Hazardous Spills

A Spill Contingency Plan has been developed to aid railroad forces in dealing with incidents that involve spillage of oil or other hazardous materials. In his announcement, President Smith noted: "As a transporter of hazardous materials, it is our moral and legal obligation to provide for the protection of the environment."

Each year the Milwaukee handles about 150,000 carloads of potentially dangerous materials, including chemicals, gasoline, kerosene and industrial gases. Additionally, we have over 8.5 million gallons of stationary petroleum storage facilities.

The Plan is based largely on the National Oil and Hazardous Substances Pollution Contingency Plan prepared by the federal Environmental Protection Agency (EPA) and consists of four major sections: discovery and notification; evaluation and initiation of action; containment and countermeasures; removal and disposal.

Listed are procedures for each category, government agencies to be notified and contractors and suppliers by state and city in the event railroad crews need outside assistance.

Beet Business

Heavy rains and flooding in the Red River Valley region of South Dakota and Minnesota did little damage to sugar beet and wheat crops in that part served by the Milwaukee Road.

In early September the Southern Minnesota Sugar Beet Cooperative's new processing plant at Renville, Minn. begins full operation. Served exclusively by the Milwaukee, this plant is expected to produce each year 80,000 tons of sugar, 43,000 tons of molasses and 39,000 tons of sugar beet pulp.

Providing rail service for the Renville facility will be a major operation. In addition to other cars, 43 new 100-ton capacity airslide covered hoppers will be assigned. The seven-day-a-week service each day will handle four hoppers of sugar, two or three of beet pulp and two jumbo 20,000-gal. capacity tank cars of molasses. Daily inbound traffic will consist of 15 gondolas of coal and four to seven cars of limestone.

Next year's outlook is even better in that a sugar beet plant with similar capacity may be built on our tracks at Appleton, Minn.

The company is presently substituting trucks for freight cars in order to move wheat between Grass Range and Lewistown, Mont. This service is available because portions of the line between these points were washed out by heavy rains and flooding.

The trucking is being handled by Milwaukee Motor Transportation Co. under rail rates. At Lewistown the wheat is loaded into hopper cars for final movement by rail. The substitution of trucks for trains ensures that shipment service will not be interrupted.

Plans are under way for the construction of a microwave communications system linking Milwaukee Road facilities at Madison and Portage, Wis. This project includes construction of 100-ft. supporting towers at Portage, Arlington, and just outside Madison.

Since early July the Milwaukee has been moving large volumes of U. S. Mail in both directions between Chicago and points along its main line route to the Pacific Northwest. This seven-day-a-week service involves movement of mail in trailers carried piggyback on flat cars. Volume is expected to be about 270 trailers a week.

Mail will originate and be delivered at Chicago, St. Paul, Billings, Great Falls, Spokane, Seattle and Portland. The Milwaukee Motor Transportation Co. (MMTC) will provide cartage service to and from local post offices.

We also have been awarded two other contracts to carry mail throughout our 16-state service area, which also involve MMTC.
Soft coal shuttle billed a hit on the Milwaukee

Six trains a week cycle special cars
700 miles in massive Dakota mine-to-plant movement

In 1967 R. O. M. Grutle telephoned the Milwaukee Road for an estimated rate factor covering a movement of low-sulphur lignite coal from Gascoyne, N. D. to a planned power plant in the vicinity of Ortonville, Minn. Grutle is vice president-production of Otter Tail Power Co., Fergus Falls, Minn., and the impact of his call has been thunderous.

It set in motion a series of activities, a massive involvement of our personnel and a large company investment in power equipment that in 1975 equates to what is termed a 'perfect' unit train operation. In brief, that phone call resulted in today's movement of six trains a week, each consisting of one hundred 100-ton capacity cars of lignite coal in a 350-mile one-way shuttle from surface mines at Gascoyne to the now complete 440-MW power plant at Big Stone City, S. D. All movement is under Milwaukee Road power, all on our tracks.

Annual volume for at least the next 25 years will run about 2½ million tons. In dollars and cents, that means about $5 million a year in gross revenue. Increased operation expenses are covered by a rate escalation clause, reviewed each year.

The Big Stone Plant is a triumvirate joint venture of Northwestern Public Service Co., Huron, S. D. (32½% interest), Montana-Dakota Utilities Co., Bismarck, N. D. (20%), and Otter Tail (47½%). When the phone call was placed eight years ago, about the only thing certain in the entire proposal was that a power plant would be built somewhere in or near Ortonville.

It was eventually determined that a location utilizing water from Big Stone Lake in the northeast corner of South Dakota—which was on our tracks—would be most feasible for the mammoth multi-million dollar facility. This decision came after several engineering studies on site evaluations conducted by Bechtel Power Corp., San Francisco, and a joint genera-

Opening and closing of lids on covered hoppers is completely automatic. In-transit coal savings from lids on 350-mile trip is estimated 100 tons.
Consist of unit coal train snakes around loop spur at Gascoyne, N. D. mine as it moves in for loading.

A major consideration in rate proposals for this one-of-a-kind unit coal train operation was that Bechtel had in 1967 made the decision they would supply the necessary 232 specially designed flat-bottomed gondola cars, not us. We were therefore not required to extend capital expenditure for this sizable new fleet.

Engineer readies Pace Setter in lead locomotive as train prepares for movement through loading scroll.
purchased eight new SD40 locomotives for exclusive use between mine and plant. There is a maximum of .5% loaded grade throughout the eastbound trip, which goes slightly higher on the loop going into the plant. Using four units, we have the necessary horsepower.

The steel gondola cars, manufactured by Thrall Car, are probably the most unusual aspect of the entire operation. Developed by Bechtel in cooperation with the Milwaukee, the carriers each have a system of five hinged roof covers made by Stanray Corp. that allow rapid and fully mechanized loading and unloading.

Advantages of the lids basically are threefold:

1) Moisture caused by rain or snow will not gather in the lignite, while freezing problems are reduced through the lids' assist in heat retention (lignite loads between 38° and 40° F.);

2) Snow will not accumulate in empties which would cause a buildup of frozen lignite within the cars which, because it would prevent complete dumping, would reduce carrying capacities;

3) Environmental problems are eliminated and transportation economy is boosted as the lids prevent wind-blown loss of the light coal which in transit has a high percentage of fines. Savings of coal are estimated to be as much as one percent, or a hefty 100 tons each trip.

