

THE MILWAUKEE ROAD MAGAZINE

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transport briefs

Milwaukee Road Wins Louisville Dispute

The Interstate Commerce Commission has denied the Louisville & Nashville Railroad's petition to suspend a condition of the Louisville-Monon merger case, in which the Commission granted the Milwaukee Road entry into Louisville, Ky., over Monon tracks. The L&N sought to have the ICC void its earlier order on the grounds that the Milwaukee Road was seeking inclusion in another railroad system, the Rock Island.

Sheet Metal Workers, Railroads Sign Pact

A new labor agreement, retroactive to Jan. 1, has been signed by the Sheet Metal Workers' International Association and the nation's railroads. The new agreement is in line with the industry pattern of 42 percent in wage increases over a 42-month period. The agreement also makes provision for the retention of the "incidental work rule."

Wisconsin Repeals Full-Crew Law

Wisconsin's Gov. Patrick J. Lucey has signed a bill repealing the state's full-crew law. The repeal of the Wisconsin law leaves only Indiana and Arkansas with full-crew statutes on the books. Indiana's full-crew law was amended recently to allow collective bargaining agreements between railroads and unions to take precedence over the law. Arkansas has put the matter on a referendum ballot to be voted on in November.

Soviet Railroad Officials Visit Bensenville Yard

Seven top Soviet railroad officials visited the Milwaukee Road's Bensenville (Ill.) Yard on June 10 as part of a tour of U. S. rail facilities. The delegation, headed by Boris Pavlovich Breschev, minister of railroads of the U. S. S. R., arrived in New York on May 31 and made stops in several American cities before returning to Russia on June 12.

Amtrak Revises Fare Structure

Amtrak has announced sweeping changes in intercity rail passenger fares, including the first sharp decrease on major routes since the 1930's. The new fare plan, which went into effect on June 11, calls for reductions in basic fares of 10 to 25 percent on ten short-haul and long-distance routes in the East, Midwest and on the the West Coast, and increases of 5 to 10 percent on four long-distance routes in the West and South.



THE COVER

View westward across the Mississippi River bridge at Sabula, Iowa, as an eastbound Milwaukee Road freight starts across the bridge on its way to the Savanna (Ill.) Yard. Photo by Rod Clark, public relations representative.

Unit Trains

Move California

Steel to Midwest

"A unique combination of production, marketing and transportation techniques" is permitting a significant use of California steel in eastern General Motors' automobile plants. That's the way Jack J. Carlson, president of Kaiser Steel, has described the system involving two 50-car unit trains which are transporting over 5,000 tons of steel per trip from Fontana, California to Hennepin, Ill.

CALIFORNIA STEEL going east is loaded at the Kaiser Steel mill in Fontana into specially-designed railroad cars. The gantry, operated by one man, can load an entire 50-car train within 24 hours.



FIRST STEEL PRODUCTS UNIT TRAIN rolls through the Milwaukee Road's Clinton, Iowa, yards on its way to Hennepin, Ill. Two unit trains will operate, each one making the roundtrip in 12 days. Photo by R. M. Clark, Savanna, Ill.

Kaiser Steel, Southern Pacific, Rock Island and the Milwaukee Road have teamed up to move the two trains believed to be the first steel products unit trains in the United States.

The trains—each of which makes the round trip in 12 days—began operation on April 11 and move via Southern Pacific to Tucumcari, N.M.; via the Rock Island to Kansas City, Mo.; and via the Milwaukee Road to Hennepin, Ill., where the steel will be reprocessed for shipment to General Motors' automobile manufacturing plants throughout the East. Kaiser's multi-year contract calls for shipment of 300,000 tons annually.

The cars used to carry the steel are unique in that they will handle any size steel coil ranging from 34 to 86 inches in diameter. The steel will ride in an open cradle mounted on a 43-foot flatcar.

Built by Thrall Freight Car, the 125 cars used in the movement are engineered to handle any combination of steel coils within their 100-ton weight capacity. In the current shipments, for example, coils range from 6½ tons to 15 tons each, so a single car can handle a maximum of seven of the heaviest coils or any other weight combination up to the car's limit. The coils are loaded by a gantry crane erected adjacent to Kaiser Steel's rolling mill in Fontana. The crane straddles two 25-car rail spurs and allows a full train to be loaded within 24 hours.

The movement of the two unit trains is expected to bring the Milwaukee Road in excess of one million dollars in new revenues this year.





ABOVE, Frank A. Upton, the Milwaukee Road's chief mechanical officer (left), is shown here with J. J. Drinka, assistant CMO, standing by the first of 18 GP-9 locomotives to be completely rebuilt and upgraded to 2,000 HP this year.

MOTIVE POWER OUTLOOK: '72

LEFT, Workmen are shown performing exterior modifications on unit 971 as it begins the rebuilding and upgrading program at the railroad's Milwaukee Shops. Shown are Blacksmith George Winters (foreground), Machinist Ernest Hirshman (installing horns) and Electrician Robert Schepers.

BELOW, R. J. Donovan, supervisor diesel maintenance system, inspects the main generator for use on unit 971.



THE MILWAUKEE ROAD is adding 50 new diesel-electric locomotives to its motive power roster this year as part of a multi-million dollar capital improvements program. Although the new units will most assuredly make a significant impact on service capabilities, they are really only part of the story of what the railroad is doing to keep trains on the move.

In addition to the acquisition of the new locomotives—including four 3,600-horsepower General Electric U36Cs, 41 Electro-Motive Division (General Motors) 3,000-horsepower SD-40-2s and five EMD 2,300-horsepower SDL-39s—the railroad's Milwaukee Shops are in the process of rebuilding and upgrading 18 older units, all with over 15 years of hard service.

"We feel confident that we'll get at least another 15 years of service out of these units," says Frank A. Upton, the railroad's chief mechanical officer. "They'll spend about two-thirds of this time in coal train service, and then we'll use them for branch line and yard switching service."

New Use For F-7s Being Tried

Also on the Milwaukee Road's 764-unit roster are approximately 122 older F-7 locomotives. While the aging F-7s are not on the schedule for rebuilding, a new use for them is being tried.

During February, a three-unit F-7 slug consist was tested to see how it would perform in drag freight service on main or branch lines. A "B" type F-7 was converted to a slug and inserted between modified F-7 "A" and "C" units for test purposes. The "B" unit had its diesel engine removed and was ballasted to make it equivalent in weight

to each of the accompanying F-7 parent units. According to Mr. Upton, the trial consist performed very well.

18 GP-9s Involved in Rebuild Program

The units now being rebuilt and upgraded are 1,750-horsepower GP-9s. As the units enter the shops, they are re-powered with larger, more powerful engines, extensively refitted with new equipment, given new external appearances and painted in the Milwaukee Road's distinctive black-and-orange. They emerge from the shops as 2,000-horsepower units, similar in many respects to the EMD GP-38.

Mr. Upton said that the Milwaukee Shops are rebuilding the units at substantially less cost than that of a new unit of similar horsepower.

"And there's no question but what they are vastly superior to what they were when originally built," he added. "The EMD 645E engine is, of course, much better than the one that was installed as original equipment in the GP-9. In addition, the braking system available today is much better as are the traction motors and the electrical system. Furthermore, we've modified the design in many ways ourselves to make it much more serviceable."

The present program does not mark the railroad's initial entry into locomotive rebuilding. As recently as 1970, 18 units were rebuilt in the Milwaukee Shops, also

(continued on next page)

Electrician Ted Veres is shown as he fabricates a wiring harness. Over one mile of new control wiring is installed in each unit as it undergoes rebuilding.

GP-9s that were upgraded to 2,000 horsepower. The financial rewards gained in the 1970 program led to the decision to go ahead with the current program, Mr. Upton said. The experience gained then, coupled with what he and his staff have learned in visits to other railroads engaged in locomotive rebuilding, is resulting in the production of a unit superior to anything turned out by the shops in the past.

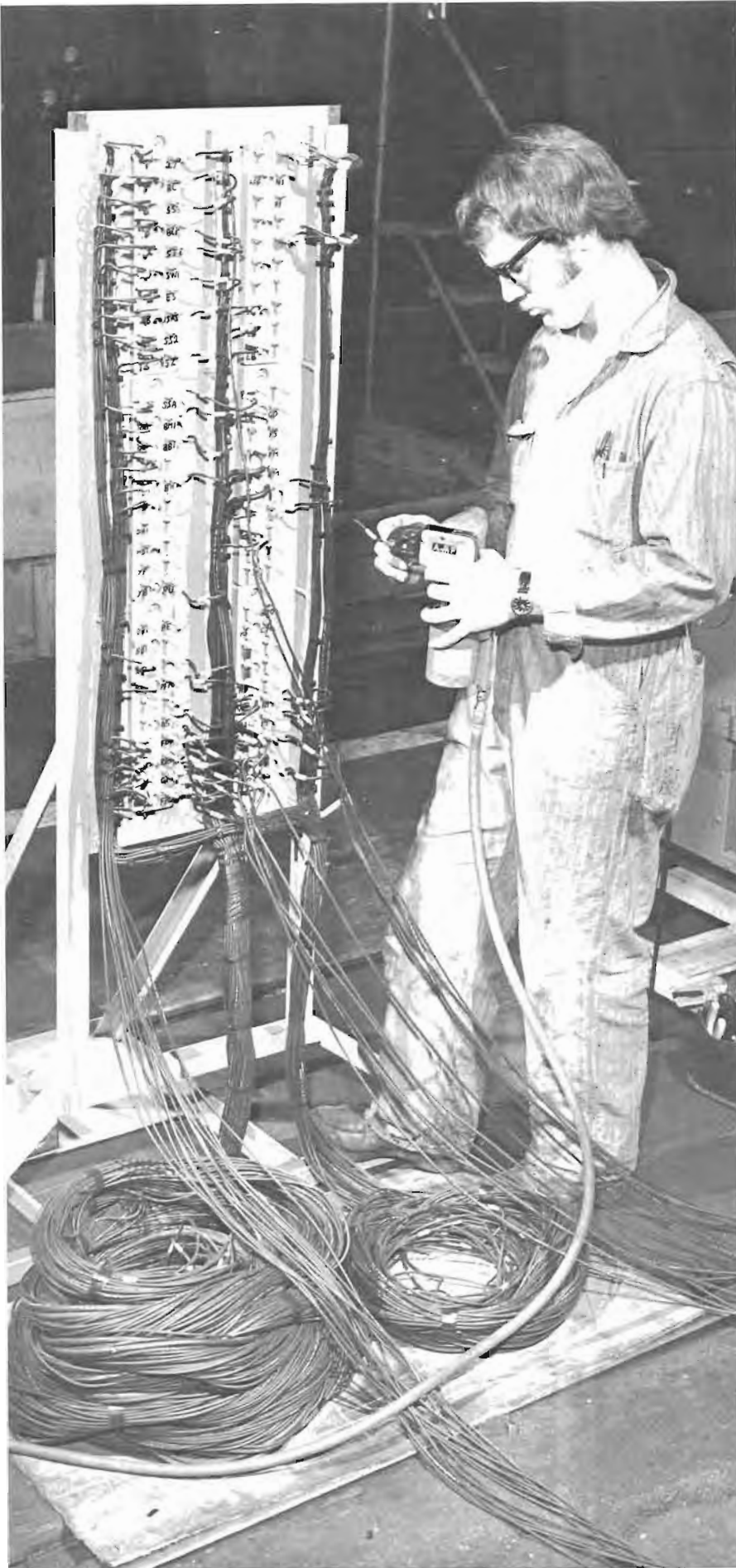
The current program, which is expected to extend into the early part of 1973, has a team of 25 experienced rebuilders assigned to it, including machinists, electricians, boilermakers, carpenters, pipe fitters and laborers. Production averages about a unit and a half per month.

