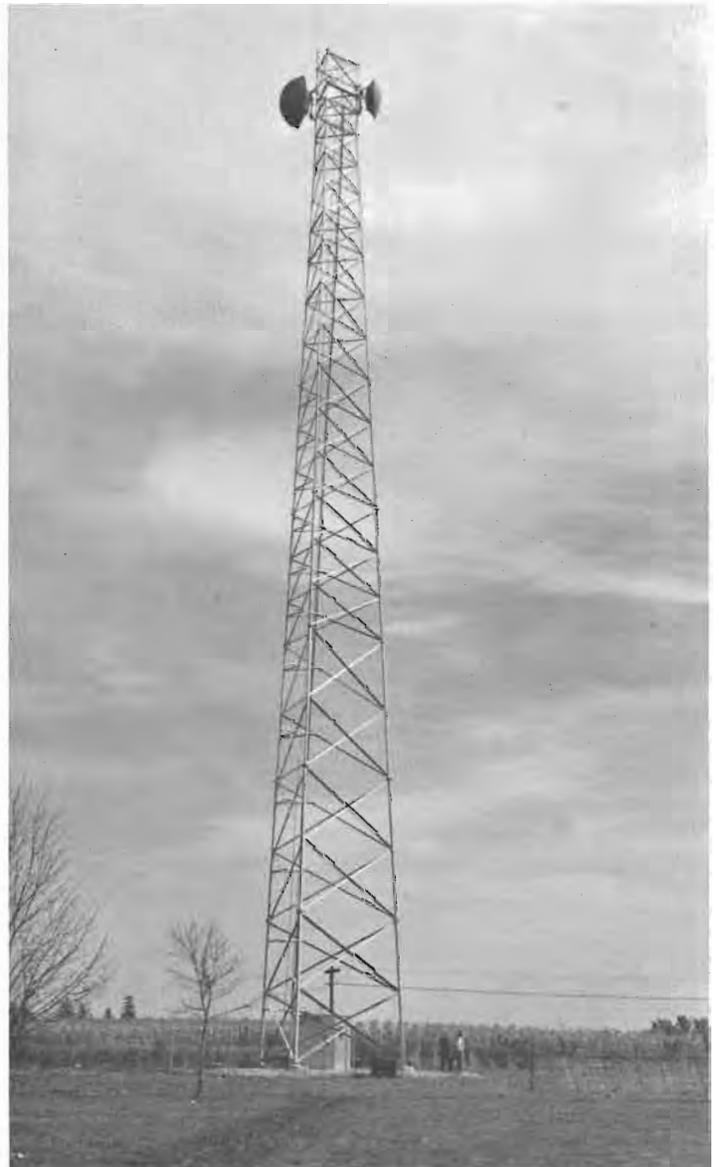
On the Milwaukee Road there are professionals working to make sure that you are able to call at any time for information regarding a train or a specific car. These people make sure that communications are available 24 hours a day. They are dedicated in their efforts to make communications quick, easy, dependable and efficient.

Who are these people? They are employees of the signals and communications department. They are essential to the running of every train. They are essential to the entire operation of the Milwaukee Road.

One of this department's most recent accomplishments is the installation of a microwave communications system between Portage and Madison, Wisconsin. This system was designed by Motorola to meet Milwaukee Road specifications. The installation of the system was coordinated by six Milwaukee Road employees: Radio engineer Ed Kerber worked closely with Motorola in planning the sites for the equipment; assistant engineer Bob Schmidt worked out the contracts and negotiations; Mel McKay, assistant communications engineer, coordinated the microwave system with the present equipment; communications supervisor Ray Brown worked with Motorola in installing the equipment; and Dick Doucette, maintainer, will keep the microwave equipment in working order.



8 Portage



Arlington

There is no difference in the quality of the sound—only the way it's being transmitted. Instead of using telephone lines, conversations are being sent by microwave. Conversations are transmitted by antennas, also known as dishes because of their shape, which are placed on top of towers or other high places. Microwave is similar to light in that it must travel in straight lines and needs the height for long distances.

To establish communications between Portage and Madison, three towers were constructed: one at Portage; one at Arlington; and one at Bong Road, which is about five miles outside of Madison. At Madison, instead of constructing a tower, a dish is located on top of one of the Madison Gas and Electric Company's smokestacks. Antennas mounted on

these four structures are capable of transmitting information over the earth's natural curvature, almost as fast as the speed of light.

