



THE MILWAUKEE ROAD INC.

Vol. V No. 9& CHICAGO SPECIAL EDITION NEWSLETTER
10 LABOR MANAGEMENT ACTION GROUP

September and
October, 1985



W. F. PLATTENBERGER
ASSISTANT VICE PRESIDENT-GENERAL MANAGER
SOO/MILWAUKEE SYSTEM

Mr. Plattenberger has been dividing his time between Chicago and Minneapolis in recent months - most of the time being spent at Minneapolis Soo/Milwaukee headquarters.

Although his days are full, he responded graciously to your editor's request for an interview and questions relative to the present operations.

Q. Mr. Plattenberger, when did you begin the assignment in Minneapolis?
Are you performing basically the same function as you did in Chicago,
or are you involved in something quite different?

- A. I was appointed Asst. Vice President-General Manager of the Soo/Milwaukee System June 1st and have been spending most of my time in Minneapolis, although my official headquarters is still in Chicago.

My responsibilities are much the same as they have been with the Milwaukee, but a great deal of my time has been devoted to establishing an organization and merging our operations.

- Q. Do you find the merging operations challenging - exciting?

- A. I think change is always exciting and it certainly is a challenge to work through the opportunities we have and utilize the best of both properties to produce a more efficient operating plan than would have been possible to achieve by either property standing on their own.

- Q. I believe the first time I met you was in Minneapolis when you visited the Division Manager's office there, probably about in 1976. You were, I believe, Asst. Vice President and General Manager at that time - which covers a lot of territory. In your role as General Manager, do you find your work more involved with the operating, or do you find that you are involved with all the other aspects of railroading, and to what extent?

- A. A safe, dependable, efficient operation that satisfies our marketing needs is really all we have to sell, so those objectives deserve most of our attention. There are many areas that impact on our operation, which makes my job a very interesting one. A high level of involvement with the people in the field is especially rewarding. At the same time, my job has given me the opportunity to work with operating officers of other railroads, shippers and other interesting people.

- Q. You have been involved with the mechanics of reorganization for the Milwaukee Road since the bankruptcy, and have seen us through all the throes of the many phases of reorganization. What do you feel has been the most difficult of those phases, and to what do you attribute the greatest strides in our efforts to become reorganized and profitable?

- A. The most difficult part was shutting down 7,000 miles of railroad and recognizing the impact this had not only on employees and their families, but the communities Milwaukee served, as well. I think we made our greatest strides toward reorganization by taking advantage of every opportunity to utilize the resources available to rebuild our core railroad. This included shipper and State support programs, special legislation of the Federal Government, employee participation and agreements with other railroads that provided millions of up front dollars for rehabilitation. Without that rehabilitation, we could not have produced a viable core.

- Q. The Milwaukee Road has been fortunate in having leadership and body of the organization which have come together to work out the details necessary for our reorganization, exhibiting probably our greatest team effort in the history of the railroad.

Aside from the personal consideration of being employed, what do you feel has been our greatest motivation?