Rebuilt Units Assigned to Coal Consists

The first of the rebuilt units went into service during April as part of a coal train consist on the Terre Haute Division. Present plans call for the remainder of the units to be given similar assignments on this high-density coal run.

From Lambs to Lions

Once in the Milwaukee Shops, it doesn't take long for the 15-year-old units to be transformed. First, they undergo a complete stripping. Then, the frames are cleaned, straightened and painted and all salvageable parts are reclaimed. Next, the long hood is straightened, repaired, modified and painted. The height of the short hood is lowered and the hood itself is modified to accommodate a new headlight-number box assembly. A new pre-wired electrical cabinet is added. Next, a new engine, a rebuilt generator, air compressor and various other parts are installed and aligned, and the entire unit receives its final coat of paint. Finally, before being released into train service, the unit is





Electrician Ted Veres (foreground) and Machinist Ernest Hirshman are shown performing a load test on unit 971 at the Milwaukee Shops. Each unit undergoes a thorough load test in the shop and receives a comprehensive road test before it is released into train service.

Now completely rebuilt and upgraded to 2,000 HP, unit 971 moves out of the Milwaukee Shops for service in a coal train consist on the Terre Haute Division.



unit inside and out; and color coding all the pipes.

To get the cleanest cooling air possible into the unit, modifications are being made to the high-voltage cabinet, the traction motor blower compartments and a special bulkhead is being installed between the generator and diesel engine compartments.

Two major sources of locomotive fires have been virtually eliminated by shop personnel in the re-design of the former GP-9s. For one, the AC electrical system is being isolated from other systems, especially the high voltage cabinet. Battery cables to the high-voltage cabinet have also been isolated to prevent contact with other circuits.

The cab too has been refurbished. It now has Benelex flooring, an electric strip heater, new seats, a new type load meter, a new engine control panel and a new air brake stand. The control stand remains the same as in the original GP-9.

"It isn't likely that the Milwaukee Shops will run out of rebuilding work in the near future," says J. J. Drinka, the railroad's assistant chief mechanical officer. "If the decision is made to make this an ongoing program, the railroad has 91 additional GP-9s that could be rebuilt."

New Units to Ease Motive Power Strain

"The Milwaukee Road's entry into Portland last year put added pressure on our motive power department," Mr. Upton said. "It required 20 additional units and put quite a strain on us. Actually, we're operating 50 more freight units today in assigned service than were needed three years ago."

As new units are delivered over the next few months, and as the Milwaukee Shops continue to turn-out the refurbished GP-9s at the present rate, some of the strain on the locomotive maintenance force will be lifted. But, as Mr. Upton and most of his counterparts on other railroads know, it doesn't take long for an operating department to put these additional units to good use. And that hoped-for power surplus never materializes.

Redirection of Marketing Techniques Leads to Increased Revenues

"The primary job function of a sales representative is to maintain direct and frequent personal contact with assigned present and prospective shippers and to provide effective account selling and servicing within his assigned area of responsibility," says Donald J. Miller, sales development manager, as he begins one of an ongoing series of seminars with railroad sales personnel across the system.

By implementing a Sales Management by Objectives training program, the Sales and Service section of the Traffic Department has made its personnel better able to work together toward reaching the department's goals of increased revenues, better car utilization and improved sales effectiveness.

Some of the typical criticisms directed at railroad sales personnel by the shippers in the past have been that they did not offer planned, imaginative proposals designed to solve a customer's specific shipping needs, and that railroads did not provide incentives to motivate individuals to undertake such actions.

"Before launching the Management by Objectives program last year," said Steve Lupe, director of sales analysis and planning, "many field representatives did not have a clear idea of exactly the best contribution they could make to achieve department goals."

"Some salesmen rarely had the opportunity to attend sales meetings and discuss their particular sales problems with representatives from the Chicago headquarters, let alone their colleagues from other sales offices. This made it difficult for all members of the sales organization to see how the results of their activities as individuals related to the department's goals as defined by management."

Under this program, however, sales personnel are now pinpointing specific traffic opportunities which the Milwaukee Road can serve by system-wide account. In conjunction with their immediate supervisors and people in other departments, sales personnel are also formulating related plans which are expected to result in new services to shippers. Thus, by providing the



Robert E. Sellards, manager of training and development, goes over the Traffic Department's Sales Management by Objective program with a group of Milwaukee Road sales representatives at a recent training seminar in Chicago.

shipper with what he needs in terms of new services, pricing and equipment, the railroad in turn will generate additional revenue.

To anticipate and satisfy the demands of the future, the Sales and Service section began a comprehensive effort to train sales personnel, analyze traffic potential, set new sales objectives and provide new incentives for the salesmen. Each of these efforts is targeted at the goals of increasing profitable revenue for the railroad, improving utilization of equipment and upgrading the selling effectiveness of the team of professional freight salesmen.

In the initial phases of the program, all district sales personnel selected at least five specific accounts, analyzed and defined specific customer needs for these accounts and developed plans to meet these customer needs.

Already the Traffic Department's Management by Objectives program is proving worthwhile. And in the future, the sales department will evolve toward the ideal of a group of sales specialists, extremely knowledgeable about their customers and the movement of specific goods, and supported by an array of sophisticated machines and information services. All of this to meet whatever needs the shipper may have.



Milwaukee Road sales managers and representatives are able to discuss their particular sales problems with representatives from the Chicago headquarters or other sales offices at meetings such as the one shown. Shown at a recent sales meeting in Chicago are: (front row left to right) G. V. Valley, regional manager sales-New York; B. H. Desens, regional manager sales-Kansas City; D. A. Keller, regional manager sales-Seattle; (middle row) Ed Kowalczyk, training consultant; D. M. Wiseman, general manager-field sales; (back row) S. F. Lupe, director sales analysis and planning; G. H. Kronberg, vice president-traffic; P. J. Cullen, assistant vice president-sales; J. F. Dunseth, general manager-system sales.



The Milwaukee Road's Des Moines River bridge near Madrid, Iowa, is being replaced by a new bridge, in connection with the development of the Saylorville Dam and Reservoir 15 miles downstream.

The new concrete and steel span is being built by the U. S. Army Corps of Engineers, as part of a new flood control project in the Des Moines River Valley.

Located 70 feet south of the present 2471 foot span, the new bridge will be 2526 feet long, 145 feet above the water, weigh approximately 66,000 tons, and cost an estimated \$5.5 million. In comparison, the present span, which was completed in 1913, is 145 feet above the water, weighs 40,000 tons and cost \$675,000.

According to Robert M. Low, division engineer at Perry, Iowa, plans call for over 13 miles of steel "H"

pilings, 22,050 cubic yards of reinforced concrete, and 23 8' x 110' welded steel deck girders to be used in the construction of the new bridge, which is scheduled for completion on Dec. 31, 1973.

In addition, the bridge will utilize concrete ballast pans and a ballast deck to eliminate vibration—a technique developed by the Milwaukee Road in the construction of the Puget Sound line during the early 1900's and which has since become standard in the construction of railway bridges.

Dam and Reservoir To Help Area Residents

The Des Moines River, the largest stream in the State of Iowa, has long created two problems for area residents—too much water and too little water, depending upon the season. The prime function of the dam and reservoir project, scheduled for com-

A WESTBOUND FREIGHT rolls by as construction work proceeds on the new bridge that will soon carry the Milwaukee Road's mainline across the Des Moines River.

pletion by next June, will be to provide flood protection for Des Moines, located only a few miles downstream, and to store the floodwaters for later use.

The resultant water level increase in the reservoir will therefore require the relocation or raising of numerous highways, railroads, county roads, water supplies, and electric utilities in the reservoir, among which is the Milwaukee Road's Des Moines River bridge.

Present Bridge Described In 1913 Magazine

George A. Waugh, associate editor of the Milwaukee Road Magazine in

1913, described the present bridge as "belonging in the front ranks of modern railroad structures; embodying the highest skill and science of the bridge engineer . . . To get some slight idea of the magnitude of this work, it may be said that over 4,000 creosoted piles, ranging from 28 to 60 feet in length have been driven into the hard-pan vitals of the earth, upon which to rest the superstructure. Rising on this piling, and fashioned like miniature pyramids, are 74 concrete piers, on which rest the heavy steel work which is calculated to stand the strain of the thousands of tons of traffic which will be carried over it."

"At their base, these piers are about 25 feet square, tapering toward the top, where a cast base support the upright steel bent, which in turn carries the deck-plate girder. The upper surface of each pier is inclined toward its opposite. There are 24 steel bents raising the road-bed 150 feet above the river."

The last steel girder for the bridge was placed in May of 1913. At the time it was built, the then double-tracked span was the highest and longest bridge in the State of Iowa.

WORKMEN POSITION A STEEL FORM as they prepare to apply the finishing touches to a bridge support. The new Des Moines River bridge will require more than 13 miles of pilings and 22,050 cubic yards of reinforced concrete in its construction.