Each tower has a building which houses transistorized transmitting and receiving equipment. In the event of a power failure, the microwave system would automatically transfer to its own emergency power supply which is located in each building.

Microwave is dependable. It requires very little maintenance. Changes in weather won't affect the receiving and sending of information. The towers are designed to withstand winds of 150 mph. The system is capable of transmitting communications, without interruption, even if the dishes were coated with ice.

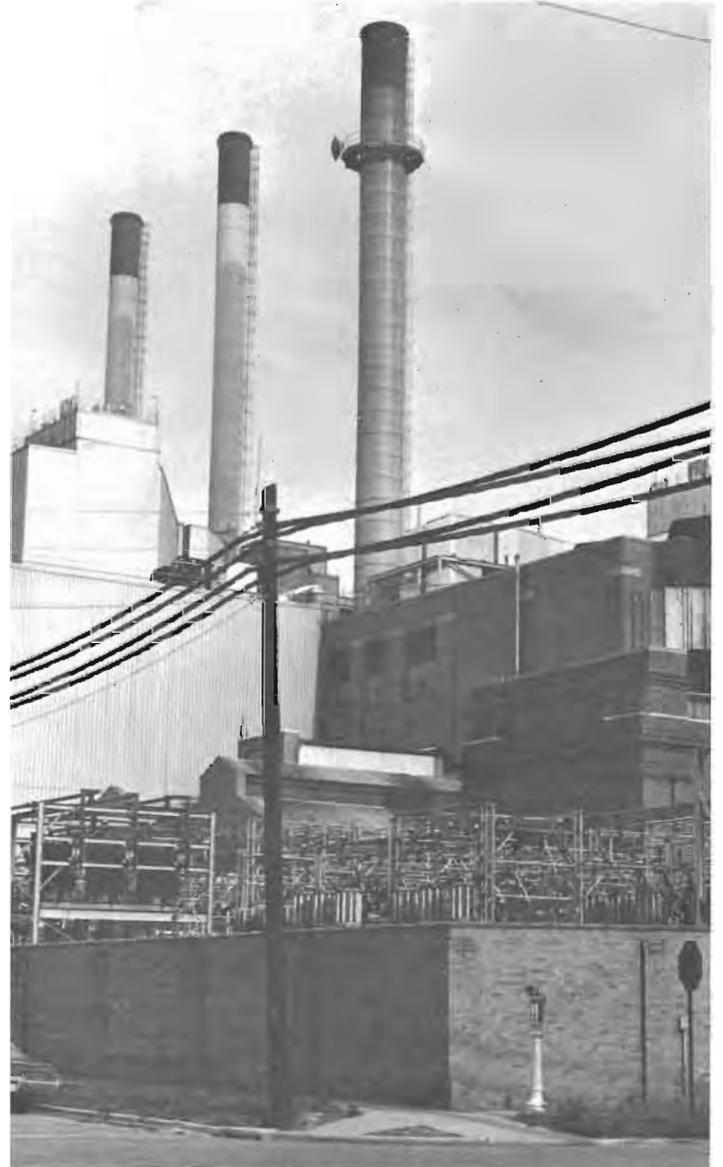
Not only can the microwave system transmit voice conversations, but it is equipped to send teletyped train reports, wires, and other non-verbal information at the speed of 100 words per minute or more.

The microwave system between Portage and Madison was funded entirely by the Madison Gas and Electric Company in exchange for the permission to use a portion of the Milwaukee Road's right of way to construct power lines.

The microwave system is the second to be put in service on the Milwaukee Road. The first microwave communication system was installed 12 years ago between Bensenville and Chicago.



*Bong Road*



*Madison*

# Near-Miss Program

## Keeping an "almost" from becoming a statistic

When it comes to grade-crossing safety, a hit is never as good as a miss. Never.

But even a miss is not good enough. In railroad safety terms, a miss means that a motorist managed to dart safely over a crossing in the face of an approaching train. It means that someone was willing to ignore common sense and probably even the law, gambling with life on the few seconds that can separate a miss from a tragedy.