Loading the cars is a scheduled four-hour operation on a loop spur capable of holding the entire 100-car train. This loop, a track design also employed at the plant, allows train direction to be reversed without switching.

The car lids are equipped with roller masts. As the train moves through the loading area under control of a Vapor Corp. Pace Setter that governs its speed to about one-third of a mile an hour, a bar pressures the side-mounted unlatching mechanism, popping open the spring-loaded lids.

The masts are then engaged in a 460-ft. long, ground mounted 'scroll' rail. The scroll gradually raises each lid to an open position before each car passes through the loading site where a pant-leg type of chute beneath an over-track tipple floodloads it, entirely under the control of but one man.

Conversely, the descending portion of scroll rail lowers the hinged lids as the train moves along until a pressure bar engages and firmly relatches each one in its closed position. Five lids on each car lessen stress on the roof as it is being opened and closed.

Before this scroll apparatus was put into actual use at the mine, it was first constructed alongside a section of tracks at our Milwaukee yards for extensive testing. Hundreds of passes were made by a 70-ton gondola to determine durability of the scroll rail, car lids, masts and latches. (The original plan called for this size car in the unit trains.)

Subsequently, our dynamometer test car accompanied this gondola on the road in normal traffic movements. All acquired data from strain gages, acceleration measuring devices and other measurements indicated nothing critical or inoperable. Actual service of the 232 cars in this usage has well proved out their durability and excellent design.

"It is a sacred trust for a railroad to handle coal for a power plant that services energy to so many people," Burke said. "And the relationship between plant personnel and the Milwaukee Railroad is close. There are no real problems, no conflicts between

George Sweda (l.), conductor, Aberdeen Division, checks cars moving through loading tipple. Gary Anderson, console operator, controls flow of lignite through chute loader in background.

Map shows route between Gascoyne and Big Stone City.
Rotary dumping mechanism at Big Stone Plant overturns each car to empty coal onto open steel grid and through to a conveyor. The grid function is to break apart any large pieces of lignite that may have formed during transit. If one does develop, we all sit down and talk it through. It is so much easier to resolve problems when there is but one transportation line involved.”

Garelick stated: “Although the life of a normal power plant is about 35 years, we are hoping that because they have plenty of property available at Big Stone the power company may go to a second unit to extend the life of the plant... and our service. Right now that seems very probable.

“As for supply,” he added, “that’s no problem. Western North Dakota is filled with low-sulphur lignite.”

Dumping the coal at Big Stone is an operation as simple as loading. Unlike the mine operation, however, where the train moves on its own power governed by a pace setter, an automatic car positioner moves the unit train forward one car at a time. A rotary dumping mechanism clamps each car (all have swivel couplers) to a track platform, then rotates it to an almost completely inverted position.

As each car is rotated, its lids open and the lignite falls some 12 feet to a grizzly, or open steel grid, and through to a three-carload-capacity hopper that supplies a 3,000-ton/hour conveyor belt. Beyond the dumper, the car lids are mechanically forced downward and relatched.

A special caboose on each train conforms in length with the gondola cars to act as an anchor unit for the last car to be unloaded. They are 56 ft. 5½ in. cars mounting standard Milwaukee Road caboose bodies.

Typically, a 100-car unit train will complete the 700-mile round trip cycle in 48 hours. This sched-
Management training gets off to a good start

During the week of July 14, 10 Milwaukee Road trainees benefited from a week-long management-orientation training program held in Chicago under direction of the Personnel Department. Here are some participant comments:

“All presentations by department heads were very informative. I was most impressed that these people seemed to really care about our future.”

“Those in charge of the program always had time for us; no question went unanswered.”

“It gave me the feeling of being part of the entire corporation rather than of just one department.”

“We were brought to the realization that this railroad is people working together and doing an excellent job of making this organization what it is today and what it will be tomorrow.”

The week was a full and a successful one for the management trainees. As R. J. (Bob) Schultz from Signals & Communications said: “There just wasn’t enough time. I feel a second week would be the most beneficial addition to the program.”

The five-day session was the Corporate Management Trainee Orientation segment of our recently instituted Corporate Management Program. This nine- to twelve-month training plan was established to provide the company with professionally trained supervisory and management personnel.

Each department has selected a training coordinator who, with the assistance of Rosemary O’Connor, asst. manager, education and training, prepared the trainee program, tailoring it to each participant’s background, Milwaukee Road experience and career goals. Throughout, all trainees will be exposed to a wide range of subjects and experiences basic to railroad management.

During orientation, trainees viewed audio-visual presentations, heard talks by department heads and toured Union Station offices, Bensenville Yards and the Milwaukee Motor Transportation Co. facilities there. They participated in workshop sessions and were given hour-long talk and discussion periods both by W. L. Smith, president, and W. J. Quinn, chairman of the board.

“The entire concept is in response to a suggestion by President Smith and Mr. Quinn that we develop a corporate management training curriculum to supplement on-the-job training within individual departments,” explained Robert E. Sellards, asst. director, education and training.

“Applying to all departments, it is directed to entry level man-

Trainees visit the hump during tour of Bensenville Yards.

A tour of Union Station offices was part of management training week-long schedule.
In the second phase, trainees are assigned to the area of specialization in which they show particular ability and interest. These areas include operations, traffic, market development and pricing, engineering, finance and accounting, purchasing. Also included are systems and procedures, personnel, labor relations, law, real estate, corporate communications, mechanical, transportation and corporate planning.

Successful completion merits the trainee an appointment to a position at a decision-making level in his or her specialized field.

Selection of the present group followed a foundation procedure that will continue in future corporate management programs. Applicants are recruited and interviewed by the personnel department for subsequent top candidate recommendation to the specialized area each prefers.

"If our orientation week was any indication of what we may expect from this entire program," said Sellards, "and we suspect it is, we may look forward to many management rewards as it progresses.

"Presently, as economic conditions improve and manpower needs arise, trainees will be added on a regular basis. We know there is considerable management talent in our ranks that urgently calls for development," he added. "And we find that the Corporate Management Program is making important and efficient strides to fulfill this need."

**Notice**

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

By notice dated February 10, 1975, we informed you that we had applied to the U.S. Department of Labor for an extension until June 30, 1975 of the need to amend the plan instruments under which the above-indicated plans are established and maintained to comply with Sections 402, 403 (a), (b) and (d), 406 (b) and (c), and 410 (a) of the Employee Retirement Income Security Act of 1974. The purpose of this notice is to inform you that the Secretary of Labor has now extended the postponement of the applicability of those Sections (except Section 410 (a)) until not later than January 1, 1976.