BRIDGE BUILDING 60 YEARS AGO. Pictured above and below are scenes showing the present span during its early stages of construction in the summer of 1912. A camp, which was more like a small city, was established for the more than 500 construction workers near the bridge site on the east side of the river. Wages ranged from 40 cents to 60 cents per hour for the laborers and \$40 to \$60 per month for the engineers. These were considered top wages at that time. The last steel girder for the bridge was placed in May of 1913. For some time after it was built, the Milwaukee Road's Des Moines River bridge was the highest and longest span in the State of Iowa. Photos courtesy of D. E. Lee, agent at Perry, Ia.



May - June, 1972





Rocky Mountain Division Superintendent J. W. Stuckey (right) is shown receiving the President's Safety Trophy on behalf of the division's employees for their outstanding performance during 1971. Making the presentation at a special luncheon meeting held in Deer Lodge on May 5 is L. V. Anderson, assistant vice president-operations and general manager of the railroad.

Rocky Mountain Division Wins 1971 Safety Trophy

Sharing the honors for the 1971 award are: (front row left to right) G. J. Barry, superintendent of safety; L. V. Anderson, assistant vice president-operations and general manager; J. W. Stuckey, Rocky Mountain Division superintendent; L. W. Harrington, vice president-labor relations; (second row) R. F. Stoltz, local chairman, I. B. E. W. at Harlowton; R. J. Ross, local chairman, I. B. E. W. at Whitehall; F. M. Lane, local chairman, UTU-T at Three Forks; I. J. Hansen, local chairman, B. R. C. at Deer Lodge; W. J. Berreth, local chairman, M. O. W. at Miles City; L. A. Pyfer, local chairman, M. O. W. at Three Forks; (third row) F. Turner, local chairman, S. M. W. I. A. at Deer Lodge; I. C. Lichpenbarger, local chairman, B. R. C. at Harlowton; W. R. Crews, local chairman, S. M. W. I. A. at Harlowton; J. Scotson, secretary, I. A. M. at Harlowton; E. A. Lilley, local chairman, B. F. O. at Harlowton; E. E. Hamilton, local chairman, I. A. M. at Deer Lodge; C. D. Clark, local chairman, I. B. E. W. at Deer Lodge; C. P. Richardson, local chairman, UTU-E at Three Forks; and R. F. Brand, local chairman, B. R. A. C. at Deer Lodge.



For the fourth time in eight years, employees of the Rocky Mountain Division have received the President's Safety Trophy, awarded annually since 1941 to the division which achieves the best record in the prevention of employee injuries. The division, with headquarters in Deer Lodge, Mont., won the award with a casualty rate of 3.37 per million man-hours worked.

The award, signifying the division's outstanding performance in 1971, was presented in Deer Lodge on May 5 by L. V. Anderson, assistant vice president-operations and general manager, at a special luncheon held at Landon's Restaurant. Accepting the award for the employees was J. W. Stuckey, Rocky Mountain Division superintendent.

Also present at the luncheon ceremony were L. W. Harrington, vice

president-labor relations; G. J. Barry, superintendent of safety; and other officials from Chicago and Seattle, as well as a large number of division supervisors and labor organization representatives.

In presenting the trophy, Mr. Anderson congratulated the division personnel on behalf of Milwaukee Road President Curtiss E. Crippen and F. G. McGinn, vice president-operations.

"Talking safety to a group of railroaders who have just won the railroad's top award for the fourth time in eight years is quite some challenge," he said. "Just let me say that the people on this division obviously know the meaning of teamwork in action. It is evident, too, that you know safety isn't something that just happens. You realize that we all have to work at it. We have to *make* it happen."

Special awards were presented to the electrification, car, bridge and building, signals and communications, stations, material division and police departments for no reportable injuries during 1971.

Mr. Barry also addressed the luncheon meeting, commending the division employees on the reduction they had achieved in both the frequency and the severity of accidents. He announced that for the first four months of 1972 the Rocky Mountain Division still had the best safety record of the railroad's 11 operating divisions.

Scene at the awards luncheon held at Landon's Restaurant on May 5 in Deer Lodge to honor Rocky Mountain Division employees for their outstanding safety performance.



Division office staff personnel, along with J. W. Stuckey, division superintendent, and Charles Clinker, district safety engineer proudly display the 1971 President's Safety Trophy. Shown are: (front left to right) Ken Casteel, time revisor; Denise Gransberry, time revisor; Betty Burch, file clerk; Ona Lake, secretary to superintendent; (second row) Herman Larson, time revisor; Harlan Johnson, chief clerk; Mr. Stuckey; Earl Corneil, transfer secretary; and Mr. Clinker. Not shown: Walter Gaskell, PBX operator.

Winners of the President's Trophy

1941 — 1971

Year	Division	Killed	Injured	Casualty Rate
1941	Trans-Missouri	0	7	2.59
1942	Iowa & Southern Minnesota	0	15	5.99
1943	Dubuque & Illinois	0	25	5.97
1944	Milwaukee	0	16	4.54
1945	Milwaukee	0	7	2.12
1946	Idaho	0	6	3.21
1947	Idaho	0	2	1.07
1948	Terre Haute	0	6	1.86
1949	LaCrosse & River	0	7	1.56
1950	Twin City Terminal	0	8	1.67
1951	Twin City Terminal	0	10	2.01
1952	Iowa & Dakota	0	9	2.81
1953	Hastings & Dakota	0	5	2.21
1954	Iowa & Dakota	0	3	1.28
1955	Iowa & Dakota	0	4	1.73
1956	Iowa Minnesota & Dakota	0	2	0.71
1957	Milwaukee	0	1	0.39
1958	Iowa	0	4	1.77
1959	Rocky Mountain	0	5	2.75
1960	Milwaukee Terminal	1	15	2.97
1961	Milwaukee Terminal	0	27	5.82
1962	Aberdeen	1	5	4.09
1963	Aberdeen	0	5	3.61
1964	Rocky Mountain	0	3	1.99
1965	Rocky Mountain	1	3	2.89
1966	Iowa Minnesota & Dakota	0	7	4.48
1967	Rocky Mountain	0	6	3.68
1968	Aberdeen	0	5	3.23
1969	Twin City Terminal	0	7	3.68
1970	Dubuque & Illinois	0	7	2.93
1971	Rocky Mountain	1	5	3.37



Milwaukee Road President Curtiss E. Crippen is shown accepting the Treasury Department's "Minute Man Award" on behalf of the railroad's employees from Harold A. Stone, Illinois state Savings Bond sales representative, at a Bond drive meeting on April 14 in Chicago.

(Ed. Note: For 30 fantastic seconds your paycheck is all yours. That's the average elapsed time from the moment it touches your fingers to the moment of truth when you realize it all belongs to somebody else. The car, the house, the supermarket, the dentist, the piano teacher . . . the list is long, and you're at the end of the line.

Put yourself up front. Join the Milwaukee Road Employee's Payroll Savings Plan for U. S. Savings Bonds and make sure your share comes off the top. It's easy, it's automatic and it works. Today bonds are more attractive with the new competitive interest rate of 5½ percent when held to maturity—five years and ten months.

Although the railroad's 1972 Savings Bond Drive ends in June, you can join the Payroll Savings Plan at any time by notifying your supervisor. Remember, payroll savings is not a deduction, but a part of your take-home pay that grows with interest.)

Payroll Savings Plan

Employee Participation at Highest Level Ever

"Take Stock in America" is the theme for this year's bond drive, launched at a meeting of company campaign managers on April 14 in Chicago. Milwaukee Road President Curtiss E. Crippen discussed with the group the benefits of participation in the Payroll Savings Plan and announced the appointment of C. C. Dilley, director of public relations and advertising, as company campaign chairman.

President Crippen accepted the Treasury Department's "Minute Man Award" on behalf of the railroad's employees from Harold A. Stone, Illinois state Savings Bond sales representative. This award marks the seventh consecutive year that Milwaukee Road employees have achieved 50 percent or greater participation in the program.

At the close of 1971, 60 percent of the railroad's employees were participating in payroll savings, which placed the Milwaukee Road first in total employee participation among Chicago based railroad companies and third among the nation's railroads—first

place went to the Norfolk and Western Railway with 66 percent employee participation and second place went to the Missouri Pacific Railroad with 64

percent employee participation.

The objective for this year's campaign, which extends into June, is to enroll one of every two employees not



C. C. Dilley, director of public relations and advertising and company campaign chairman of the 1972 Bond drive, outlines the organization of this year's efforts at a meeting of company campaign managers in Chicago.

now in the program, to obtain increased allotments from one of every two who are now participating and to personally contact each employee.

Mr. Dilley outlined the organization of this year's effort and cited a recent article that appeared in The Wall Street Journal which stated in part: "For years, Uncle Sam has been urging, 'Buy U. S. Savings Bonds.' And for years, sophisticated money managers have been urging, 'Don't buy U. S. Savings Bonds—they're a lousy investment.'"

"But now the money managers are saying that institutions and people who want to be paid a good rate of return on their savings might indeed consider savings bonds. The interest paid on E and H bonds, 5½ percent when held to maturity, is beginning to look more attractive in light of continuing declines in rates paid on many other kinds of savings and debt securities. And, judging from talks with economists, bankers and other money specialists, a safe 5½ percent could soon look downright generous."

He pointed out that nearly 16 million American families now own Savings Bonds—that's approximately 2 million more families than those who now own common stocks in corporations. In addition, approximately ten million individuals, are now enrolled in the Payroll Savings Plan where they work at more than 40,000 businesses and industrial firms throughout the country.

Following the meeting in Chicago, meetings were held on each division to brief bond solicitors on the objectives and procedures of the campaign.

Besides the award received by the railroad for overall employee participation; the Aberdeen Division; the Chicago-Fullerton Avenue Offices; the Iowa, Minnesota and Dakota Division; the La Crosse Division; and the Rocky Mountain Division also received Minute Man Awards in recognition of their high levels of employee participation.

The IM&D Division has to date recorded the highest level of employee participation in this year's bond drive—95 percent. The division has also achieved over 50 percent employee participation in the Payroll Savings Plan for six consecutive years and is entitled to display five gold stars on its Minuteman Flag.

It is estimated that overall employee participation in this year's drive should reach more than 65 percent.



AWARD OF MERIT PRESENTED FOR 1,086,011 MANHOURS WITHOUT A DISABLING INJURY. Shown at the presentation of the National Safety Council's award at Tomah Shops are G. J. Barry, superintendent of safety; F. J. Reese, shop superintendent at Tomah; F. A. Upton, the railroad's chief mechanical officer; and A. Hallenberg, assistant chief mechanical officer.

Tomah Locomotive Department Receives Safety Award

The Locomotive Department employees at Tomah (Wis.) Shops have received the National Safety Council's "Award of Merit" for the operation of 1,086,011 manhours without a disabling injury from July 27, 1964 to Dec. 31, 1971.