It is difficult to believe that anyone would be willing to take such a risk. But the record shows that they do. Last year, for example, there were 470 grade crossing accidents throughout the Milwaukee Road. Twenty-five people died and 152 were injured, many of them seriously, in these incidents.

These numbers are a grim tally, but they are not the complete picture. They don't show how many collisions almost occurred or were narrowly prevented because a driver was lucky or because a quick-thinking engineer managed to bring several thousand tons of train to an emergency stop. There is no accurate count of the people who gambled with death and injury and won. But these are the people who are the most likely to become part of the record when their luck runs out.

The prevention of grade crossing accidents is an important part of the activities of the Milwaukee Road's safety department. This is no easy task. There are more than 16,000 public and private crossings in the 16-state area served by the railroad. And this total does not include those unmarked points where motorists have crossed, and continue to cross, over the Milwaukee's tracks.

Since 1966, much of the safety department's efforts to prevent grade crossing accidents have centered on a Near-Miss Program. George Barry, superintendent of safety, explains that the objective of the program is to "record near-miss incidents and to use this information to educate motorists about grade crossing safety."

The key to the Near-Miss Program is a small white card known on the Milwaukee Road as Form 4259. Supplies are available throughout

the system, and Barry urges that they be carried by all employees whose work puts them in a position to observe grade crossing violations. One side of the card is used to record the specific details of a near-miss incident and the other side is to be addressed to the manager of the division in which the incident took place.

The cards should be filled out immediately after an incident so that details won't be forgotten. Employees should try and report as much information as possible. It is especially important to note such things as license number, vehicle number, company or individual name on the vehicle, or any other fact that will aid in the identification of the driver and vehicle.

Once filled out, the cards should be sent to division headquarters by company or U.S. Mail or delivered in person. In a situation where no card is available, employees should telephone their report to the nearest office.

The information on the cards becomes the basis of a letter that is sent by the division manager to the driver or to the driver's company. In addition to giving details about the near-miss incident, the letter carries a strong reminder about the need to strictly observe safety procedures at grade crossings. Many drivers who have been contacted through the Near-Miss Program have expressed thanks for the Milwaukee's concern for their safety.

Most near-miss reports are turned in by engine and train crew personnel, the people most likely to witness a near-miss incident. But to be completely successful, the program depends on the cooperation of any employee who observes a near-miss incident. Barry notes that agents, operators, roadmasters, maintenance-of-way gangs, and signals and communications crews can help make the program work. Copies of the near-miss card and information about the program have also been sent to all labor organization general chairmen.

Although the program is geared to report any near-miss incident, a special focus is directed at those incidents involving vehicles carrying flammables or explosives, school buses, or

vehicles for hire carrying passengers. A collision between a train and any of these vehicles could be disastrous in terms of loss of life, injuries, and property damage. This concern, however, is not only for motorists and their passengers. Any collision is potentially dangerous for Milwaukee Road personnel, and especially a collision between a train and a vehicle carrying flammables or explosives.

Grade crossing accidents are a tragic reality with which the Milwaukee Road has to contend. The Near-Miss Program is designed to take a driver's mistake and turn it into a warning and a safety lesson. It is a program to keep today's near-miss from becoming tomorrow's fatality or injury. Every Milwaukee Road employee can help in this important effort.

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

Crossing Location		Date	Time of Day		
Direction of Moving Vehicle (North-South-East-West)		MPH Speed of Vehicle (Estimated)	Weather: (Clear-Cloudy-Snow-Rain, etc.)		
VIOLATION:		Disregarded:	Lights <input type="checkbox"/>	Gates <input type="checkbox"/>	Watchman <input type="checkbox"/>
Failed to Stop <input type="checkbox"/>		Reckless Operation <input type="checkbox"/>		Other <input type="checkbox"/>	
Identification on vehicle (company name, school bus district, etc.):					
Remarks:					
Your Name		Occupation		Location	
FORM NO. 4259				ISS-25M-4/66	

*This small card, Form 4259, is the key to making the Near-Miss Program work. All employees are urged to use these cards to report grade crossing incidents and to forward them to division headquarters. The card should contain as much information about the incident as possible and especially identification of the vehicle involved.*



# ON LINE AND UPCOMING



As part of the events held in Portland, Oregon, to highlight National Transportation Week, the Milwaukee Road's Bicentennial Locomotive No. 156 joined similar units from the Union Pacific, Southern Pacific and Burlington Northern for a group portrait in front of Portland's Union Station building.