L. W. Harrington
Vice President-Labor Relations & Personnel
CMSt&P R.R. Co.
Dan Josh
Comptroller
The MMT Company

July 22, 1975

**Lawyer will teach**

Ray Merrill of the Law Department in Chicago will teach a class at Elgin Community College, Elgin, Ill., starting September 8, Monday, 7-9 p.m., for the 12-week fall term. Title of the non-tuition course is "Healthy Economy versus a Healthful Ecology," and Merrill reports it a refinement over a class he handled last year... "Your Right to a Healthy Environment." Ten Milwaukee Road employees completed the 1974 course.
60 Years Ago—1915

205149 is the number of a C., M. & St. P. 41-ft. box car now standing on the Quay at Vera Cruz, Mexico, directly opposite the building occupied by Carranza, the self-declared Constitutionalist President of Mexico. A curious public is ever eager to see the inside of this apparent 'treasure house,' but as it is surrounded by a strong military guard, its contents remain a profound secret.

W. G. Carrotte, chief clerk to Agent Alleman, and Clara Field, stenographer for Mr. Alleman, were united in marriage at the bride’s home in Puyallup. Outside of the minister having been pinched for speeding while en route to perform the nuptials, there was not much excitement.

Our genial Superior Division baggageman, Otto Falk, wished to weigh the new arrival, but was unable to find the family scales. Just then the ice man called and his scales were pressed into service. The baby weighed 40 lbs.—the ice man was told he needn’t return.

Wm. Rollinson, section foreman at Mitchell Yard, has bought a new horse and buggy. He says: “No automobiles or Fords for me.”

Several of our boys at the Savannah roundhouse have purchased some of the New Combination Suit overalls and look very ‘Cute.’

Cayenne pepper is excellent to rid cupboards of mice. The floor should be gone over carefully and each hole stopped up with a piece of cloth dipped in water and then in cayenne pepper.

A pay car went over the P. S. Lines, giving us our May checks. Our memory went back to over 30 years ago, but when we went into the car and looked around, we missed the gold, silver and currency scattered over the desk . . . our chink in dollars and cents.

Men’s pantaloons this season will be provided with two legs. Simplicity is the keynote . . . Creases will extend from the bottom of the leg to 4.5 in. above the kneecap, the crease being produced by pressing; always remove pants from your person while having them pressed. White chiffon draped into a ruffle about the bottoms should attract attention.

When seated, one should always hitch up his pantaloons so that the bottom of the leg will be 8.1 in. above the shoe top. You should carry a pocket rule and take measurements three times a day until you have attained the correct limitations. Some persons paint a bright red stripe across the hose at the right elevation so as not to be compelled to carry a rule. (This was a parody on a women’s fashion column.—Ed.)

As the Territory of Dakota had been the haunts of hostile Indians—memory of the fate of the Sioux in 1876 did not add to the feeling of security among construction forces as they labored to put sinews of steel across those wonderful prairies, and you will find men still in service who can recall that more than one of those pathfinders for the Iron Horse fell victims of the tomahawk and the vengeance of the red men.

On July 14, 1881, we opened for business into Aberdeen; in 1880-81 the branch was built from Milbank to Sisseton; in 1887, from Orient to Eureka — the latter city for years held the record for being the largest grain shipping point in the world. The Jim River Line, from Aberdeen to Mitchell, was built in ‘81 and ‘82; and subsequently it was extended from Ellendale to Edgeley, N. D., reaching the latter point in 1886. The Fargo & Southern Railroad, begun in 1883, was completed into Ortonville in August of 1884 and taken over by the Milwaukee in ’85.

30 Years Ago—1945

The Fire Prevention Trophy, signifying the achievement of the Road’s most outstanding record in fire prevention during 1944, was presented to Supt. R. A. Woodworth of the Madison Division.

To date there are more than 400,000 soldiers, sailors, marines and their female counterparts in whose opinion Aberdeen, S. D. has been elevated to a high position because of the Red Cross-USO canteen in the Milwaukee depot where honest-to-goodness pheasant sandwiches can be had—for free.

Red Cross May Report, Milwaukee Chapter, The Milwaukee Railroad Women’s Club: Donated to Home Service $6.02. Surgical Dressings 4 x 8’s 1,030, Surgical Workers 81, Surgical Hours 346½. Knitting crocheted two A.R.C. afghans 50 hours, Civilian Mufflers 100 hours, Army mufflers 30 hours. Army sleeveless sweaters 44 hours, Army pilot sweaters 36 hours, making 260 hours. Total of 606½ hours worked by group.

10 Years Ago—1965

Milwaukee Chapter of the National Assn. of Railway Business Women, composed mainly of women employed in our company, was selected as one of eight winners of Achievement Awards in the 1965 Kate Shelley public activities competition sponsored by Modern Railroads magazine.

A new development in our piggy-back service was highlighted at Great Falls, Mont. on June 17 with the departure of train No. 196 carrying two van-loads of fresh meat that had originated at the plant of the Needham Packing Corp. of Montana, and two loads of copper rods from Anaconda Wire & Cable Co., Black Eagle, Mont.

Clerk Frank Voldan, Chicago, secretary of the Milwaukee Road Employees’ Assn., reports that on June 5 employees and their friends to the number of 340 enjoyed a delightful outing at Schwartz’s Resort, Elkhart Lake, Wis.
Power desk 'plays chess' on a 16-state board

Take more than 10,000 miles of track, add some 30,000 freight cars, 780 diesel locomotives and 441 cabooses. Combine this equipment to make 100 major scheduled freight trains and hundreds of smaller ones. Set the system in motion and the result is a typical day's operations on the Milwaukee Road.

Coordinating the movement of trains and locomotives at each location is vital to the smooth flow of traffic on the railroad system as a whole. At the top of this system-wide structure of control is the transportation control center, which has as its best-known part the power desk, a small room at Chicago headquarters from which constant watch is kept over the railroad's trains.

Larry Nigus is in charge. An employee since March, 1942, he has been assistant director of the control center nearly three years. With four assistants, Larry implements a daily plan to get the best possible use of each of the locomotives.