- A. An informed work force - Paul Cruikshank often said the only difference between Milwaukee and other carriers that failed in their efforts to reorganize was that Milwaukee employees never quit - they refused to accept defeat. The time and effort spent by Governor Ogilvie and his staff, from Mr. Smith on down, in keeping us all informed is unprecedented. It made everyone aware of the important role they must play if we were to successfully reorganize. The employees came through with flying colors and have every right to be proud of Milwaukee's successful reorganization. Our Trustee's own personal commitment and genuine belief in the Milwaukee is where it had to start, and it did.
- Q. We have come now to this point where we are acquired by the Soo Line and have become the Soo/Milwaukee System. As you view it now, do you see the joint operation as fulfilling those hoped-for and hard-come-by dreams of reorganization?
- A. In many ways Milwaukee's acquisition by Soo exceeded even the wildest dreams but in some areas, I am sure there is disappointment. It depends on where you are within the company. I think Soo has tried very hard to make the Milwaukee feel at home and I am thankful for that.
- Q. Do you now find satisfaction - in retrospect - and in looking to the future - of all our efforts and achievements?
- A. I'm satisfied the Milwaukee family set a new milestone in the history of railroad reorganization. I feel a great deal of satisfaction in having been a part of achieving what the rest of the industry thought couldn't be done and, in some cases, did everything in their power to block. The future, while impossible to predict, should always look bright if we approach it with the same philosophy displayed in reorganization - but success is never easy and we can't let down. I hope everyone remembers the results produced when there is mutual respect and reaction of honest, hard working people.
- Q. Are there some other comments you would like to make now that you are having first-hand experience with the operations in Minneapolis? What you have to say here will certainly be of interest to employees of the railroad - particularly the Milwaukee Road employees. There is always that desire to hear from the corporate office what is going on and how the current happenings may affect the lives of employees.
- A. I guess I have covered most of those points in previous comments. I might add that Milwaukee people need to recognize that Soo employees are experiencing most of the same concerns, and in some ways even more. Also, that while Milwaukee employees were expecting change and had learned to cope with it through years of reorganization, it really caught many Soo employees off guard and accepting the change that must come is not easy for them. We all ask others to put themselves in our shoes once in a while, and I think we have to do the same for them.
- Q. You are staying with Soo/Milwaukee operation presently. What will be your main objectives now and for the completion of your tenure in this position?

- A. I will be retiring at the end of October. However, my last efforts will be toward improving and closing some gaps in our organization. In some way, I think we have spent far too much time on getting our organization in place, but on the other hand, there isn't much you can accomplish until you do have an effective organization so our time in that effort is well spent. I am happy to see the Milwaukee's Control Center moving to Minneapolis this month. Melding Soo and Milwaukee Control Centers into one will give us the planning and control to move ahead in developing our service corridors.
- Q. A personal - you probably have many outside interests. One of them I understand, and probably Chicago people are more aware of this, is your involvement with a choral group. Is that interest in singing one of long standing - and is that one of your favorite activities?
- A. I have always enjoyed music of all kinds from piano bars to the opera. Most of my colleagues know that - at least the piano bar part. My old French horn hangs on the wall above our stereo in the living room and that is where it will stay, but I do hope to continue singing in the Apollo Chorus and perhaps become more active in our church choir. Shirley and I have often talked of taking piano lessons when I retire, but that is tough to do without a piano, and I don't know where we would find room for one.
- Q. Would you care to comment on your plans for the future - whether they include some time to take it easy - a change in occupation - some vacation plans.....
- A. I enjoy working around the house, taking care of the lawn and fishing - things I haven't had a great deal of time for over the years, but I am not ready to spend my life doing only those things. I hope to find some worthwhile activities that are challenging and provide me with a great deal of satisfaction in the years ahead. Shirley and I don't have any big plans other than to headquarter in Itasca where we can each continue our interests and get the most of life enjoying our family and friends.

Mr. Plattenberger, I certainly thank you for your response to my request for this interview, and I want to express my thanks to you for your efforts on behalf of all of us.

To a fine gentleman - good luck and Godspeed.

OPEN HOUSE SESSIONS HELD FOR UNION STATION EMPLOYEES

Two open house sessions were held on Wednesday, August 28, 1985 at 9:00 a.m. and 1:30 p.m. at the Quality Inn, Halsted Street and Madison Street, for the purpose of explaining the new BRAC Agreement, which became effective July 1, 1985.

Ms. Cathy Frankenberg, Director of Labor Relations, and Mr. J. L. Gobel, General Chairman - BRAC, were present to explain the new agreement and to field questions from employees.

Attendance was approximately 200 employees at each meeting.

RETIREMENT PARTIES SEQUEL

AT CHICAGO UNION STATION

Following the June 28, 1985 exodus of officers who elected to take an early retirement offered by the Soo Line, today, three months later on September 30, a second round of coffee parties took place.

These parties took place in several different locations and were in honor of those employees who remained on the job for a continuing ninety days.