Regional Transportation Authority Board Chairman Milton Pikarsky (right) presents William J. Quinn, Board Chairman of the Milwaukee Road a check for \$196,226. The check is an incentive bonus to the railroad for a more than 11 percent increase in the number of miles ridden by its commuter passengers.



Waiting for the highball on train 205 at Bensenville June 28 is Prairie type steam locomotive 18. Although of standard gauge, the 2-6-2 was placed on a flat car to expedite movement when shipped via N&W from a "tourist railroad" near Wytheville, Virginia. Intended for a similar operation under auspices of new owner King Willson, the former Florida & Alabama Baldwin product of 1920 was bound for Ringling, Montana and the White Sulphur Springs & Yellowstone Park.



From August 10 through 15, well over 2,000 members of the National Model Railroad Association gathered in suburban Rosemont for their convention.

The model railroaders visited several area railroads, and the Milwaukee Road hosted five tours of approximately fifty persons each on August 11 and 12. Comprehensive tours of Bensenville included the hump and dieselhouse (see pictures), the Spot Car Repair Building, and M. M. T. C. facilities.

The N. M. R. A. members - most of whom are professional people (a scale model locomotive can cost \$200 to \$600) - agreed the Milwaukee contributed significantly to the success of their 41st annual event.

# ABOUT PEOPLE

Chief Clerk **Leroy Samuelson** of the Twin Cities car department received recognition for donating 2500 hours of his time to be a projectionist at a Veterans Hospital.

Three employees received Wise Owl awards recently for their foresight in wearing safety glasses, preventing injury to their eyes: Section Foreman **R. L. Bagley**, Machine Operator **J. R. Larimore** and Machine Operator **Stan Voas**.

The son following in his father's footsteps concept still holds true today as **Doug Kirkpatrick** just recently completed his apprenticeship as a Journeyman Machinist. Doug's father, **Don**, is a machinist in the LD machine shop.



Yard Conductor **Wally Braatz**, dressed as **Sunny**, stands along side one of his most prized possessions which portrays Wally's other three sides: **Sunny**, **Beepa** and **Santa Claus**. The picture was drawn by one of his daughters' friends.

**Wallace Braatz**, dressed in a homemade clown costume walks into the Muskego Nursing Home and says, "Hi! My name is **Sunny**, the Clown. What's yours?"

A woman in a wheelchair replies, "Mrs. Smythe." This is the first time Mrs. Smythe has spoken in the four years she's been at the nursing home.

This incident made **Wallace Braatz**, a West Allis, (Wisconsin) yard conductor, realize the need for **Sunny, the Clown**.

Ten years ago, after the death of his wife, **Wally** started piecing together a clown costume. To help **Wally** forget his own loneliness, he began visiting and entertaining lonely people, especially those in nursing homes.

"I always wanted to be a clown," **Wally** said. "Visiting people, making them happy, gives me a rewarding, fulfilling feeling."

**Sunny** is one of **Wally's** two clowns. The second, **Beepa**, wears blue and white striped bib overalls, a black moustache, vest and a beat-up straw cowboy hat over big rubber ears. Both clowns hand out gifts made by **Wally** in his spare time.

**Sunny** and **Beepa** have a car which is shorter and narrower but higher than a Volkswagen and has a bird cage hanging from it, a telephone ringing, lights flashing and a drinking fountain squirting water.

An invisible dog **Kermitt** is led on a long leash by **Sunny**. "Kermitt has brown spots and white spots . . . and sometimes makes wet spots," says **Sunny**.

Among **Sunny's** other props are **Gertrude**, the rubber chicken, and her home, a doctor's case; an outsized ice cream bar full of gifts for his guests; a giant lipstick; buttons; whistles; and a huge smile.

Also for over 17 years **Wally** has played **Santa Claus** for nursing homes, house parties and scout troops.



*Frank Gauss III and his wife Cheryl, daughter Jennifer and son Frank Gauss IV talk about their experience.*

Everyone has a you-know-what-happened-to-me story. Here's one that tops most.