While a major job of the power desk is locomotive assignment to interdivisional trains, control over local operations is divided among the eight geographic divisions of the railroad. Each is headed by a superintendent who is in charge of day-to-day train service within his territory. His staff controls a local pool of locomotives and cabooses, and even though general power assignments on trains operating within a division are ultimately under power desk supervision, each division has freedom to vary operations within its area under normal conditions.

Working on the perpetually manned power desk is much like playing a giant chess game on a board that extends from Kentucky to the state of Oregon. Under Director William Plattenberger, the transportation control center supervises a system-wide strategy to keep rail traffic flowing efficiently, a strategy that also depends on Carscope, its computer system service that keeps track of freight cars throughout the system.

In addition to equipment movements, power desk personnel must also know the characteristics of each locomotive on the Road's power roster—how much tonnage a unit can pull... when it is due for scheduled maintenance... whether it is best suited for long-distance hauls, climbing steep mountain grades, or pulling branch-line trains.

Another key role in this phase of the company is close affiliation with the Mechanical Dept. to keep abreast of the maintenance status of the proper shops. If possible, a unit is assigned on trains en route to its next shop overhaul.

The center is part of the Transportation Dept., headed by Genl. Supt. R. E. Beck. Both the center and the Transportation Dept. are functions of the Operating Dept., which is directed by F. G. McGinn, vice pres. Plattenberger, who is control center director, works directly with the railroad's two general managers, Bing Torpin and Del Burke, to monitor each day's train performances. (Bing is in charge of two operating divisions on Lines West, which include all territory west of Miles City. Del heads up divisions east of Miles City.

Because of center reports, the transportation section can monitor and expedite movement of special freight shipments. As well, progress of new unit trains and multiple-car shipments is under constant surveillance of the center for reporting to the general superintendent of transportation.

Further responsibilities keep the center in close touch with the Traffic Dept., providing it with information about train performances and capabilities to better meet needs of customers.

Looking at the actual operations of the control center, one finds minute-by-minute news reports constantly funneling into the power desk 'brain center' via telephone. Information includes such items as train arrivals and departures, condition of locomotives, and number of freight cars on hand at each key location.

To enable decisions that will affect the next day's operations, regular reports are drawn up from this vast information for circu-

Heavy rains and melting snow triggered Harlououton's worst flood in 64 years, and with it came increased stress at the power desk.

(Photo by Bill Wilkerson and Stan Tichenor)
loration to key individuals, providing them with the input they must have on the current status of trains, their operations and their equipment.

Often, it is the power desk that first gets news in the home office of unusual events. A phone call from a Montana train dispatcher, for example, might bring initial warning that Chicago-bound freight trains are being delayed by a major flood, which has been a late spring problem this year around Harlowton. Such a local event can chain-react throughout the system, and if several major transcontinental trains get caught up in such a delay, freight shipments at other terminals will sit idle.

As a result of the power desk alert, general managers may quickly recommend detours over alternate routes. Division superintendents may want to start make-up trains from terminals farther east to clear out loaded freight, cars that otherwise would build up in volume until trains reached them.

Tied-up locomotives on delayed trains naturally will put a power squeeze on destination terminals. But because of the Milwaukee’s lengthy system—when some trains will use the same locomotives from Chicago to Tacoma—the long-range effect means that a power shortage may not be evident for as much as four days after the initial delay.

Thus before any major decisions are actually implemented on a sudden realignment of power and equipment, the system-wide impact of all alternatives is weighed by the transportation control center. It is from there that the final decisions will emerge.

In more normal functions of its operations, the center maintains a detailed freight train manual that spells out the manner in which cars, engines and cabooses are to be assembled on every train, from the biggest transcontinental freight to the smallest once-a-week division patrol.

Schedules are developed with the notion of moving this assigned equipment in continuous round-trip cycles to make certain that specific locomotive types are returned to a terminal in time for servicing and another cycle. Careful logistics enable the railroad to keep its locomotives, which represent a total investment of $140 million, performing useful work as much as possible.

And behind this important phase of over-all system efficiency is the transportation center which, with such key elements as the power desk, Carscope and other services, keeps the fleet rolling on schedule toward better profits from the Milwaukee Road dollar.

Northeast rail plan to Congress

The United States Railway Association (USRA) has submitted its Final System Plan to the Congress. It calls for a three carrier northeast rail network consisting of Consolidated Rail Corporation (ConRail) and expanded Chessie System and Norfolk and Western.

Congress has until Nov. 9 to approve or reject the USRA plan. If no action is taken by that date, it goes into effect automatically.

Contained are these basic proposals:

1) Consolidation of seven bankrupt railroads in the northeast into a 15,000-mile system in 17 states;
2) Abandonment or subsidization of nearly 6,000 miles of light density branch lines that carry about 2% of all traffic in the area;
3) $2.5 billion in Federal aid;
4) Various regulatory reforms;
5) Improved passenger service;
6) The sale of approximately 2,000 miles of rail to solvent lines to create competition for ConRail in major cities;
7) $4.2 billion for track rehabilitation over a 10-year period;
8) $1.7 billion worth of new locomotives and freight equipment.

The USRA plan calls for financing of the entire proposal by a government investment of $1.85 billion plus a $850 million contingency fund to cover any unforeseeable financial problems.

Hard hat suffers, but worker is OK

Carman Gene Iwaszuk of Bensenville felt more than lucky recently when a jagged piece of metal struck him on the head...and he walked off without any serious injury.

At 9:30 a.m., May 20, he was at work on a crane track changing out a brake shoe...a normal job that requires but normal equipment. And normal to every safety-conscious man in that kind of work is a safety helmet—a hard hat. Gene had his, and in the right place.

On his head.

He was in a kneeling position when a passing gas truck struck the guard railing above on the Northwest Tollway overpass.

The vehicle tore out about 100 feet of aluminum rail that shattered and rained down on the work area below in pieces as big as a foot in length. Even though Gene was the only man hit, there were many other employees around.

And ironically, he was the farthest away from the accident impact, but the only one to get hit. Hard. A jagged piece of rail flew down and thumped his hat with force enough to dent it.

Gene stated that definitely if he had not been wearing his hard hat, he would have sustained a serious head injury.

Invalid objections to wearing hard hats include: “I don’t work in an area where I have to be concerned about falling objects...” Or, “I work out in the yards and there’s no need for a hard hat.”