Again, the mood was festive, the decorations bright, gay and original, and the board laden.

Again, retirees left amid the best wishes of their co-workers, each to his/her own pursuit.

Happy days!

John C. Manders began his career with the Chicago, Milwaukee, St. Paul and Pacific Railroad as a streetcar messenger in the old Fowler Street agent's office on May 6, 1947. He held various clerical positions at Muskego Yard, Reed Street, Burnham Bridge, Airline North, Milwaukee agent's office, and Milwaukee Regional Accounting office in 1960 upon it's opening. John was promoted to a management position in 1963 at Milwaukee, Wisconsin. He was the Accounting Department's coordinator of numerous car rebuilding programs at Milwaukee Shops and coordinator during construction of the new Milwaukee, Wisconsin Passenger Depot until transferred to Fullerton Avenue in 1965. John was in charge of the Accounting Department's work measurement program and at various times he was in charge of the Accounting Administration department wherein his duties included the hiring, bulletining, and awarding of positions, he ran the mail room, reproduction, and typesetting (freight tariff) areas. When the company went bankrupt he prepared the creditors list and handled Amtrak audit exceptions. For the past several years he has been in charge of the three Regional Accounting offices at Chicago, Milwaukee, and Minneapolis.

John attended the Milwaukee Institute of Technology, University of Wisconsin, and in 1971 received his diploma at Northwestern University.

In August of this year John married Terri Stronzak of Disbursement Accounting. We wish John and Terri the best of luck in their married life, and may John's retirement be spent in connubial bliss.



Bernice Fase, Review Clerk in the Interline Freight area, Room 316, retired on Monday, September 30th, after 25 years of service with the Milwaukee Road.

She started with the Milwaukee on June 1, 1957, left for a short time to be employed with the Rock Island, and returned in 1960 to the Passenger Department. Bernice has been with Interline Freight for 7 years.

Present plans are to leave for Florida around the 15th, return home for Christmas (DeMott, Indiana) and then retire to Florida. She has a daughter and a son, and three grandchildren.

We will miss her smiling face, and wish her every happiness in her retirement.





M. W. (Bill) Bonnom, Director Financial Planning & Treasurer
Bill and Mrs. Bonnom



Charles Belbes retired October 1, 1985 after working for the Milwaukee Road for 37 years.

He began his career at the Fullerton Avenue Building as a sorter in 1948. Through hardwork and several college courses, he progressed from the Timekeeping Bureau, Material Bureau, AFE & ECR Clerk to his final position in the Property Accounts Office as an Assistant Engineer.

He and his wife, Helen, will be enjoying their retirement spending the summers in their home in Glenview and the winters in the state of Arizona. Charles will be missed by his many friends and co-workers.

Wilma Hoffman



Charles Boehm, retiree Charles Belbes and wife, Helen.

NON-OPERATING PROPERTIES

Early retirees - Bob Argue, Bill Bobbitt, Chris Brink, Ray Keegan, Harold Mahoney, Sol Munford, Roy Passaglia, Bill Waldman, Dee Winterlin.

Mr. & Mrs. Chris Brink
(Roadmaster, Perry, Iowa)



B. H. Bobbitt (Bill), Asst. Vice President-NOP
to his left, Bob Hicks, Director-Administrative Services



Left to right -
D. J. Winterlin (Dee), Director Administration-NOP
Mr. and Mrs. Winterlin, Ms. Munford

WEDDING BELLS

Congratulations and best wishes to John C. Manders, Manager, Regional Accounting, and Terri Stroncak, Sr. Accounting Analyst in the Disbursement Accounting Office.

The happy couple tied the knot on August 24, 1985. Cake and coffee was served in their honor in Room 224.

John signed up for an early retirement offered by the Soo Line, to retire on September 30, 1985 after being retained for 90 days.

We wish them both many years of happiness.



DISBURSEMENT ACCOUNTING CHANGES AT CHICAGO UNION STATION

Effective on September 25, John J. Miller, Manager-Budget/Responsibility and Disbursement Accounting, was given a new title and new responsibilities.