The award was presented April 6 in Tomah by Frank A. Upton, the railroad's chief mechanical officer. Receiving the award on behalf of the Locomotive Department employees was Frank J. Reese, shop superintendent at Tomah. In addition, each employee received an inscribed memento of the occasion.

In a letter of congratulations Milwaukee Road President Curtiss E. Crippen said, "The accomplishment of this outstanding record is the result of efforts by every employee and supervisor. It means that everyone has been doing his job and has been doing it with real concern about not only his personal safety but that of those with whom he works."

"I extend to each of the employees at Tomah Shops my congratulations and appreciation for a job well done."

The approximately 75 employees of the Tomah Shops Locomotive Department have received six consecutive awards from the National Safety Council—three "Certificates of Merit" and three "Awards of Merit"—for outstanding safety.

APPOINTMENTS



W. K. Peterson

W. F. Bannon

Operating Department Effective April 16, 1972

W. R. Jones is appointed superintendent of sleeping and dining cars, with headquarters at Chicago, Ill. Effective May 1, 1972

W. K. Peterson is appointed assistant to general manager, with headquarters at Chicago, Ill.

W. F. Bannon is appointed superintendent of the Iowa, Minnesota and Dakota Division, with headquarters at Austin, Minn., vice W. K. Peterson.

J. L. Hummel is appointed assistant trainmaster of the Milwaukee Terminal Division, with headquarters at Milwaukee, Wis.

"In the face of railroad developments during the past few years, certainly the topic (of nationalization) has been discussed. But, I can tell you, there is no one I know in the Department of Transportation who seriously feels that this is an acceptable solution or who feels that such a step is inevitable."—John W. Ingram, Federal Railroad Administrator.



James L. Nelson



Dale C. Young



Kraig R. Rodenbeck



Gary G. Rogaczewski



Rebecca L. Ontjes



Peggy M. Cassaday



Roberta L. Ontjes



Lloyd G. Daub



Lorna K. Lavery

Nine Scholarships Awarded

Nine students have been awarded college scholarships granted annually to children of Milwaukee Road employees. The 1972 winners include four graduating high school seniors from the Milwaukee area, and five from the state of Iowa.

The nine scholarships, including the three principal awards known as the J. T. Gillick Scholarships, were granted by the Milwaukee Road and the Milwaukee Road Women's Club.

Two of the Gillick Scholarships provide full tuition or \$600, whichever is greater, and are renewable for the following three years of undergraduate study at the recipient's chosen college or university. These scholarships have been awarded this year to James L. Nelson of Spencer, Ia., son of Glenn L. Nelson, agent at Spencer, and to Kraig R. Rodenbeck of New Berlin, Wis., son of George F. Rodenbeck, a locomotive engineer.

The third Gillick Scholarship, a grant of \$600 per year, went to Dale C. Young, 430 Kirkwood Blvd., Davenport, Ia., son of Philip F. Young, a section foreman.

The six Women's Club Scholarships also provide \$600 per year for four years. They were awarded to the following:

Peggy M. Cassaday of Miles, Ia., daughter of LaVern A. Cassaday, depot operator at Green Island, Ia.

Gary G. Rogaczewski of Greenfield, Wis., son of Leonard A. Rogaczewski, electrician at the Milwaukee Shops in Milwaukee, Wis.

Lloyd G. Daub, 5138 N. 58th St., Milwaukee, son of Robert A. Daub, a lieutenant of police in Milwaukee.

Lorna K. Lavery, 1710 E. Providence Ave., Milwaukee, daughter of Joseph L. Lavery, a lead engineer at the Milwaukee Shops in Milwaukee.

Rebecca L. and Roberta L. Ontjes

of Boyden, Ia., daughters of the late Stanley M. Ontjes, agent at Boyden. The Ontjes sisters are the first twins ever to receive scholarships awarded by the railroad or the Women's Club. Their excellent scholastic records and their other school activities were so closely parallel that the judges were unable to make a choice between them. Under these unusual circumstances, it was decided that they should each have a scholarship. The total number of awards was increased accordingly from eight to nine.

Announcement of the winners was made by C. William Reiley, dean of administrative services at Northwestern University, who is chairman of the committee which judges the qualifications of the candidates. All of the judges are affiliated with Chicago area universities and are not associated with the railroad.

Gillick Scholarships have been awarded annually since 1951, and the Women's Club Scholarships since 1961. In the case of all awards, the recipient may attend the college or university of his choice and may pursue any course of study.

James L. Nelson is graduating in May from Spencer Community High School, Spencer, Ia. He has been active in drama, music, debate, and was elected to the National Honor Society. He was a 1972 National Merit Scholarship finalist and has participated in numerous activities outside of school.

Kraig R. Rodenbeck will graduate in June from New Berlin High School in New Berlin, Wis. He has submitted entries to his school literary magazine, worked on the school Spanish newspaper and has participated in a superior student laboratory at the University of Wisconsin. He was a member of the National Honor Society and was very active in muscular dystrophy fund raising. He plans to attend the University of Wisconsin at Milwaukee.

Dale C. Young is graduating in May from Central High School in Davenport, Ia. He has been very involved in vocal musical activities and was a concert soloist, a homecoming soloist and a participant in local musical plays. He was a member of the track team and was a State of Iowa Scholar.

Peggy M. Cassaday is graduating in May from Miles Community School, Miles, Ia., where she was a member of the National Honor Society. She participated in athletics and dramatics and was on the staff of both the school paper and the yearbook. She was named an Outstanding Teenager of America and was a delegate to Iowa Girl's State. She hopes to attend the State University of Iowa at Iowa City.

Gary G. Rogaczewski will graduate in June from Greenfield High School in Greenfield, Wis. He played basketball and football, participated in track and was a member of the Science Club. He was selected as a member of the National Honor Society. He plans to attend Carroll College in Waukesha, Wis.

Lloyd G. Daub will graduate from Custer High School in Milwaukee in June. A member of the National Honor Society, he has participated in his school's Science Club, German Club and Chess Club. He plans to attend Carroll College in Waukesha, Wis.

Lorna K. Lavery will graduate in June from Riverside High School in Milwaukee. She has been editor of the school paper, president of the local Future Teachers of America and has been in school dramatic productions. She is a member of National Honor Society, French National Honor Society, and Quill and Scroll. She plans to attend the University of Wisconsin at Milwaukee.

Rebecca L. Ontjes is graduating in May from Boyden-Hull Community High School in Hull, Ia. She participated in vocal music activities and was a member of the student council and the yearbook staff. She was also a class officer and a member of the National Honor Society. She plans to attend Northwestern College in Orange City, Ia.

Roberta L. Ontjes is graduating in May from Boyden-Hull Community High School. She was a member of the yearbook staff and participated in vocal music activities. She was a class officer and a member of the National Honor Society. She will attend Northwestern College in Orange City, Ia.



ROLLING OUT FAST. Jenos, Inc., of Duluth, Minn., one of America's leading hot snack companies, recently called on the Milwaukee Road to speed its first shipment of new Jenos' Family Pack Cheese Pizza—a two-carload, 100,000 pound cargo—to Great Scott Supermarkets for its 44 stores in the Detroit area. Shown before the shipment departed Duluth are Russ Boyhtari, Jenos' frozen products traffic manager (from left); Donald G. Wirtanen, president of Jenos, Inc.; B. W. Miner, trainmaster at Duluth; Reider O. Hansen, district manager-sales; and Richard Baruch, sales representative.

President Crippen:

Personnel Utilization and Management Have Not Kept Pace With Technology

Milwaukee Road President Curtiss E. Crippen delivered the keynote address before a seminar on clerical work measurement held by the accounting division of the Association of American Railroads at the Marriott Motor Hotel April 26 in Chicago.

Speaking before an audience of railroad industry employees he said, "Like legislative action, technological and managerial advances alone cannot provide the ultimate solutions to our present problems. A healthy, profitable railroad industry can only come about through continued dedication to progress on our part, coupled with an effective program of creative involvement by the Federal government."

"This two-pronged attack is an absolute necessity, and neither part offers much chance of success without the other."

Citing the lack of grassroots awareness among the general public as one of the primary reasons that legislative action has been so slow in coming he said, "I'm sure all of you are aware of the importance of the Surface Transportation Act to the future of American railroads and the other surface common carriers. If we talk convincingly about it to people we know, perhaps they'll talk to other people we don't know."

He emphasized that everyone in the railroad industry should start now to make the general public more aware of the industry's situation.

Turning to clerical work measurement, President Crippen stressed that personnel utilization and management have not kept pace with technological improvements.

"The need for clerical work measurement, and the effectiveness of it, can be demonstrated," he said.

He cited figures which indicated that between 1965 and 1970, automation notwithstanding, the clerical work force declined at about the same rate as did railroad employment in general; and during this same period of time, while total clerical employee compensation and benefits increased 20 percent, clerical cost per carload increased 30 percent.

"A comprehensive program of clerical work measurement can solve these

problems," he said. "It can provide the analytical tools necessary to measure the specific tasks involved in each job; it can help to set performance standards for each worker; and it can enable supervisors to constantly monitor the output of all their people."

He cited AAR estimates that about 38 percent of railroad clerical employees are covered by some form of work measurement; and that where measurement programs have been established, clerical costs have been reduced 17 percent.

"If similar programs were extended to the remainder of the industry's clerical workers," he said, "a yearly savings of \$80 million could be realized—enough to buy 4,500 freight cars." These are gains we can realize with the resources already at our disposal, without having to rely on a business upturn or governmental help."

He cited several basic ideas that if taken into account would allow a successful work measurement program to be put into operation on any railroad at a relatively low cost.

"Remember, progress and innovation have been essential to the growth of our industry," he said. "Continued dedication to these principles is vital to the survival of our industry."

V. P. Sohn

V. P. Sohn, 70, retired general superintendent of transportation, died Feb. 1 in Clearwater, Fla. Funeral services were held in New Hampton, Ia.

Mr. Sohn began his career with the Milwaukee Road as a station helper in New Hampton in 1917. The following year he was appointed to the first of several agent-operator positions on the former Iowa & Dakota Division. In 1931, he transferred to Mason City as dispatcher, and was later promoted to chief dispatcher. He served as chief dispatcher in both Sioux City and Aberdeen before transferring to Chicago as special representative to the vice president-operation in 1950. The following years he was appointed superintendent of transportation for the western region in Seattle, and later transferred in the same capacity to the eastern region in Chicago. In 1957, he was promoted to general superintendent of transportation and held that position until his retirement in 1961.