Recently Frank Gauss IV, the four-month-old son of Bensenville car maintainer **Frank Gauss III**, was issued a legal notice. The notice stated that the young Gauss was guilty of a traffic violation (illegal parking of a Chevrolet in Springfield, Illinois, on September 3, 1975--eight months before he was born), guilty of refusing to pay his fine and further guilty of ignoring previous notices. It also stated that the baby's vehicle would be impounded and further legal action would be taken.

Frank Gauss III said that there wasn't any way that he could have been mistaken for his son because at that time he was working seven days a week and was nowhere near Springfield. He wasn't even driving a Chevy at the time.

What happened? After a call to Springfield by a Chicago reporter, the treasurer of the city of Springfield explained that it must have been a combination of computer and human error. She also assured Mr. and Mrs. Gauss III that their son would not be going to jail.



*Ted Lym, right, Sales Representative in Detroit, Michigan, is congratulated as the winner of the Sales Department Star Performer Award for the second quarter of 1976 by Donald M. Wiseman, Vice President-Sales and Service. At the recent award ceremony, Lym received a plaque, special business cards embossed with a gold star and a \$100 bill. The Star Performer Award is presented quarterly to honor Sales Department personnel who demonstrate outstanding achievement in sales promotion and personal advancement. Lym was specifically honored for concluding a high revenue producing sales proposal to a major customer and for distinction in the responsibilities of an expanded sales territory.*