The new title is Manager-General Disbursements and Billing, and the new responsibilities include the Billing Department, with joint facility billing transferred from the Operating Department under the supervision of Managers G. G. Bayless and S. J. Penczak at Chicago and Supervisor-Disbursements, L. A. Grant of the Soo Line in Minneapolis.

Offices for all personnel in Chicago have already been merged in Room 224 Chicago Union Station.



OFFICE OF SOCIAL COUNSELING
BOB HICKLE, DIRECTOR

1307 SECOND AVENUE
SOUTHWEST

WAVERLY, IOWA 50677
PHONE 319-352-5272

For many months now, the Federal Railroad Administration has been threatening to issue a set of rules concerning the use of drugs and alcohol on the railroads, and on how employee assistance programs should be run. We are still waiting for the directive, but a very recent serious train accident on another railroad may be the impetus that gets the FRA rolling. Since these rules have the force of law, violators will not only be subject to railroad discipline, but also to Federal discipline. No one has any idea what that discipline might be.

Some of the suggestions that have been discussed have been forcing everyone who is in a train accident to take a blood test for alcohol or other drugs, random testing of employees for drug and alcohol use, and severely limiting the use of drugs or alcohol before an employee goes to work, much as is done on airlines. However it is done, the results are bound to be a mess.

We are fortunate that we have an employee assistance program in place that will, at least in part, satisfy the Government. Our program is different from that of many railroads in that we consider ourselves counselors, and do not feel we have to refer a client to an "expert" in every case. We are professionals, and consider ourselves the primary counselors. Often we find that there is an area in which we do not have sufficient skills to help the client, and in such cases we see to it that qualified persons take over the counseling. We still consider ourselves responsible, however.

If there is a problem in an employee's family, now is the time to seek help. I doubt if we will have Federal marshals going around smelling of everyone's breath, but we could have something equally silly. Give us a call.

September, 1985

Bob Hickle
1307 2nd Ave. SW
Waverly, IA 50677
Phone: (319) 352-5272

Gary Bloker
600 East Higgins Road
Elk Grove Village, IL 60007
Phone: (312) 228-0606 (312) 648-3860

8626A W. Greenfield Avenue
Milwaukee, WI 53214
Phone: (414) 475-6757
Through Company Lines: 8227 at Milwaukee

The Federal Railroad Administration has finally issued the rules of which I spoke in the September newsletter. They are "final", although there is sixty days for objections, and 30 days for the FRA to make changes. Because of the amount of work that has gone into these rules, it is unlikely that they will be changed, however.

One of the things that we need to know is that FRA rules have the same force as law. They can be enforced by the Federal Government, and the Federal Government can also assess penalties. While this is really not to my area of competence, I think we can assume that our company will obey the rules, and we should begin by understanding just what the rules require. There will undoubtedly be a number of seminars or training opportunities available, and I would urge everyone to learn all they can about the rules.

I will not attempt to explain the rules, but they cover such areas as a Federal rule "G", improved accident reporting relating the alcohol and drug use, post accident testing for drugs and alcohol, pre-employment drug screening, "reasonable cause" testing authority for alcohol and drug use on the job, provisions for voluntary self-referral to the employee assistance program, and a Rule "G" bypass for an impaired employee who is turned in by a fellow employee.

As you can see, there are a great many questions which have been raised by the rules, but the important thing is this: The Federal Government does not want any railroad employee working while impaired with alcohol or other drugs. Do you?

We are fortunate that we have a time-tested employee assistance program in place, and it is time to stop the coverup, and to use the EAP.

SOME HAPPENINGS

WEDDING BELLS:

Congratulations and best wishes to JANICE ROSS, Chief Clerk of the Traffic Department, C.U.S., and DENNIS MOGAN, Trainmaster for the Southern Division, Bensenville, upon their recent marriage. The couple are making their new home in Elgin, Il.