He is survived by two sons, Robert and Richard, and four sisters.

"Nationalization would be a blow to the taxpayer, to business dependent upon our common carrier system, to the other common carriers, to labor and to our basic free enterprise system. It would not solve the railroad problem, but only transfer responsibility for it."—Benjamin F. Biaggini, president, Southern Pacific.



Milwaukee Road President Curtiss E. Crippen (left), who delivered the keynote address at a recent seminar on clerical work measurement, is shown with John C. Manders, Milwaukee Road manager-work operations-personnel (center), and V. W. Kraetsch, vice president-finance of the Bessemer and Lake Erie Railroad and chairman of the AAR's work management committee.

Chicago Milwaukee Corporation

First Annual Stockholders Meeting Held

Addressing stockholders of Chicago Milwaukee Corporation at the annual meeting held in Chicago May 9, Chairman William J. Quinn reviewed the criteria on which the company is basing its active search for companies suited to its diversification plans.

He said firms are being sought that are not affected by the seasonal variations in earnings that affect the railroad industry and that do not have the intensive labor and capital characteristics of railroads.

Mr. Quinn expressed confidence that companies can be found for acquisition on reasonable terms and that they will contribute earnings for Chicago Milwaukee Corporation which will be favorably affected by the consolidated losses available to the holding company.

He explained that, as a result of the Milwaukee Road's past operations, there is available a tax loss carry-forward which, as of Dec. 21, 1971, amounted to \$33,773,000, and an unused investment tax credit carry-forward of \$11,078,000.

Commenting on Milwaukee Road operations, he said that the first half of the year has traditionally been a loss period for the railroad with very few exceptions, even in years of relative

prosperity. A year ago, the first quarter for the railroad alone was a loss, as is usually the case, but it represented a considerable improvement over 1970. The first quarter this year for the railroad alone was not quite as good relatively as the first quarter the year before, being off on net income by some \$234,000.

He stressed that "the board of directors recognizes the importance of its responsibility to the public to continue to maintain and improve the railroad's service as a common carrier."

He called particular attention to a report issued by the hearing examiner in the Union Pacific—Rock Island proceedings, which included the examiner's views of how the western railroads—with the exception of the Frisco and the Milwaukee Road—should be consolidated into four basic systems.

Mr. Quinn declared that the Milwaukee Road will press the Interstate Commerce Commission to act upon the Milwaukee's petition for inclusion with the Union Pacific or Southern Pacific if it approves the acquisition of the Rock Island by either or both of those carriers.

"Meanwhile," he added, "we intend to maintain and improve the services and operations of the railroad so that

it will be a desirable partner for inclusion in whatever major rail systems may eventually emerge."

The stockholders of Chicago Milwaukee Corporation approved a charter amendment providing for the election of directors by classes, with one-third of the membership being elected each year for three-year terms. They also elected a slate of nine directors who had been nominated by management to the holding company's nine-man board.

Laurence S. Kaplan, William J. Quinn and Arthur M. Wirtz were elected to serve for three years.

Tilden Cummings, William G. Karnes and Joseph A. Maun were elected to serve two years.

Patrick L. O'Malley, Philip W. Pillsbury and Ray Garrett, Jr., were elected to serve one year.

Chicago Milwaukee Corporation

The Chicago Milwaukee Corporation became the parent of the Milwaukee Road on Jan. 14, 1972 when an exchange offer to acquire the outstanding stock of the railroad was declared effective. The corporation now holds more than 95 percent of the outstanding shares of the railroad common stock and Series A preferred stock.

The Chicago Milwaukee Corporation, a holding company, was formed to enable diversification. Plans for the acquisition of other companies are now being studied with a view to the realization of the greatest possible long term benefits.

The board of directors of the corporation consisted of six members at the time of the effective date of the exchange offer. The authorized number was increased to nine by board action on March 10, and Joseph A. Maun, a partner in the St. Paul law firm of Maun, Hazel, Green, Hayes, Simon and Aretz, was elected to fill one of the vacancies created by the expansion. The full complement of directors was achieved on April 20 with the election to the board of Ray Garrett, Jr., and Philip W. Pillsbury.



325 ALUMINUM CONTAINERS manufactured by the Heil Company of Milwaukee recently began movement over the Milwaukee Road on their way to Perth Amboy, N. J. The containers, each with a 1,324 cubic foot capacity, are designed for the transportation of prilled pellets (approximately 1/16 inch balls) of petroleum-based plastic between Puerto Rico and Perth Amboy. The total shipment will require 163 TTCX container cars, with two units loaded on each car.

RETIREMENT

Applications Reported During March-April 1972

General Office & System Employees

Hoffman, E. M. . . . Asst. Chief Stat. . . . Chicago, Ill.
 Hotton, Marie Editor of Milw. Mag. . . . Chicago, Ill.
 Keys, Marie Secretary Chicago, Ill.
 Zeravich, R. L. Clerk Chicago, Ill.

Aberdeen Division

Hummel, D. Section Laborer Mobridge, S.D.
 Knoll, L. J. Section Foreman Mobridge, S.D.
 Sheimo, H. L. Cond.-Brakeman Montevideo, Minn.
 Wallace, M. Section Laborer Dalmar, Ia.

Chicago Terminals

Rauchenecker, G. W. Train Director Bensenville, Ill.

Coast Division

Morisette, C. R. Conductor Cle Elum, Wash.
 Panchot, E. A. Welder Tacoma, Wash.
 Woods, J. L. Conductor Spokane, Wash.

Dubuque & Illinois Division

Hersey, H. A. Lt. of Police Savanna, Ill.

Iowa Division

Prowse, C. H. Switchman Perry, Ia.

Iowa, Minnesota & Dakota Division

Bell, W. C. Warehouse Foreman Sioux City, Ia.
 Leahy, R. F. Conductor Sioux City, Ia.
 Wold, A. T. Section Foreman Le Roy, Minn.

La Crosse Division

Beattie, C. M. Conductor LaCrosse, Wis.

Frederick, A. L. Section Foreman LaCrosse, Wis.
 Lindmark, C. M. Section Laborer LaCrosse, Wis.
 Steinmetz, E. C. Store Opr. Tomah, Wis.

Milwaukee Division

Forking, B. F. Switchman Milwaukee, Wis.
 Harkins, F. J. Conductor Milwaukee, Wis.
 Schuder, F. L. Chauffeur Milwaukee, Wis.
 Smoger, H. A. Conductor Milwaukee, Wis.
 Spende, J. V. Operating Clk. Milwaukee, Wis.

Milwaukee Terminals & Shops

Butcher, W. A. Machinist Milwaukee, Wis.
 Hunter, C. Janitor Milwaukee, Wis.
 Kolanda, J. A. Elec. Foreman Milwaukee, Wis.
 Quinlan, G. F. Regional Mgr. Sales
 Freight Traffic St. Louis, Mo.

Rocky Mountain Division

Hagemo, A. Fireman Missoula, Mont.
 Jackson, E. M. Laborer Geraldine, Mont.
 Kelley, G. P. Engineer Deer Lodge, Mont.

Terre Haute Division

Carpenter, J. E. Conductor Terre Haute, Ind.

Twin City Terminals

Andrilunos, P. Section Laborer Minneapolis, Minn.
 Carlson, E. O. Asst. Chf. Yd. Clk. Minneapolis Minn.
 Engebretson, F. O. Ticket Agent Mpls., Minn.
 Hancer, I. O. Invoice Clerk St. Paul, Minn.
 Kocisko, J. B. Mach. Helper St. Paul, Minn.
 Magedonz, P. F. Machine Opr. Minneapolis, Minn.
 Miller, B. G. Yard Conductor Minneapolis, Minn.
 Zahradka, W. J. Chief Clerk St. Paul, Minn.

General Superintendent Brown Retires in May

Russell R. Brown, general superintendent of the Milwaukee Road with headquarters in Milwaukee, retired May 31 after 38 years of service with the railroad.

Except for a seven-year period between 1933 and 1940, Mr. Brown has been continuously employed by the Milwaukee Road since 1927. After serving in various operating department positions in Milwaukee and in St. Paul and Austin, he was named superintendent of the Milwaukee Road-Kansas City Southern Joint Agency at Kansas City in 1955. In 1956, he became superintendent of the Chicago Terminals and in 1957 was appointed general superintendent with headquarters in Chicago, becoming general superintendent of the Chicago Terminals and Terre Haute Division in 1959. In 1966 he became general superintendent with headquarters in Milwaukee, the post he held until his retirement.

As chairman of the Railroad People for Repeal Committee, he was very active in the recently successful effort to repeal Wisconsin's 1907 train crew law.

Mr. Brown's retirement was marked at a luncheon held in Chicago on May 16 in connection with an Operating Department staff meeting. Another luncheon, attended by a great many of his friends and associates in and out of the railroad industry, was held at the North Hills Country Club in Menomonee Falls, Wis., on May 19.

Mr. and Mrs. Brown have three children and six grandchildren, and will continue to make their home in Cudahy, Wis., near Milwaukee.

"I'm still encouraged about the long-range future of railroads if we can find the ways and means of staying profitable. If we can get everyone to understand the importance of a free enterprise system for transportation, then people can understand what has to be done."—John S. Reed, president, Santa Fe.

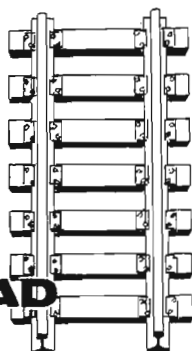
"There is nothing the government might do which would be quite so disastrous, quite so outrageously expensive as nationalization of the railroad industry . . . If anyone tells you that the government can do it better or do it cheaper, you can tell him he is whistling 'Dixie.'"—D. D. Strencht, vice president of operations, Louisville and Nashville.



SLEEPING-DINING CAR DEPARTMENT EARNS 11th CONSECUTIVE HEW CITATION.

The Milwaukee Road was awarded its 11th consecutive Special Citation from the Department of Health, Education and Welfare April 6 in Chicago. The award recognizes the railroad's contribution to public health through high maintenance standards for its dining, bar, lounge, sleeping and parlor car operations from Jan. 1, 1970 through June 30, 1971. Pictured at the presentation are: A. J. Corbett, chief inspector, Sleeping-Dining Car Department (left to right); C. E. Stark, HEW representative; J. F. Wytrykus, HEW representative; W. Sommer, assistant superintendent, Sleeping-Dining Car Department; R. E. Michau, dining car inspector; and T. J. Knaffla, dining car inspector.