Sure, it may be hot, and cumbersome. But it may save your life. Hard hats help. Wear them.
Chicago Division

Dorothy W. Bartlett, steno-clerk, Chicago, Ill., 5/30.
J. P. Falout, switchman, Chicago, 5/30.
J. P. Falout, switchman, Chicago, 5/30.
Donald E. Hanify, switchman, Bedford, Ind., 4/1.
Joseph Hargita, switchman, Bensenville, Ill., 5/30.
Kenneth R. Hinz, checker, Chicago, 6/2.
P. V. Mather, Jr., sig. engr., Chicago, 5/30.
Donald R. Poole, loco. engr., Bedford, 4/15.
Philip D. Scorza, rate clerk, Chicago, 6/18.
Frank E. Shafer, carpenter, Bedford, 5/30.
Francis H. Toland, electrician, Bensenville, 5/29.

Milwaukee Division

Roman Farence, painter, Milwaukee, 3/21.
Theodore Frank, electrician, Milwaukee, 6/3.
Nelson N. Hunting, carman welder, Milwaukee, 6/3.
Norman M. Ingwaldson, mach., Milwaukee, 6/19.
Monroe H. Leeman, engr., Milwaukee, 6/7.
Ceryl C. Mennen, switchman, Milwaukee, 6/30.
Raymond A. Sear, chief clerk, Milwaukee, 6/4.

La Crosse Division

Kermit C. Cawley, car clerk, Portage, Wis., 6/6.
Howard F. Haff, agent, Merrill, Wis., 5/31.

Here's how we're doing...

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<th></th>
<th>Second Quarter Ending June 30</th>
<th>Six Months Ending June 30</th>
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<td>RECEIVED FROM CUSTOMERS:</td>
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<td>for hauling freight, passengers, mail</td>
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<td>$102,940,550</td>
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<td>PAID OUT IN WAGES:</td>
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<tr>
<td>(Labor in operating expenses)</td>
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<td>43,642,677</td>
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<td>Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act</td>
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<td>7,440,284</td>
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<tr>
<td>ALL OTHER PAYMENTS:</td>
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<tr>
<td>for operating expenses, taxes, rents and interest</td>
<td>53,811,317</td>
<td>48,206,539</td>
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<td>Ordinary Income (loss)</td>
<td>($14,485,699)</td>
<td>$3,651,050 $(30,976,683)</td>
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<td>CAR LOADS OF REVENUE FREIGHT CARRIED:</td>
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<tr>
<td>Number of cars</td>
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<td>251,443</td>
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<td>1975 under 1974</td>
<td>45,490</td>
<td>65,275</td>
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Departments restructure their job titles and responsibilities

Significant changes in the Labor Relations, Personnel and Social Counseling Departments all have been targeted to further sophisticated operations of this employee-directed group that undertook a major expansion in June, 1973. Changes cover promotions, titles, abolishments and appointments.

“This new department structure will give us increased flexibility within the Departments, as well as between them,” said Larry W. Harrington, vice pres., Labor Relations. “It also provides a more functional realignment of responsibilities that better places the employee to realize his fullest capability.”

Other key advantages of the Departments’ new structure are reduction of payroll costs and of positions. Title changes were made to more readily identify areas of responsibilities, and several persons were moved into assignments that will enable them to make greater contributions than were previously possible.

Appointments include Earle D. Adamson to asst. vice pres.-personnel and Nicholas H. Derrough to director-EEO programs. In Labor Relations, Raymond H. Kentner and Walter D. Schultz are appointed managers; Robert L. Hicks, Jr., is now senior labor relations officer; Phillip E. O’Connor is labor relations officer.

In personnel, Geraldine A. Peters has been appointed compensation analyst and Judy A. Bartela and Joyce M. Schultz are organizational analysts. Title and responsibility changes include Allen M. Christofferson to asst. director and Grace Baltazar to asst. manager, recruitment and employment; Robert E. Sellards to asst. director and Rosemary O’Connor to asst. manager, education and training; Ann DiBenedetto to asst. manager, salary administration.

Other changes include Kathleen Kol to asst. manager, human resource planning; Richard W. Simmons to coordinator-organizational research; Joe Marcheschi to asst. manager, personnel planning; Michael J. Loeser and Bernard M. Gregg to personnel planning analysts. Barry M. Cornwell was appointed regional personnel manager-Lines West, with headquarters at Seattle. This position is a new regional operation of the Personnel Department in order to provide a more effective personnel function for employees in the Western Region.

The Medical Department-Lines East and the Medical Department-Lines West are combined as the Medical Services Division; Myron J. Tremaine, M.D., is chief medical officer. Doris M. Flore is now social counselor in Chicago.

Titles abolished were director-organization and manpower planning; asst. director-management and personnel development; asst. director-human resource programs; asst. manager-recruitment; asst. manager-employment; asst. manager-training and development; asst. manager-service bureau; one compensation analyst; manager-community action programs; chief surgeon-Lines East; chief surgeon-Western Region.

Retirements—
(Continued)

William E. Smoka, staty. fireman, Minneapolis, 5/15.
Kermit Sutton, gen'l. fnnn., Minneapolis, 5/15.

Aberdeen Division

John E. Clawson, sec. fnnn., Tarkio, Mont., 6/3.

IM&D Division

Robert J. Dyer, diesel house laborer, Sioux City, Iowa, 6/3.
Robert F. Johnson, clerk, Mankato, Minn., 5/30.
Raymond McCann, engr., Austin, Minn., 5/7.

Charles J. Thompson, loco. engr., Austin, 5/30.
S. E. Tovar, gen'l. fnnn., Sioux City, 6/2.
Leroy F. Williams, chf. revising clk., Austin, 5/30.

Rocky Mountain Division

Elmer Gilbertson, carman, Miles City, Mont., 6/15.
C. W. Ritterodt, sec. laborer, Roundup, Mont., 6/2.
Robert Ruzick, sec. laborer, Ryegate, Mont., 2/7.
Laverne White, sig. mtr., Miles City, 6/6.

Coast Division

Stewart C. Marler, carman helper, Spokane, 5/30.

This July accident report was filed in the La Crosse Division.

"On July 16, 1975, Work Extra No. 30 was delayed 20 minutes when crew stopped to help remove horse that fell through and became stuck while crossing bridge two poles west of Kegonsa State Park Road (near Mile Post 123, between McFarland and Stoughton, Wis.). Horse belonged to Stickelstad Stables, Route No. 1, Stoughton, Wis. Injuries only to horse."
from a recent illness.