DOLORES CENEWA of Equipment Accounting, and BOB SCHLEGEL, former Asst. Manager Marketing and Pricing, recent marriage coincided with Bob's retirement after 40 years of service with the Milwaukee R. R. Upon Dolores's contemplated retirement, the couple have a new home waiting in Tucson, Arizona. Happy days - Bob and Dolores.

Newlyweds, ROBERT AND CHARLOTTE REDER exchanged vows August 2. Bob is of the C.U. S. Time Revisor's Office. The best to both.

ENGAGED:

AUDREY BORELLI, Office of Equipment Accounting C.U.S., recently announced her engagement to Charlie Spence of Chicago. The bells will ring 9/12/86.

A BABY GIRL:

Babs and Ed Doolittle's little NICOLE, born prematurely 5/20/85, weighing 3 lbs., 6 Oz., is now over 10 lbs., and is the delight of big brother Dennis, age 2. Mother BABS DOOLITTLE is a C.U.S. Time Revisor.

The BRAC System Board Meeting held in Duluth, Mn., on July 25 and 26, was attended by Local Chairman ROGER CHORNEY of Lodge 549, and SONNY GOLDFEIN, Acting Local Chairperson of Lodge 991. Roger, wife Anna, and five little Chorney's enjoyed a camping trip in Northern Minnesota and Wisconsin enroute home.

SUGAR AND SPICE AND EVERYTHING NICE:

It's a girl for Vivian Morch, Bensenville Clerk, Lauren Brittany, born 5/02/85, 7 lbs., 7½ oz., 22 in.,

THAT'S WHAT LITTLE GIRLS ARE MADE OF:

And a bouncing baby girl for Sandra Lewis of the Chicago Regional Accounting Office. Alysha Shauntel Lewis born July 20, 1985, 2:41 P.M., 5 lbs., 14 oz.

32YEARS AT BENSENVILLE:

Ray Rebesco, Chief Clerk Bensenville Yard took retirement disability on 9/26/85. Ray's career spanned 32 years, all at Bensenville in various capacities. Happy Retirement Ray.

"UKRAINA"

"YKPAIHA" - a traditional dance group from Chicago, Il., will appear Saturday, October 12, 1985 at Minneapolis/St.Paul - O'Shaugnessy Auditorium and Sunday, October 13, 1985 at Mankato, Mn. - M.S.U.

The 2½ hour program, featuring Eastern European dances of the Ukraine, presented by a cast of 75 have performed all over the United States and Canada. Tina and Cary Chorney (children of Roger Chorney of Equipment Accounting) will be among the cast.

MORE HAPPENINGS

A FISHEY STORY:

An annual one week fishing trip to Northern Minnesota (Vergos, Mn.), was enjoyed by H. C. Neff, Dispatcher - C.U.S., J. Sieverding, Mechanical Department, Muscatine - J. Kramer, Trainmaster, Muscatine - J. Wrecza Trainmaster, Savanna - and L. Browning, Division Maintenance Engineer, Savanna.

The group reports that J. Wrecza the novice of the party, became excited and threw his pole into the lake - hook, line and sinker - in the process of casting for Walleye and Northern.

The bearded five returned to civilization, dirty and triumphant with stories to last until next year of "Lost Pulls" and "The BIG one that got away".

Any Happenings in your life for next issue?
Call Nyla Gallipo, Ext. 3058 - C.U.S.



BETTY AND JIM KURTZ

SILVER BELLS

Jim Kurtz of Equipment Accounting, Car Records, and wife Betty celebrated their 25th Wedding Anniversary with a surprise party given to them by their three children, Jimmy, Julie and Leslie on September 27, 1985.

The event held at Villa Olivia in Bartlett was attended by 100 friends, relatives and members of the wedding party some of whom the Kurtzs' had not seen in 25 years.

When asked what his formula is for a happy marriage, Jim replied, "Equality, Trust, Understanding and Honesty". Sounds like a winning combination!

Story - J. Barreto



September Newsletter

Heartburn or Heart Attack?