ABOUT PEOPLE OF THE RAILROAD



Coast Division

SEATTLE

Laura K. Schaub, Correspondent

Office of Traffic Manager

DISTRICT MANAGER—SALES: Welcomed to our office staff recently was Judi Sawyer. Judi replaced Penny Vierra, who is now a stenographer in the Agent's Office in Tacoma.

LOCAL and FOREIGN FREIGHT OFFICES: Most of us are now looking forward to the resumption of our great outdoor activities, after a winter of snow, wind and rain. On April 15, the local forces of the Foreign Freight Department and Milwaukee Motor Transport joined in a fishing expedition off Westport in the Pacific Ocean. Bill Prather of Foreign Freight caught the largest fish—a 10 lb. silver Salmon. Beginner's luck. The ocean at this time of year is pretty rough and we did have a few cases of seasickness . . . Leo Fettig was chairman of the annual Sea-Tac Golf Tournament held at the Auburn Golf Course on April 22. Competition was keen because of the historical rivalry between the two cities . . . Mrs. Donna Hendricks has joined the staff of the Foreign Freight Department.

PRICING DEPARTMENT: Rate Clerk Stewart "Stu" Bowler has been ill with the measles. To his surprise, one never grows too old for children's activities . . . Maxine Dittbrandt's son, Jeffrey, was home on leave from the U. S. Army until April 26. He is stationed on Okinawa . . . Agnes Horak, your former correspondent, who turned world traveler upon her retirement from the Pricing Department, left May 1 with her sister for six weeks in Europe.

REGIONAL DATA OFFICE: Joyce Ask and Esther Ray have purchased homes in the Magnolia and Richmond Beach areas . . . Changes in the department include new employees Mike McManus and John McPherson, and Paul Brydges, who resigned to attend school.

REGIONAL SALES OFFICE: Lee Derr, secretary to the Regional Manager-Sales, was elected vice president of the

Women's Traffic and Transportation Club of Seattle for the May 1972-May 1973 club year at the annual election of officers. Laura Schaub of the Regional Manager-Sales' Office and your correspondent was elected for a two-year term as trustee. Other officers elected were: President — Dorothy Moore (Foss Alaska Line); Corresponding Secretary — Mildred Pickrell (Olympic S. S. Co.); Recording Secretary — Joyce Robinson (Seattle Travel Center); Treasurer — Joan Masters (Seaport Shipping Co.); and Two-Year Trustees — Kay Haskins (Olympic S. S. Co.) and Corinne Shelton (Frank P. Dow Co.). Installation of officers will be held at the May 9 dinner meeting of the club.

MILWAUKEE ROAD RETIRED EMPLOYEES CLUB NEWS: The Seattle meeting of the Milwaukee Road Retired Employees Club was held March 9 with 36 members present including visitors Mrs. Mabel Eggleston of Three Forks, house guest of Mr. and Mrs. W. A. Merrill, and retired Conductor L. H. Larson of Mobridge, S. D. It was announced that the O. D. Wolkes, who were present, will be celebrating their 60th wedding anniversary later in the month. Roy Jorgensen showed slides of a recent trip to Denmark. Members were informed of the passing of Isaac Moore, who recently retired from the Telegraphic Department . . . The Tacoma meeting held April 9 was attended by 113 members. Lyle Smith, president, was with us after a sojourn in the hospital. Scott McGalliard, who is retired from the Freight Claim Department, showed slides of a trip to Australia. Members were informed that Gertrude Alden died on April 16 after an illness of several weeks. She began her railroad career on Jan. 15, 1919, as a clerk in the Spokane Freight office. She was later promoted to secretary and held similar positions in Tacoma and in the Seattle Agent's Office where she retired on Dec. 15, 1959. Following her railroad career, she worked several years in the Admittance Office of Seattle University. Requiem Mass was said April 19 in St. Joseph's Church followed by burial in

Holyrood. She is survived by a brother, Walter J. Alden of Monrovia, Calif.

SPOKANE NEWS: The employees of the Spokane area extend a welcome to Ken Freeman and his family upon their recent arrival in the city from Chicago. Ken was transferred to Spokane as the new District Adjuster. He replaces Ray Moore, who retired on disability. Ray's presence will be missed by his fellow workers and we wish him a pleasant retirement . . . Another new arrival in Spokane is Car Foreman Frank Zawada. He replaces Howard Jensen, who retired.

TELEGRAPH OFFICE: Friends and former associates of Isaac "Ike" Moore, who retired in December 1969 as teletype operator in the Seattle Relay Office, were saddened to learn of his death on March 15. Ike began working when he was 13 as a messenger for the superintendent of the old Virginia Railway. Except for time spent in the military overseas during World War I, and a stretch in the '30s when he homesteaded in Alaska and worked for the Signal Corps; the rest of Ike's lifetime was dedicated to the railroads he served—the last being the Milwaukee at Seattle, which he joined in 1943. Funeral services were held at the Church of the Ascension on March 20. He is survived by three sons; Charles, Jim, and Edward; and a daughter, Mrs. Kathleen Johnson.

Aberdeen Division

EAST END

Martha Moehring, Correspondent

Asst. Superintendent's Office, Montevideo

Our hats are off to Engineer Charlie Wilson, who was recently interviewed by Columnist Robert Smith of the Minneapolis Tribune in connection with the annual spring "train rides" taken by some of the more daring young men of the Twin Cities area. They hang onto the sides of slowly moving trains, only to find they soon pick up speed and head for the open country, like out to the

RETIRES AFTER 43

YEARS. John W. Montgomery, B & B Foreman at Austin center, is shown with Assistant Division Engineer Ray McCann (left) and Chief Carpenter V. L. Blake at a retirement reception held in his honor April 21. (See R. D. True's column.)



West Coast! Then comes the desperate attempt to jump off and in many cases, there's tragedy. Charlie told of the situation graphically in the course of the interview and warned parents to keep an eye on what their kids are up to now that winter is past.

Three new conductors have been added to the Middle Aberdeen Division roster: Ken Cordingley, Don Flinn and Dave Taylor. The top conductor on the roster, Howard Sheimo, has taken a disability pension, which now puts Ron Kamla at the top of the list on the Middle Division.

Agent Lynn Van Horn took his vacation right when our office was moving from the old building to the remodeled passenger depot here at Montevideo. Acting Agent Dick Stolen "installed" all the various appurtenances required in the office of an agent. Lynn has just about found everything now.

In the process of cleaning out lockers, a Fargo Forum of about 1928 came to light. In it we found an article about Pat Maloney winning several eating contests when the Fargo newsboys were given a picnic. That explains why Pat can eat so long and so fast. He started early.

Archie McCoy, former Montevideo crossing flagman, passed away in March. Other March deaths included: retired Engineer Jackson Hungerford; and retired Section Foreman Tom Cusick of Britton, S.D. Retired Engineer O. T. Spangenberg died during February in Long Beach, Calif. Ida Kamla, widow of former Roundhouse Foreman Pete Kamla, died in March. She was the mother of Conductor Ron Kamla and mother-in-law of Engineer Howard Gardner. Retired Agent Martin Ogren of Appleton died on April 26 at the age of 76. He had been residing in a rest home in Golden Valley the past few

months. Retired Train Baggage Man Bart McDonald died on April 15 in St. Paul. The widow of former Montevideo Agent W. D. Smith died April 15 in St. Paul.

Sally, the daughter of Engineer George Ryman, can spell circles around the other children in Chippewa County. She won the county spelling contest in April and went on to Minneapolis for the regional contest where she also did well. It's good to know that spelling is not an extinct art although it is often doubtful!

Retired Passenger Brakeman Alfred "Buck" Miller, and his wife, celebrated their 46th wedding anniversary on March 26.

Harlowe Sumner is the new agent at Strasburg, N.D. He bumped Dale Joneson, who picked up his suitcase and moved to the Ipswich agency.

Car Foreman Ray Joneson has returned—but barely—from a trip South as far as Mexico. Ray isn't keen on freeway driving and he tells it like it is. He recounted how a nice service station attendant routed them where they wanted to go, closing the instructions with "You can't miss it." And that's all it took. The Jonesons missed it. After a couple hours of driving and a gas tank later, they again pulled up to a service station for help and by golly, it was the same station! When they got moving again, Ray instructed his family, "Watch for the first EXIT because we're getting off of here." After that they traveled via gravel road and got home in the altogether.

This is my final column after quite a few years of being correspondent for the East Aberdeen folks. Somebody else is going to have to take over because I won't have time anymore. I'm retiring as of the end of May and I have a lot of other things to do. So long, folks!

I M & D Division

AUSTIN—EAST END

R. D. True, Correspondent

Office of Superintendent

Carl A. Swan, former trick dispatcher at Austin, passed away on March 11. Burial was at Marinette, Wis.

Mrs. Selma Peterson passed away at St. Olaf Hospital in Austin on April 25. She is survived by two sons, Harvey, storekeeper at Austin, and Clair, carman at Austin.

A farewell reception was held in the Engineering Department at Austin for John W. Montgomery, who retired as B&B Foreman at Austin after more than 43 years of service. He began his railroad career at the age of nine as a water-boy near McGregor, Ia. Later, he spent some time on the West Coast as assistant chief carpenter, and returned to Austin as B&B Foreman, a position he held until



Cinda Garrett, steno to the agent in Kansas City, is shown with the trophy she won as first runner-up in the city's 1972 Miss Transportation contest. The awards, presented at a dinner on April 22, were based on how well the contestants fielded a battery of questions asked by local representatives of the news media and Ladies Chamber of Commerce.

his retirement. Several members of the retired Milwaukee Road family attended John's farewell party on April 21. They were Jay and Esther Bailey, time reviser and steno-clerk respectively; retired Roadmaster Earl Long; retired Division Engineer Fred Hornig; retired Assistant Engineer Sando Monteon; and retired District Safety Engineer C. O. "Red" Post. John plans to continue with his hobbies of gardening and carpentry. He and his wife will remain in Austin.

On April 28, a coffee party was held in the Engineering Department at Austin for Lois Cummings, who resigned to accept other employment. Lois was roadmasters' clerk for several years. Bernadine Cochlin has stepped into Lois' position, and Kathy Stern is now working Bernadine's former position as trainmaster's steno-clerk.