Credit Union

The Milwaukee Credit Union held its annual meeting on Mar. 1 at the Puyallup Elks Lodge. William A. Martin and Daniel P. Cartwright were elected directors and Helen Ivory credit committee member.

Division Engineer's Office


Bob and Betty Butler are the parents of a daughter, Michelle, born May 1. Bob is asst. div. engr., Tacoma, and Betty is formerly asst. supt. steno, Tacoma.

Operating Department

Jack Wise,fld.instr., won the first annual Huntsman-Wosinski Memorial Golf Tournament. More than 50 Milwaukee employees and retirees competed for the trophy. The tournament is in memory of Robert P. Huntsman and John A. Wosinski; before their deaths both men worked in the Trans. Dept.

Superintendent's Office

Phyllis (Best) Price, former supt. ofc. worker and presently a West Germany resident, visited Tacoma in June. A luncheon was given at the Tacoma Elks Lodge.

Retirements

Maurice T. Sevedge, coast div. supt., retired May 17 after 38 years of service. More than 300 friends attended a retirement dinner on the evening of April 26 at the Federal Way Elks Lodge. An electric golf cart was presented Maurice which is expected to be much used at the Sevedge's new home in Sun City, Ariz.

Seattle

Lena J. Derr, Correspondent

Office of Assistant Vice President-Sales

Law Department

Mrs. Nancy Olson is taking the place of Joanne Williams, secy.
Nancy graduated from the Univ. of Southern California, majoring in legal secretarial work.

Adjustment Services
Hugh McCann, dist. mgr., vacationed in Europe.
Roy Jorgensen, reg. mgr., and his wife vacationed in their motor home touring the West Coast.

Finance & Accounting
Elise Paluch, formerly of the Port Townsend Railroad, joined our department.

Judith Tomkovic was Judi Sawyer before her marriage May 23.

International Sales
William R. Hayghe was appointed mgr., int'l. sales, on May 1.

Retirees
The Seattle-Tacoma Retirement Club's picnic is scheduled for Aug. 14 at Lincoln Park, Tacoma; the Tacoma Women's Club will participate.

B. E. Lutterman, retired vice president, and his wife visited Europe.

Mrs. O. R. Anderson has returned from a trip to the Orient.

Assistant Vice President-Sales
In July this correspondent, Lena Derr, vacationed in the southeastern part of our United States.

Spokane
Ethelyn Calavan, Correspondent Office of Assistant Superintendent

Ernest Daniel, sec. frmn. at Spokane, retired May 31. He and his wife were honored at a cake-and-coffee reception where Ernie was presented with a cash gift.

On June 17 friends of Harry Ehmer gathered at the Holiday Inn to honor his June retirement and present him with a monetary gift. Harry and his wife, Dorothy, will live in Seattle.

George Cooper, agent at Metalline Falls, is back after open-heart surgery.

Ross R. Snider died at the age of 80. He was a trainman with the Milwaukee for 45 years.

Rocky Mountain Division

Deer Lodge Area
Barbara Wales, Correspondent Office of Division Engineer

Butte (Mont.) Sec. Frmn. Tom Byrne and his wife are enjoying their first child, Danelle Christine, born Apr. 28.

Dispr. Al G. Wilson died recently after a brief illness. He had been with the Milwaukee since 1937.

Rdmsrt. John Satake became a grandfather for the first time when his daughter, Leslie Moor, and her husband, Eddie, became the parents of a boy, Sean Arlo.

David R. Lintz, son of retired Engr. Bill Lintz, was a graduating senior in the Montana State Univ. School of Architecture at Bozeman, Mont. this spring. Dave received the 1975 American Institute of Architects School Medal Award.

Brakeman and Mrs. Kurt Page became parents of a baby girl, Danette, recently. Danette has two sisters, Veronica and Rikki. Grandmother Betty Patch is an operator at Alberton, Mont. where the Page family also resides.

Retired Clerk Dana Mathews of Lewistown has spent the past few weeks helping out on his son's dairy at Big Forks, Mont. after the younger Mathews hurt his leg in a farming accident.

Eugene F. Anderson, retired Butte clerk, died May 22. He and his wife, Inez, moved to Butte in 1941 where he worked for the Milwaukee until his 1971 retirement.

Three Forks
Boardman Jim Ranney retired after nearly 33 years of service. Jim was a correspondent for the Magazine for many years.
With a service date of June 20, 1914, Carman Clarence Olson (center) of Twin City Terminals is congratulated on retirement by Asst. Car Foreman J. Breen.

Miles City

Ellen E. Roberts, Correspondent Office of Trainmaster

Carman and Mrs. John Higgins are parents of their first child, a son, born June 1.

The Jim O'Connors of Jordan are the parents of a son, Douglas Duane, born Apr. 15. The grandfather is Strkrp. Duane Parks.

Terry Spear, who relieved as yard clerk the past two summers at Miles City, will enter law school this fall in Missoula.

Five-year-old Jeremy Harbaugh, son of Brakeman and Mrs. Lorea Harbaugh, won a new bicycle for

Recent retirees at Sioux City, Ia., are (l. to r.) Engr. H. J. Finnegan (32 years); Conductors Stanley Ruchensky (31) and K. R. South (31); Genl. Sect. Foreman Sol Tovar (39); Conductor L. F. Plendl (32); Brakeman R. B. Pomerico (31).

being the youngest participant to complete a March-of-Dimes Walkathon.

Dorothy Parker, wife of Engr. Rick Parker, is back home after surgery and several weeks of treatments in San Diego.

Pictured with Charley Carson (L), conductor on the Iowa Division, is the 7:00 a.m. transfer crew at Marion, Ia.: from left, Engr. George Machacek and Brakemen L. N. Striegel and D. M. Boyle. Charley retired after 38 years with us.

Michele Virag, daughter of Engr. and Mrs. William Virag, and Amorett Fresso, granddaughter of retired Conductor W. H. Bartley, were named to the National Honor Society in their junior year at Custer County High School.

Retired Engr. R. C. 'Bob' Rushford died in Marmarth, N.D. Mr. Rushford was a Milwaukee employee 53 years prior to his retirement. Burial was in the Riverside Cemetery in Marmarth.

Retired Engr. Peter J. Farley died June 11 at the age of 96. Mr. Farley helped build the railroad into Rapid City in 1906 and had a service date of Nov., 1901. He retired in June of 1944. Burial was in the Custer County Cemetery.