Both "heartburn" and heart attack can cause pain in the middle or lower chest. Telling them apart can mean the difference between life and death.

- 1) Heart pain is severe, unusually "crushing" or "squeezing". Heartburn is just that - burning. Belching, nausea or vomiting can accompany either.
- 2) Heart pain lasts. Call a doctor if two or four tablespoons of antacid don't help within 15 minutes.
- 3) New or unusual pain should be checked out immediately.

Gallbladder Blarney

The most acute digestive pain occurs when gallstones block the duct that carries bile from the gallbladder to the small intestine. Bile is produced to digest the fat we ingest. Until recently, doctors thought fatty meals would stimulate the gallbladder to make more bile - and force the gallstones painfully into the duct.

To prevent gallbladder attacks, patients were put on strict low-fat diets. Now we've learned the truth. Dr. Michael Mogadam of Georgetown University gave 15 volunteers low-fat, high-fat and fat-free meals. His team found the amount of fat in the meal made no difference in the rate at which the gallbladder emptied. Passing a stone, the researchers concluded, is simply a random event unrelated to diet.

Senility Fighter

Here's a good example of a secondary use that came about through the application of logic. Pentoxifylline (Trental) is a relatively new drug that was designed for people who undergo pain caused by the reduction of blood flow to their legs. The drug works by making blood cells increasingly flexible so they can more easily squeeze through tiny capillaries.

Many doctors feel that at least some types of senility are a function of reduced blood flow to the brain, so it wasn't

long before someone decided to try pentoxifylline on older people.

Preliminary results suggest it may help. "This is a good drug," says Dr. William Petrie, a researcher at Vanderbilt University. "We think it works against the primary symptoms of senility such as disorientation, confusion and memory loss."

Reducing the Risk of Colon Cancer

The American Institute for Cancer Research Dietary Guidelines to lower cancer rates outline recommendations for reducing the risk of developing cancer through changes in diet:

- 1) Reduce the intake of dietary fat - both saturated and unsaturated - to about 30% of total calories.
- 2) Increase consumption of fruits, vegetables and whole grain cereals.
- 3) Consume salt-cured, smoked and charcoal-broiled foods only in moderation.
- 4) Drink alcoholic beverages only in moderation.

TAX Q&A

- Q. I understand that it's possible for me to temporarily have the use of the money in my IRA. How is this possible?
- A. It is possible for you to make a withdrawal from your IRA on a tax-free and penalty-free basis, provided the withdrawal is reinvested in another IRA within 60 days.

ORDER FORM

ITEM DESCRIPTION	SIZE							TOTAL QTY	PRICE EACH	TOTAL
	XS	S	M	L	XL	XXL	XXXL			
CREW NECK SWEAT	/					/	/			
HOODED SWEAT	/					/	/			
SWEAT PANT	/					/	/			
VEST	/					/	/			
QUILT LINED JACKET **	/									
ADD \$1.75 FOR XXL										
ADD \$9.00 FOR XXXL							*			
ADD \$3.00 FOR EMBROIDERED NAME										

* XXXL(CONTACT JOHN SMITHE FOR ORDERING INSTRUCTIONS)

MEASUREMENTS: _____

SUBTOTAL

ADD \$1.50

FOR POSTAGE AND HANDLING

** EMBROIDERED NAMES: (JACKET) _____

TOTAL AMOUNT ENCLOSED

▪ COMPLETE SAMPLES ON DISPLAY IN TWO LOCATIONS:

SHOREHAM YARD-MPLS DOWNTOWN STORE-MPLS
(JACKET SAMPLES AVAILABLE AT ALL MAJOR TERMINALS)

▪ DELIVERY-4 TO 6 WEEKS UPON RECEIPT OF ORDER AT FACTORY

▪ SEND CHECK MADE PAYABLE TO: **SOO LINE EMPLOYEES ASSOCIATION**

ATTN: JOHN SMITHE EXT 8437 410 SOO LINE BLDG. P.O. BOX 530 MPLS, MN 55440

SHIP TO:

NAME _____

ADDRESS _____

CITY _____

STATE _____ ZIP _____

WORK PHONE _____

HOME PHONE _____

SIZE CHART

	CREW NECK HOODED SWEAT	SWEAT PANT	JACKET
XS			
S	(34-36)	(28-30)	(36-38)
M	(38-40)	(32-34)	(40-42)
L	(42-44)	(36-38)	(44-46)
XL	(46)	(40)	(48)
XXL			(50)

EMPLOYEES
ASSOC. OF

**Soo/
Milwaukee
System**

PRESENTS:

**ACTIVEWEAR FOR
FALL**

ORDER BY SEPT 17th!!!!



Adult Hooded Sweat Shirt \$15.00

- HEAVY WEIGHT
COTTON/POLY BLEND
- DRAWSTRING HOOD
- MUFF POCKET
- COLOR:
GREY WITH 2-COLOR
LOGO

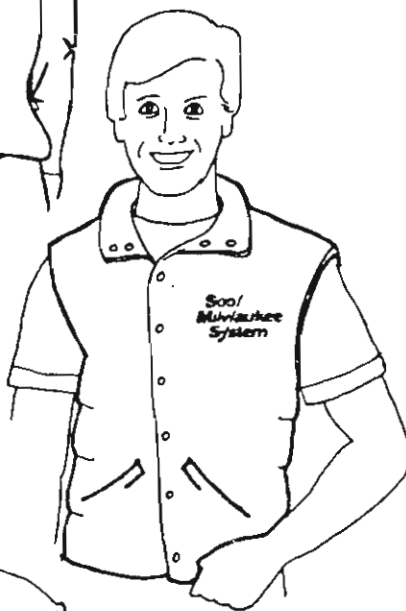
Adult Crew Neck Sweat Shirt \$12.00

- MEDIUM WEIGHT
COTTON/POLY BLEND
- COLOR:
GREY WITH
2-COLOR LOGO



Adult Sweat Pant \$12.00

- MEDIUM WEIGHT
COTTON/POLY BLEND
- ELASTIC LEG BOTTOMS
- DRAWSTRING WAIST
- COLOR:
GREY WITH LOGO
ON LOWER RIGHT LEG



Adult Quilt Lined Jacket \$34.00

- 100% OXFORD NYLON
- WATER REPELLENT
- SNAP FRONT CLOSURES
- COLOR:
RED WITH WHITE TRIM
AT COLLAR, CUFFS,
AND WAIST
2-COLOR LOGO



Sleeveless Insulated Vest \$24.00

- QUILTED 100% NYLON
- 100% POLYESTER FILLED
- SNAP FRONT
- MACHINE WASHABLE
- SLASH POCKETS
- BYRON COLLAR WITH
SNAPS
- COLOR:
RED WITH 2-COLOR
LOGO

FOR ALL SIZING:
REFER TO
ORDER FORM

OUR SYMPATHY

Mary Mitchell, a long-time employee with the Milwaukee Road, passed away recently at Chicago.

Mary came to the Billing Department in 1970 as a sorter. Working with her was a pleasure. She had a great sense of humor. She was a warm, caring and generous person, a terrific listener for those of us who needed a shoulder to cry on. We once asked her if she was Irish, and she laughed and answered, "Is the Pope Catholic?"

She left the Billing Department in 1976 to work in Sales Control. Shortly after that she retired to marry for the first time and take up residency in Florida.

She was also at one time employed in the Passenger Department and Reservation Bureau. She returned to Chicago recently from Florida.

We extend our sympathy to family and friends.

At Chicago Union Station we are experiencing changes in concert with the merging operations of the Soo/Milwaukee System. Relocations are the order of the day, and Chicagoans are making that transition from the "Windy City" to the "Twin Cities" - land of King Boreas and the Ice Carnival and home of the famed Hubert Humphrey domed stadium.

Kemma Johnson
Newsletter Editor
Room 224
Chicago Union Station