SIOUX CITY AREA

Marie B. Franken, Correspondent

Office of District Manager-Sales,
Sioux City

Miss Brenda Hanneman of Madison, S.D., became the bride of James E. Potvin on March 18 at the United Methodist Church of Madison. The groom is employed as electrician helper at Mitchell, S.D., and the bride is a January graduate of Dakota State College. Mr. Potvin's father, the late Wilfred Potvin, was a machinist at Mitchell and his brother, Richard, is a conductor on the Milwaukee Road.



Mrs. Ivy Hancer, clerk in the St. Paul Material Division, receives best wishes from K. J. Kulk (right), district material manager, and N. S. Groth, assistant district material manager, at an open house in honor of her retirement on Feb. 29 after 43 years with the Milwaukee Road.



CHICAGO TERMINAL ENGINEER Howard J. Correll is shown with his wife, Mildred, as he was presented a steam engine replica, made and painted by the members of his crew, during a retirement party held in his honor on Jan. 29. Mr. Correll, who retired with 48 years service, is a third generation Milwaukee Roader. His grandfather was a passenger conductor and his father was an engineer on the Illinois Division.

DAY-SEVERSON. Jean Severson of Holman, Wis., and Richard Day of Sparta, Wis., were married Feb. 12. Mr. Day, who is employed as a crew signalman on the Milwaukee Road, is the son of Alvie Day, a retired Signal Department employee. The couple will make their home in Sparta.



DIXON-TEAL. Susan Diane Teal and John O. Dixon, son of Tomah Shops Electrician and Mrs. Charles H. Dixon Jr., were married May 20 at Zion Lutheran Church in Wausau, Wis. The ceremony was followed by a reception, dinner and dance at the Wausau Labor Temple. The couple will make their home in Schofield, Wis., where Mr. Dixon is employed as a brakeman on the Milwaukee Road.



RETIREES AFTER 50 YEARS SERVICE. A. J. Sneiker (left), stationery storekeeper at Milwaukee Shops, is congratulated upon his retirement Jan. 31 by Manager of Material E. F. Volkman.



ARMY RESERVIST RECEIVES AWARD. Chief Warrant Officer E. R. Becker, wrecking foreman at Davies Yard (right), is presented a Certificate of Achievement by Brigadier General L. V. Anderson, assistant vice president operations-general manager, during a ceremony Feb. 12 in Milwaukee. The award, made by Headquarters, Fifth U. S. Army, Fort Sam Houston, Texas, cites Mr. Becker for "meritorious service as Car Repair Shop Superintendent, 1152nd Transportation Company (Railway Car Repair), Milwaukee, from Jan. 1968 to Aug. 1970."



SPEAKER AT SIOUX CITY TRANSPORTATION DINNER. Ray A. Kolhoff, district manager-sales in Sioux City, is shown as he spoke recently at the local transportation club's annual dinner. Mr. Kolhoff, who retired as the club's chairman of the board, presented a service plaque to Jerry Meisner of the Sioux Transportation Co., the club's former president. John S. Mahoney, Jr., sales representative in Sioux City, was re-elected to the club's board of directors.



THREE GENERATIONS OF MILWAUKEE ROADERS. Arnold Hagemo (center), fireman on the Rocky Mountain Division at Missoula, retired April 1 after 28 years with the railroad. Shown with Mr. Hagemo are his son, Ralph, roundhouse foreman at Deer Lodge, and grandson, Ted, apprentice electrician at Deer Lodge.



CERTIFICATE OF RECOGNITION AWARDED. Ferdinand Kranz, who retired Jan. 31 from his post as chief clerk in Carscope (center), is shown with Q. W. Torpin, general superintendent of transportation (right), and D. J. Staley, assistant superintendent of transportation, as he was presented a Certificate of Recognition recently in Chicago in honor of his more than 50 years of service to the Milwaukee Road.

Wedding vows were exchanged recently at the Westlawn Presbyterian Church in Sioux City between Miss Jeanette Windle and Neal D. Keairns. Mr. Keairns is the son of Engineer and Mrs. K. P. Keairns of Sioux City and is employed by Holdenried Ford Co. in Sioux City.

On the sick and hospitalized list at Sioux City since our last write-up have been: Mrs. Helen Merryman, wife of Carman C. F. Merryman; Mrs. Susan Work, wife of Conductor F. J. Work; and Mrs. Mary Griffin, wife of Engineer F. D. Griffin. All are now recuperating at home. Both Engineer K. C. Sabin and retired Engineer J. V. Leafstone were hospitalized for corrective surgery on their hips and both are now at home and well on the road to recovery.

Mrs. W. Edgar Martin, mother of Mrs. Goldie Anderson who is the widow of former B&B Foreman Harry Anderson, died on April 19. Mrs. Martin made her home with Mrs. Anderson in Sioux City. Mrs. Martin's grand-daughter, Mrs. Beverly Friedenbach, is employed as rate clerk in the Sioux City Regional office.

Retired Brakeman Robert F. Tierney passed away at a Sioux City hospital on March 15. He was employed as brakeman at Sioux City on Oct. 9, 1929 and worked in the B&B Department for three years prior to that date. He retired on Sept. 1, 1956. There are no known survivors.

The family of Roundhouse Foreman and Mrs. K. S. Casey held a reunion in Sioux City during the first part of March, which included a royal welcome for the Casey's two new grandchildren. Son Tom, who is attending Palmer Chiropractic College in Davenport, and his wife welcomed little Kenneth Stewart into their home on Feb. 5. He is their third child and first boy. Daughter Cheryl, whose husband is employed by Control Data in Minneapolis, became the mother of their fourth girl on Dec. 16,

little Holly Johanna. Daughter Caryl and her husband, who is employed by McDonald Aircraft in St. Louis, and their two boys were present along with daughter Ruby and her husband, who works for Northwestern Bell in Sioux City and their one little daughter. Son Tim, who lives at home, is employed as a trainman on the Milwaukee Road and is also attending Morningside College at Sioux City. Grandma and Grandpa Casey are very proud of their 10 grandchildren who range in age from 9 years to 2 months.

Former Switchman-Yardmaster Clair Bushnell died on April 10 of a heart attack at his home in Phoenix, Ariz. Mr. Bushnell worked on the old SC&D Division at Sioux City for 20 years prior to moving to Arizona in 1942. In addition to his wife and a daughter, he is survived by his mother, Mrs. Guy Bushnell of Sioux City, two brothers, Clyde of Tennessee and Kenneth, a conductor on the IM&D Division at Sioux City.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Mrs. Fritz Nelson, wife of retired Machinist Fritz Nelson, passed away in Santa Barbara, Calif. Burial was in Jackson, Tenn. Mr. Nelson brought his family to Harlowton in 1949. They left in 1965 to reside in California.

Donald K. Bundren, Harlowton switchman, and Lynn Ellen Muggenburg were married March 25. The couple will make their home in Harlowton.

Paul Murch, son of Switchman and Mrs. Herman Murch of Harlowton, was chosen as an alternate for Boys' State.

George Malinoff, Sr., 85, former Harlowton hostler, who retired in 1952, died

in Sofia, Bulgaria, where he and his wife had gone for a visit last year.

The Star Hotel—near the depot and always a haven for railroad men—has been purchased by Jim and Pat Conley. The Conleys have installed a restaurant in the old waiting room and have upgraded some of the rooms at this time. More work is planned.

David Sorensen, equipment operator, and Jodi Cotton Fallang were married March 11 in American Lutheran Church. Jodi is the daughter of Engineman and Mrs. Vern "Sonny" Cotton. They will make their home in Harlowton. Dave is a graduate of the University of Montana in Missoula.

Miss Linda Voller, daughter of Agent and Mrs. Robert Voller of Billings and an eighth grade student at Lewis and Clark Junior High, has captured second place in the Treasure State Spelling Bee in Helena. Should the first place winner not be able to go, Linda will get a chance to participate in the national meet in Washington, D.C.

Maria Stefanoff, wife of retired Section Foreman John Stefanoff of Choteau, Mont., died at their home. She was 81.

EAST END

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

The VA Hospital in Miles City held its 21st Annual Awards Recognition Program to honor its many volunteers. Mrs. Sadie Glover, widow of Engineer Harvey Glover, was the recipient of a silver pin for 2500 hours of service—the highest award made at the ceremony. Other members of the Milwaukee Road family receiving awards were Agnes Smith, wife of retired Section Foreman H. W. Smith; Mrs. Edna Wilkerson, widow of Engineer T. E. Wilkerson; Joan Ohnstad, daughter of retired Section Laborer and Mrs. L. L. Sturdevant; Elretta Wood, wife of retired Roundhouse Foreman Harry Wood; and Ruth Timmons, widow of retired Carman Myron Timmons. In addition, retired Baggageman and Mrs. H. F. Sandman and Mrs. Sadie Glover received Perfect Attendance Certificates.

Congratulations to Mr. and Mrs. Doug Kulesa on the birth of a son, Kent Douglas. Doug is the son of Special Equipment Operator and Mrs. Leonard Kulesa.

Potpourri: Retired Section Foreman Herman Smith has been named grand guard for the Grand Chapter Sessions of Eastern Star to be held in Miles City on June 15-17 . . . The family of Sadie Glover gathered in Miles City recently to help her celebrate her 75th birthday. Ray and Bev Glover hosted the occasion . . . Swan Nelson, former yardmaster at Miles City and an avid golfer, scored a hole-in-one—the 3rd in his golfing career—at



Herman J. Schulenberg (left), laborer at the Milwaukee Shops, who retired Jan. 31 after 31 years with the railroad, is presented a gift from his many co-workers by R. R. Metzfeld, district material manager.



Don Fraser, who recently retired from his job as yardmaster at Deer Lodge (center), Mont., is shown with his wife and Assistant to the Superintendent Vern Jenks at a no-host dinner party held in his honor at Landon's Supper Club.

Penmar Golf Course in the Los Angeles area . . . Mrs. Mary C. Zuelke and Mrs. Thelma White entertained the April meeting of the Milwaukee Road Women's Club. Mrs. Henry Sandman won the door prize . . . Retired Engineer E. B. Williams was the grand prize winner of a Winchester rifle at the annual Rod and Gun Club membership meeting . . . Colonel Edward N. Wellems, son of the late Engineer P. N. Wellems, retired after 31 years of active duty in the U. S. Army. He and his wife have purchased a home in Lakewood near Tacoma, Wash. Ed is the brother of Carman John Wellems and Engineer R. J. Wellems both employees of the Milwaukee Road at Miles City . . . Section Foreman Virgil Higgins has been promoted to roadmaster on the Aberdeen Division.