Aberdeen Division

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

Retired Engr. Paul B. Leitner died at a Walla Walla, Wash. hospital. He was employed in engine service at Sioux City 46 years prior to his retirement in 1956.

Rndsks. Laborer R. J. Dyer retired June 9 after 34 years of service. A party was held at the roundhouse in his honor.

Dr. J. R. Westaby died at a Madison, S.D. Hospital staff meeting June 16. He was a Milwaukee Road physician for many years.

Lawrence Palmer died in his home at Madison, S.D. June 15.

Twin City Terminals

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

Retired Car Foreman A. J. Demmers died.

A. W. McCarthy, diesel shop genl. frmnr., is now 4th Degree,

from Great Falls and Harlowton and intermediate points.

Conductor Pete Zvolle retired in March. He was given a complete fishing outfit by his co-workers.

Carman Leonard Eadus was elected to the City Council and joins Electrician Dick Stoltz who is already a member.

Angelo Felix Peccia, 88, died in April; burial was in Harlowton Catholic Cemetery. His career with the Milwaukee spanned from 1921 until 1958 when he retired.

Patricia O'Neil, daughter of B&B Frm. Richard O'Neil of Harlowton in April married Leon Ruble of Billings at Trinity Lutheran Church in Harlowton.

The Harlowton Milwaukee Women's Club held a family dinner at Senior Citizens' Hall.

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Terry Lynn Schubring became the bride of John Nilles, son of Chief Clerk and Mrs. Ralph Nilles of Merrill, Wis., La Crosse Division. The wedding was at Immanuel Baptist Church, Wausau.

Knights of Columbus. He received the honor during a ball at the South Radisson in Minneapolis.

Car Dept. Steno. Clerk Lester Broman of American Legion Post 472 was chairman of Memorial Day services of the Navy Rock and Mast at Lake Calhoun, honoring all departed Navy, Marine and Coast Guard veterans.

Kailee Chentek is the new granddaughter of your correspondent, Edna Bowers.

Genl. Car Fmmn. E. J. Lemay's son, Mike, recently married Jane Goeden.

Notification was received of the deaths of Trmnstr. Dale Krider of Minneapolis and DGCF Loren Dindemer of Bensenville.

Mach. Robert McDonald died recently after a short illness.

Henry Myrtvedt reports the recent death of his wife.

Car Fmmn. Max Klospe announced arrival of grandson Brian, born to son David and his wife.

L. Davis, asst. car fmmn., is the grandfather of a new girl.

Iowa Division

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

Services were held in Cedar Rapids for Mrs. Frances M. Kindig who died May 17. She was the widow of Harry Kindig, formerly sect. fmmn. at Louisa, and mother of Asst. Rdmstr. W. G. Kindig of Marion.

Conductor C. E. (Charley) Carson of Marion retired May 23 after 38 years on our division. Friends presented him with gifts at an ice cream and cake party.

Sig. Mntr. Donald W. Binner died May 31 as a result of accident injuries suffered May 29. Don had been employed in the Sig. and Comm. Dept. 21 years.

Lonnie Fune, daughter of Sig. Mntr. and Mrs. Jim Fune of Oxford Junction, started work in Miller's Barbershop, Lost Nation. Ms. Fune graduated in April from Cedar Rapids School of Men's Hairstyling.

At a retirement party held in June at the Longbranch Supper Club, Cedar Rapids, friends honored Rdmstr. John P. Welland of Marion and Agt. Mark C. Hobart of Strawberry Point, both of whom retired May 31.

A. D. (Dean) Woodford, rdmstr. clk. at Marion, was honored at a cake and coffee party May 7. Dean has moved to Perry and is now working as chf. clk. in the div. engr. office.

Fred Arnold, retired Perry rned. employee, and his wife vacationed in Burbank, Calif.

Mr. and Mrs. Leslie Fish are parents of a son. Grandparents are Engr. and Mrs. Keith Fish of Perry.

Retired B&B Employee George Snyder and wife have been on a trip to California.

Retired Engr. Herbert Christisen, Bruce Campbell, son of Roundhouse Foreman and Mrs. Kenneth Campbell of the La Crosse Division, married Mary Louise Skorski May 17 in Rockton, Ill. at the Church by the Side of the Road.

of Perry, received a prize for living in Dallas County for the longest period of time — 89 years. Mrs. Elizabeth Laborde, widow of retired Engr. Harry, received a prize because she has the most living descendants, 110 in all.

Milwaukee Women's Club Member Ruth Rankin of Perry received a 50 year membership in Chapter DE, PEO.

Gail F. Meintzer, area mgr.-sales of Des Moines, carded a hole-in-one at Lake Forest Country Club near Eagle River.

La Crosse Division

Naomi Cline, Correspondent Roundhouse Office, Wausau

The annual luncheon of the Wausau Chapter of the Milwaukee Road Women's Club was held May 13 at the Palm's Supper Club in Schofield.

Thomas Hack, son of Conductor and Mrs. James Hack, was named to the all-star squad of the 1975 Central Wisconsin Conference baseball team.

Brakeman Clifford Klatt was the winner of the singles title in the Wausau City Men's Bowling Tour-
nament, Class B.

It's a daughter, Angela Lynn, for Steno Clerk and Mrs. Robert Benkowski on May 19.

Your correspondent, Naomi Cline, and husband, retired Roundhouse Foreman John, are leaving for a Southwest vacation aboard their Winnebago.

Engineer W. Lonsdorf reports the death of his father.

Kathryn Skidmore, Correspondent Madison, Wis. Roundhouse

Mike Gucciardo's retirement last year marked the end of his 49-year career with the Milwaukee Road. Ninety-eight friends and relatives had a dinner at Nino's Steak House to honor Mike and wife, Rose.

Frank W. O'Neill, 65, retired engr., died Feb. 25.

Elec. Fmrn. and Mrs. David Odegaard had their first baby, daughter Erin Noel. Night Rndhs. Fmrn. and Mrs. Bud Knoop welcomed the arrival of Joanie Lynn, born May 17.

Engr. and Mrs. Bill Westby became grandparents for the first time when their daughter, Susie Schmidt, gave birth to a son, John Wayne, May 25. Engr. and Mrs. Tony Coyne's daughter, Shelly Schmeling, presented them with their second granddaughter, Nickoline, in May.