# APPOINTMENTS

- H. R. Anderson to assistant division manager-mechanical, St. Paul  
 G. K. Baltazar to director-recruitment & employment, Chicago  
 W. F. Bannon to division manager, Perry  
 F. A. Barton to division manager, Bensenville  
 W. J. Bear to chief security officer, Tacoma  
 A. G. Beauvais to senior trainmaster, Green Bay  
 E. L. Bell to traveling engineer, Milwaukee  
 J. F. Bell to assistant division manager-mechanical, Perry  
 W. T. Bidlingmeyer to mechanical supervisor, Western Avenue, Chicago  
 A. C. Block to traveling engineer, Fox Lake  
 J. E. Blonigen to division maintenance engineer, Deer Lodge  
 J. H. Bolitho to assistant division manager-maintenance, Deer Lodge  
 G. B. Bowman to manager-pricing-paper, Chicago  
 D. H. Burke to assistant division manager-administration, Tacoma  
 F. J. Bushey to chief security officer, Milwaukee  
 R. K. Butler to division maintenance engineer, Tacoma  
 L. W. Carroll to division maintenance engineer, Perry  
 G. A. Chamberlain to senior trainmaster, Aberdeen  
 L. D. Chase to division engineer, Perry  
 Joseph Chavarria to assistant manager-pricing-lumber, Chicago  
 R. R. Cochran to senior trainmaster, Beloit  
 R. W. Cochran to traveling engineer, Tacoma  
 J. D. Connelly to trainmaster, Perry  
 M. J. Coomes to director-pricing, Chicago  
 B. M. Cornwell to director-education & training, Chicago  
 W. Cruickshank to assistant superintendent motive power, Chicago  
 W. J. DeGideo to traveling engineer, Austin, Minnesota  
 C. Y. Dempsey to traveling engineer, LaCrosse  
 W. F. Dillman to manager-pricing-lumber, Chicago  
 L. K. Drew to assistant division manager-mechanical, Bensenville  
 J. J. Drinka to assistant chief mechanical officer-car, Milwaukee  
 W. E. Dunn to division safety officer, Bensenville  
 J. E. Everts to chief clerk, material division, Milwaukee  
 W. R. Ferrier to trainmaster, Tacoma  
 S. D. Finley to trainmaster, Latta, Indiana  
 R. F. Finnegan to division safety officer, Tacoma  
 G. U. Fisher to assistant vice president-lumber and paper products, Chicago  
 L. M. Fowler to traveling engineer, Ottumwa, Iowa  
 J. Fromader to division supervisor signals, Milwaukee  
 V. L. Fuller to area personnel coordinator, Seattle  
 E. P. Galihier to terminal manager, Bensenville  
 D. F. Gallipo to assistant division manager-transportation, Minneapolis  
 W. C. Gianonetti to division supervisor signals, Deer Lodge  
 E. E. Gilles to division safety officer, Milwaukee  
 Joanne Giunta to manager-affirmative action programs, Chicago  
 R. C. Guse to trainmaster, Montevideo  
 G. J. Guthrie to division engineer, Minneapolis  
 R. A. Hagemo to assistant division manager-mechanical, Aberdeen  
 A. J. Hamre to division mechanical supervisor, Tacoma  
 T. M. Hansen to assistant division manager-administration, Bensenville  
 R. A. Hargis to assistant division manager-mechanical, Tacoma  
 J. V. Hartman to division engineer, Deer Lodge  
 G. D. Hayen to division engineer, Bensenville  
 R. B. Hegge to assistant division manager-transportation, Tacoma  
 E. H. Hopper to traveling engineer, Aberdeen  
 R. D. Hoffman to administrative assistant, Milwaukee  
 V. L. Holseid to area personnel coordinator, Bensenville  
 E. E. Howard to division maintenance engineer, Minneapolis  
 C. L. Imhauser to division supervisor signals, Tacoma  
 H. B. Johnson to division safety officer, Deer Lodge  
 H. L. Johnson to trainmaster, LaCrosse  
 G. A. Jonasson to division manager, Deer Lodge  
 E. C. Jordan to assistant division manager-maintenance, Minneapolis  
 R. L. Keller to division maintenance engineer, Milwaukee  
 P. E. Kelly to division mechanical supervisor, Bensenville  
 J. F. Kiley to traveling engineer, St. Paul  
 J. S. Knickel to traveling engineer, Moberidge  
 Philipp Koch to director-marketing research, Chicago  
 K. E. Konczyk to assistant manager accounting administration, Chicago  
 R. P. Krol to assistant district material manager, Milwaukee  
 R. P. Lawrence to division mechanical supervisor, St. Paul  
 S. E. Lee to trainmaster, Wausau  
 E. E. Lewis to trainmaster, Tacoma  
 R. M. Low to assistant division manager-maintenance, Perry  
 R. E. Magnuson to mechanical supervisor, Savanna  
 H. J. Mahoney to assistant division manager-administration, Aberdeen  
 R. C. Mann to traveling engineer, Missoula  
 Joseph Marcheschi to manager-medical services, Chicago  
 D. F. Marien to division supervisor signals, Minneapolis  
 E. B. Marx to assistant manager equipment accounting, Chicago  
 B. J. McCanna to division manager, Minneapolis  
 R. R. McConnahay to division supervisor signals, Perry  
 N. H. McKegney to division manager, Milwaukee  
 R. J. McMahan to assistant superintendent transportation-equipment, Chicago  
 J. P. McMullin to senior trainmaster, Seattle  
 J. A. Messicci to division safety officer, Minneapolis  
 G. N. Mickelson to assistant division manager-transportation, Bensenville  
 W. Miller to chief security officer, Bensenville  
 B. W. Miner to terminal manager, St. Paul  
 A. L. Mirk to supervisor electrical maintenance, Milwaukee  
 D. E. Mogan to trainmaster, St. Paul  
 J. P. Morgano to manager of mechanical budget, Milwaukee  
 R. F. Nadrowski to director mechanical planning, Milwaukee  
 H. C. Neff to assistant division manager-administration, Deer Lodge  
 G. W. Neihart to chief security officer, Aberdeen  
 G. C. Nelson to material planning analyst, Milwaukee  
 P. G. Ness to division supervisor signals, Aberdeen  
 G. Y. Neu to assistant division manager-administration, Minneapolis  
 G. C. Nikolas to division safety officer, Aberdeen  
 S. E. Norton to traveling engineer, Portage  
 F. P. Pawlak to assistant division manager-maintenance, Tacoma  
 R. P. Peacock to assistant division manager-maintenance, Milwaukee  
 R. T. Pearson to assistant division manager-maintenance, Bensenville