Milwaukee Division

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

The Club's annual picnic will be held on Aug. 18 in the Milwaukee County Senior Center building in Washington Park.

Mrs. Alma O'Gar died on May 20 and Mrs. Norma Koester died June 14.

Reported on the sick list are Mrs. Lydia Swan, Mrs. Charlotte Schultz, Mrs. Lena West, Mrs. Bess Domstrich and Miss Lillian Suitz. From Phoenix, Ariz. comes word that Mrs. Henry (Marie) Shannon is hospitalized.

On July 6 Mrs. Sylvia Ballard traveled to Portland, Ore. to visit her sister Dorothy and brother-in-law Otto Wustrack.

Mr. and Mrs. John Ehert will celebrate their 62nd wedding anniversary on Aug. 14.

Pat Hoye, Correspondent Car Department

Robert Walton, truck shop carman, died May 4 after being on sick leave since Jan. 8.

June 4 was the retirement date of Nelson Hunting, carman welder in the freight shop. He was a Milwaukee employee nearly 39 years.

Marion Heitsley, scrap sales clerk at Milwaukee, has been off work since April due to illness.

Karen Volkman, stenographer, and her husband, Steve, are parents of a boy, Ryun Matthew, born Apr. 18. Sec. Stockman Isaac Gonzalez and his wife, Martha, are parents of a son, Isaias Antonio, born Mar. 12. Storehelper Faith de Leon and husband, Ramon, became parents of a daughter, Rosanna, born May 19.

Jim Boeshaar, Correspondent Superintendent's Office

Harold Hansch, retired engr.,

Switchman Frank Simunich traveled to Ohio recently where, after 15 years, he met his two daughters, Lori (l.), 22, and Denise, 21.

Janesville, died Jan. 24 at Janesville Hospital. Burial there was in Mt. Olivet Cemetery.

Mrs. Howard Graves, Beloit, wife of retired passenger brake-man, died Apr. 12 at Beloit Hospital. Burial was in Milwaukee.

Mrs. James Ferrero, Beloit, wife of retired mach., expired May 5. Burial was in Beloit.

Floyd Babcock, Beloit, retired engr., died May 18 at Beloit Hospital. Burial was in Iowa.

Conductor L. A. Charland, Jr., of Milwaukee and his wife became parents of twins born May 9.

Chicago Division

Eleanor P. Mahoney, Correspondent Galewood Freight Office

William Raymond Bishop retired May 30 after 42 years of continu-
Paul Mather (center), signal engr., and his wife, Maxine, are congratulated by W. E. Fuhr, asst. ch. engr., on occasion of Paul's retirement after 40 years with the company. The Mathers plan to move to Tigard, Ore.

ous service with the Milwaukee. Ray was presented with a wallet containing a cash gift from all his friends at a retirement party.

Eleanor Mahoney, steno-clerk and your correspondent, spent two weeks on vacation touring Disney World in Orlando, Fla. with her daughter Lucy Ann, Lucy's husband, Bill, and their children, Billy and Bridg.

Charlie Morrison, train clerk at the Galewood Control Center, died May 14. Charlie had 25 years with us, all at that location.

Fran Madigan is our new demurrage-detention clerk and is presently working Jim Connolly's position as detention clerk while Jim is vacationing.

Dorothy Kentner, Correspondent Office of Superintendent of Safety

Retiree Gordon Johansen, formerly of the Safety Dept., had surgery and is now recuperating.

L. R. (Red) Guthrie of the CPR-S&YO Dept. had surgery recently and is home recuperating.

Retired Supvr. Perishs. Dave S. Westover, who had been residing in Santa Ana, Calif., died Mar. 8.

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

Mrs. Adelaide Schultz, bureau head of the bill and analysis section, became a grandmother for the second time; her daughter Adriane (James) Totten gave birth to Amber Corinne on June 2.

Nilo Flores, asst. engr., married Luisa Caraan July 26 at St. Sylvester Church.

Recent visitors include Jack Fraser and George Kamberlen, retired asst. engrs., and Charlie Winandy, retired aud. of jt. fac. accts. Mary Lou (Burke) Gleason, formerly secy. to the mgr., stopped in to say hello en route to a visit with her parents. Vivian Mortell, also a former secy. to the mgr., and her two children, Joey and Cindy, paid us a visit.

Marilyn C. Stypa & Judith A. Lamarca, Correspondents Signals & Communications

Michael A. Majkrzak recently joined us as a supervisory trainee in the Chicago office.

Joseph G. Scott, another supervisory trainee, started with the Milwaukee June 2. An industrial tech. major, Joe graduated from the Univ. of Wisconsin in Platteville.

Robert W. Jahn, asst. engr. design, and Richard J. Groom, sig. designer, transferred on May 1 to work on the Mass Transit Project Team.

Delores Barton, Correspondent General Superintendent's Office, Bensenville


Loren A. Lindemer, dist. genl. car frm., Bensenville, died May 25. Services were held at Savanna.

Richard A. Ribbon and Earl Varner, retired engrs. from the 3rd District, died on May 1 and 2, respectively.

Retired Elec. Harold Hoeft and wife recently celebrated their 55th wedding anniversary. Hoeft was employed by the Milwaukee 48 years, retiring in 1964.

Frank Toland, elec. at the Bensenville Diesel House, retired May 29 after 28 years of service. He was given a cash gift by his co-workers.

Fran Field, Correspondent Office of Manager, Disbursement-Accounting

Lewis Balom of this office and his wife, Sharon, have a new son, Lewis III, born Apr. 28.

A party was held in honor of Doris Floore on May 14, who left to take over her new assignment with the Personnel Dept. as Counselor.

Congratulations to Vicki Mackreth, who celebrated her 50th year of service with the Milwaukee. She was honored with a party on May 24, highlighted by congratulations she received from President Smith.

Pictured at retirement party of Ray Bishop (second from right), chief clerk at Galewood, are (l. to r.) C. M. Wencka, asst. agt., J. P. Kalosmiki, agt., J. D. Feiereisen, supvr. of stns.
With a banner grain crop anticipated, the Milwaukee Road is readying all available covered hopper cars for service. To handle the expected heavy volume of shipments, it is anticipated that 20-car mini-grain trains will once again be employed on shuttle runs between midwest grain producing centers and barge loading facilities on the Mississippi. Here, Don Whalen, head car foreman at Bensenville Yards, inspects cars.