continued on next page

# RETIREMENTS . . .

S. J. Penczak to personnel planning analyst, Chicago  
W. J. Peta to senior trainmaster, Mitchell  
W. Peterson to chief security officer, Deer Lodge  
R. L. Phillips to shop superintendent, Tomah  
R. J. Potvin to trainmaster, Savanna  
J. E. Price to traveling engineer, Green Bay  
E. W. Prindiville to traveling engineer, Elgin  
D. A. Radabaugh to assistant division manager-mechanical, Deer Lodge  
C. R. Raveling to director-compensation & benefits, Chicago  
D. C. Rock to trainmaster, Deer Lodge  
E. A. Rogers to assistant division manager-mechanical, Milwaukee  
J. V. Sands to division mechanical supervisor, Milwaukee  
J. M. Schultz to coordinator-word processing, Chicago  
R. D. Scott to division supervisor, signals, Galewood  
C. L. Shaw to traveling engineer, Othello  
R. F. Shive to assistant division manager-administration, Perry  
G. T. Stach to division engineer, Aberdeen  
V. L. Stoner to division maintenance engineer, Bensenville  
G. E. Stuckey to supervisor of motive power, Milwaukee  
J. W. Stuckey to division manager, Tacoma  
F. N. Swann to assistant mechanical engineer-car, Milwaukee  
T. M. Tanin to manager mechanical services, Milwaukee  
J. H. Taylor to division engineer, Milwaukee  
R. L. Tewell to division manager, Aberdeen  
B. R. Toole to chief security officer, Minneapolis  
K. A. Trawicki to mechanical department planner, Milwaukee  
C. L. Van Winkle to manager-transportation research, Chicago  
G. E. Vogtli to traveling engineer, Bensenville  
R. H. Wagenaar to mechanical department planner, Milwaukee  
S. E. Walker to chief security officer, Marion  
C. F. Weiland to traveling engineer, Latta  
C. M. Wencka to agent, Milwaukee  
M. H. Westerfield to assistant division manager-administration, Milwaukee  
W. J. Westmark to assistant division manager-transportation, Milwaukee  
E. C. Wheeler to division engineer, Tacoma  
P. C. White to vice president-corporate services, Chicago  
W. C. Whitham to assistant division manager-maintenance, Aberdeen  
L. F. Wickler to division safety officer, Savanna  
C. J. Winters to shop safety officer, Milwaukee  
T. E. Witt to senior trainmaster, Mason City  
J. Wrecza to trainmaster, Harlowton

Carl J. Akey . . . conductor . . . Wausau, Wisconsin  
W. D. Anderson . . . sales representative . . . Kansas City, Missouri  
Donna M. Anzalone . . . clerk . . . Chicago  
Rose H. Arms . . . chief switchboard operator . . . Chicago  
Steve Babyak . . . janitor . . . Minneapolis  
Russell W. Balfany . . . conductor . . . Chicago  
Lawrence A. Beck . . . switchman . . . Savanna, Illinois  
Harold F. Beddow . . . teletype operator . . . Council Bluffs  
Elvira W. Benner . . . medical secretary . . . Chicago  
Lawrence N. Berg . . . carman . . . Minneapolis  
Mark H. Bertelson . . . lineman . . . Aberdeen, South Dakota  
William L. Blake . . . brakeman . . . Mendota, Illinois  
Donald M. Boyle . . . brakeman . . . Marion, Iowa  
A. S. Bruck . . . switchman . . . Chicago  
John T. Burke . . . manager-pricing . . . Chicago  
Robert C. Carlson . . . assistant car foreman . . . Minneapolis  
Sylvester Chadzin . . . carman . . . Bensenville  
Clarence Childers . . . conductor . . . Miles City, Montana  
George C. Cooper . . . agent . . . Metaline Falls, Washington  
Clyde L. Couch . . . carpenter . . . Conesville, Iowa  
Isaac Crazybear . . . section laborer . . . Belvidere, South Dakota  
L. W. Crouse . . . laborer . . . Sigourney, Iowa  
Clifford L. Eberhardt . . . locomotive engineer . . . Milwaukee  
Sherman R. Ehardt . . . switchman . . . Milwaukee  
Milton A. Elvestad . . . section laborer . . . Elko, Minnesota  
Norman F. Ford . . . signal maintainer . . . Janesville, Wisconsin  
Adolph F. Fowler . . . carman cutter . . . Milwaukee  
Laurence D. Gleason . . . locomotive engineer . . . Milwaukee  
Thomas L. Golden . . . diesel house foreman . . . Montevideo, Minnesota  
Albert M. Gollnick . . . carpenter . . . LaCrosse, Wisconsin  
Gerald C. Groves . . . locomotive engineer . . . Sioux City, Iowa  
Elmer J. Grundhofer . . . locomotive engineer . . . St. Paul  
Thomas J. Hanlon . . . supervisor-signal department . . . Milwaukee  
Albert H. Higgins . . . carman . . . Miles City  
Earl S. Holmquist . . . engineer . . . Lewistown, Montana  
Glenn Huff . . . section foreman . . . Roundout, Illinois  
Kenneth W. Hunter . . . conductor . . . LaCrosse  
Harry A. Hutchins . . . laborer . . . Milwaukee  
Milford H. Irvine . . . conductor . . . Madison, Wisconsin  
Joseph M. Johansen . . . chief clerk . . . Minneapolis  
Bernard S. Jones . . . switchman . . . Davenport, Iowa  
Michael J. Judge . . . laborer . . . Ottumwa, Iowa  
John T. Keating . . . signal maintainer . . . Ryegate, Montana  
George King . . . laborer . . . Chicago  
Erwin P. Koehnecke . . . section foreman . . . Sanborn, Iowa  
Eva M. Koreen . . . chief clerk . . . Milwaukee  
John M. Lanning . . . lineman . . . Montevideo, Minnesota  
Marvin G. Larrison . . . engineer . . . Jasonville, Indiana  
E. R. Larson . . . machinist . . . Chicago  
Joyce A. Madia . . . steno-clerk . . . Chicago  
D. J. Madigan . . . switchman . . . Chicago  
John E. Manchester . . . track laborer . . . Roundup, Montana  
Louis M. Matz . . . section laborer . . . Mott, North Dakota  
Floyd R. McDaniel . . . station agent . . . Fairmont, Minnesota  
Oscar C. McNutt . . . switchman . . . Port Angeles, Washington  
W. B. Merchant . . . yard foreman . . . Seattle  
Frank M. Miller . . . section laborer . . . Hull, Iowa  
Robert Miller . . . locomotive engineer . . . Minneapolis  
E. J. Nyitray . . . engineer . . . Port Angeles, Washington  
Archie G. Ostby . . . caller . . . St. Paul  
Donald G. Pommer . . . engineer . . . Perry, Iowa  
Elmer K. Prosser . . . supervisor . . . Milwaukee  
Glen C. Reibel . . . car inspector . . . Savanna  
Nicholas Rode . . . switchman . . . Bensenville  
Paul Roman . . . supervisor . . . Chicago  
Tony C. Rossi . . . section foreman . . . Newport, Washington  
George Schweda . . . brakeman . . . Mobridge, South Dakota  
Kenneth J. Slane . . . perishable freight inspector . . . Madison  
William A. Smith . . . chief clerk . . . Seattle  
Jesse R. Snately . . . agent-operator . . . Mott, North Dakota  
John B. Smere . . . agent-telegrapher . . . Algona, Iowa  
Gleason Squires . . . switchman . . . Chicago  
John W. Strampe . . . carman . . . Janesville  
James J. Taylor . . . assistant trainmaster . . . St. Paul  
John I. Turner . . . clerk . . . Northbrook, Illinois  
Anton R. Vetrisek . . . car inspector . . . Savanna  
Oscar L. Weber . . . lampman . . . Aberdeen, South Dakota  
Norman E. Wood . . . carman inspector . . . St. Paul  
R. A. Workman . . . conductor . . . Ottumwa

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Milwaukee Road was the third railroad in the United States, and the first in the west, to decorate a locomotive in commemoration of our nation's two-hundredth birthday. SD40-2 unit 156 emerged in flowing patriotic hues in November 1974, and most often has operated in coast line service between Bensenville and Tacoma.

Between spring 1975 and spring 1976 the leader of our diesel roster followed a comprehensive itinerary, including several roundtrips to a variety of destinations. Radiating from

Bensenville, it traveled to and from Council Bluffs, Green Bay, Kansas City, Madison, Mason City, the Twin Cities, and Tacoma. While on the Washington division, it made routine visits to Portland.

During the final quarter of the bicentennial year, the 156 can be expected to accomplish a dozen transcontinental journeys. By the end of 1976, the 3000 horsepower machine will have displayed the colors for approximately 360,000 miles.