Youth Happenings: Don St. Peter, son of Engineer and Mrs. J. R. St. Peter, has been elected president of the Associated Students of Carroll College in Helena . . . Doug Harbac, son of Conductor and Mrs. E. O. Harbac, was inducted into the National Honor Society at Sacred Heart High School . . . A blue ribbon was awarded Boy Scout Troop 243 under the leadership of Duane Parks, storekeeper at Miles City, and a red ribbon was awarded Troop 245, whose leader is Assistant Roadmaster Ken Larimore, at the recent Boy Scouts Spring Exposition . . . Michele Virag, daughter of Engineer and Mrs. William Virag placed 4th in the Custer County Spelling Bee.

Sympathy is extended to the families of the following: Retired Conductor Fred W. "Shorty" Davis. Mr. Davis, 85, died March 12 in Tacoma . . . Rolan J. Zeimet, signal maintainer at Baker, Mont., who passed away at the age of 43 . . . Mrs. Minnie Shine, widow of the late Conductor William Shine, who died at the age of 94 . . . Section Laborer Virgil Satterthwait, who passed away April 1 after many years of service with the railroad . . . Mrs. George (Ida) Bundy, mother of Engineer C. C. Bundy, who died March 8 . . . Retired Section Foreman Nels Nottveidt, who passed away March 7 at Roundup . . . Bennie E. Bender, a former brakeman at Mo-bridge, who passed away April 4 . . . Conductor Alex L. Gunther, 61, who died April 26 following a short illness.

DEER LODGE AREA

Ona Lake, Correspondent

Superintendent's Office, Deer Lodge

Linda Michelson, daughter of Don Michelson, dispatcher at Deer Lodge, has been chosen to participate in "Amer-



Milwaukee Road Signal Training School Graduates Third Basic Signaling Class

The Milwaukee Road Signal Training School graduated the third class from its Basic Signal Training Course on April 14 in Milwaukee.

The course consisted of six one-week sessions spread over approximately nine months during which the students were required to complete home study, classroom and practical work assignments covering various phases of basic electricity and railroad signaling.

Shown are: (seated left to right) J. R. Moy; J. L. Shafer; M. A. Hines; R. L. Patel; A. W. Kast; L. L. Pillard; (standing) L. B. Sandstrom, staff engineer signals and class instructor; W. J. Erler; J. G. Graser; J. R. McCann; M. A. Haight, senior signal inspector; A. P. Vonnahme; J. W. Ewalt; E. W. Fleckenstein; and P. V. Mather, signal engineer.

ica's Youth in Concert" and will tour Europe by jet for concerts in London, Brussels, Paris, Zurich, Salzburg, Venice, Florence and Rome with a group of 460 band, orchestra and chorus students.

Nels J. Soderstrom, a former employee of the Milwaukee Road, died in San Francisco after a long illness. He is survived by his wife, Margaret, a brother and two sisters.

Verne L. Scott, 77, a longtime resident of Deer Lodge and a retired Milwaukee Road boilermaker, died recently in a Deer Lodge hospital. He is survived by a daughter and a sister.

Eva Shunkwiler, wife of a Milwaukee Road Car Department employee, is seeking Democratic nomination for governor on a platform based on several controversial issues including "the introduction of basic economics, taxation, laws and government in the primary grades so that every student will be even better informed about his government than he is on his ABCs." The Shunkwiler's have four children.

D & I Division

Esther Nast, Correspondent
Superintendent's Office, Savanna

Marine Pvt. John W. Buckwalter, son of Store Department Employee and Mrs. John W. Buckwalter, Sr., graduated from basic training at the Marine Corps Recruit Depot in San Diego, Calif.

Charles A. Gray, train clerk in Savanna Yard, retired on Feb. 2. He plans to spend much of his time fishing.

Traveling Engineer-Trainmaster and Mrs. A. J. Cini celebrated their Silver Wedding Anniversary on April 12 with a trip to Arkansas to visit their son, Bob, and his wife, Peggy.

Chief Clerk and Mrs. Glen Harrod of Ottumwa welcomed their first grandson, Travis Alan Harrod, born in Perry, Ia., on March 29.

Mr. and Mrs. Walter Humy of Rockford, Ill., became parents of a son, Michael, on March 13. His proud grandmother is Mrs. Earl Parker, widow of a first district roadmaster.

Mr. and Mrs. Doug Barker of Clinton, Ia., welcomed son Troy on Feb. 29. Grandpa is Iowa Division Engineer Doug Barker, Sr.

A son was born to Mr. and Mrs. Rich Hunter in Savanna on March 6. His grandparents are retired Roundhouse Employee and Mrs. Neal Hunter and Mr. and Mrs. Ed Handles of Savanna.

Savanna Hostler and Mrs. Don Shaw became parents of a daughter on March 5.

Yard Clerk and Mrs. Terry Coates recently welcomed their first child.

Tom Nigus, senior at Savanna High School and son of Chief Dispatcher and Mrs. L. W. Nigus, was elected to the National Honor Society.

Ruth Turner, daughter of Mr. and Mrs. Walter Turner, and Donald Hull, son of Assistant Roadmaster and Mrs. Ralph Hull, all of Savanna, were married April 8 at the Assembly of God Church in Savanna. They will make their home in Savanna where the groom is a switchman for the Milwaukee.

Diana Horton, daughter of Mr. and Mrs. Arnold Horton, Thomson, Ill., and Lloyd Hull, Jr., son of Savanna Yard Switchman and Mrs. Lloyd Hull, Sr., were married April 15 at the Assembly of God Church in Savanna. The couple will live in Savanna where both are employed at Eaton Corp.

Retired Savanna Yard Clerk Earl Anderson reports that while visiting in Arizona he saw retired Superintendent Walter J. Hotchkiss, who now lives in Sun City. Earl reports that "Hotch" is doing just fine. The Hotchkiss' address is 10502 Sun City Blvd.

Our sympathy is extended to the families of the following:

Mrs. Jessie M. Harvey, wife of retired D&I First District Engineer Carl E. Har-

vey, who passed away on March 5 in Bradenton, Fla.

Retired D&I Second District Conductor Thomas Patrick O'Neill, who passed away March 7 in LaCrosse. He is survived by his brother, retired Conductor A. I. O'Neill.

John Perry Castle, retired first district engineer, who passed away March 30 in Charleston, Ill.

Mr. Louis Cini, father of D&I Traveling Engineer-Trainmaster A. J. Cini, who passed away March 16 in Iron Mountain, Mich. He is survived by his wife, two other sons and a daughter.

Mrs. Joseph (Pauline Gregory) Isenhardt, ticket clerk at Elgin Depot until she became ill a year ago, who passed away March 20 in Elgin. Burial was in Savanna. In addition to her husband, she is survived by her mother; a brother, Russell Gregory in the Real Estate Department in Chicago; and two sisters, including Terese Truninger, chief dispatcher's clerk in Savanna.

Mr. Asa Barr, father of Savanna Roundhouse Employee William Barr and grandfather of Brakeman Bill Barr, who died March 31 in Savanna. Burial was in Savanna Cemetery.

Clarence F. Bluecher, father of Second District Engineer Thomas C. Bluecher, who died April 10 at Dubuque. Services and burial were in Dubuque. He is also survived by his wife.

William Madison, retired Iowa Division engineer, who passed away on April 9 in Veteran's Hospital, Iowa City, Ia. Burial was in Savanna.

Mrs. Mary Coyne, who passed away April 9 in Savanna. Services were held in St. John's Church with burial in the church cemetery. Survivors include four daughters, two sons, two sisters and one brother, Albert Darr, Savanna car department employee.

Bernard Stoddard, who was retired on disability from switchman service in Savanna Yard passed away on April 18.

He is survived by his wife and a son.

Earl Poffenberger, retired Iowa Division engineer, who passed away on April 19 in a nursing home at Clinton, Ia. Burial was in Savanna Cemetery. He is survived by two sisters.

Mrs. Robert Weiler, 26, wife of a Savanna Yard switchman, who was killed in an auto accident on April 19. Services were conducted in Savanna with burial in Hanover, Ill. She is survived by her husband, a son, her mother, five brothers and a sister.

Welcome to Mr. Stanley O. Jones, who was appointed Superintendent of the D&I Division. The Jones' are making their home on Park Street in Savanna.

KANSAS CITY AREA

Cinda Garrett, Correspondent

Office of Freight Agent

Lou Witt, yard clerk at Kansas City's Armourdale Yard, is retiring after nearly 31 years of service. He has been a part of the Joint Agency forces since they were formed in conjunction with the Kansas City Southern in 1963. He worked on the Santa Fe for about three years before joining the KCS in 1941. We hate to lose such a fine railroader, but are sure he will be happy in his retirement and wish him all the best.

Switchman Leonard W. Boyd retired on April 30 after 26 years with the railroad. He plans to make his home in Colorado Springs, Colo. Best wishes go with him for a happy retirement.

The final goodbyes were said to Mr. and Mrs. Stanley O. Jones at a party at the Glenwood Manor on April 21. Mr. Jones was recently appointed Superintendent of the D&I Division at Savanna, Ill.

Best wishes are in order for Charlie Cedar, cashier in the Agent's office. He will "tie the knot" on May 13.

General Superintendent Otis C. Burge is soon to become a grandfather. His son, Mike, and his daughter-in-law should become proud parents in the very near future.

Susan Bertelson, daughter of Arnie Bertelson in the Kansas City Traffic Office, was injured in an auto accident recently. She is now home recuperating.

Milwaukee Terminals

AGENCY

Pearl Freund, Correspondent

The Freight Office in Milwaukee was relocated April 3 to 3301 W. Canal St., adjoining the Regional Data Office, Bldg. LD-42, Milwaukee Shops. A hearty welcome to our friend and neighbor.

Agent R. E. Chalifoux has returned to work after recuperating from surgery,



Robert Kurka, Milwaukee Motor Transportation Company assistant supervisor of safety, practices an arm sling on Red Cross model Barbara Janwermeyer. Mr. Kurka was one of more than 360 employees from 180 companies in northeastern Illinois who recently completed an American Red Cross industrial first aid course in Chicago.



Junior engineer J. H. Krohn (second from left) is shown with his wife and Milwaukee Division Superintendent F. H. Ryan (right) and R. J. Brueske, division engineer, at an office party on May 12 in Milwaukee in honor of his promotion to assistant engineer at Chicago.

and is in his new office.

Sympathy is extended to retired Chief Clerk Walter H. Geisinger on the death of his wife, Marie. She is also survived by a daughter, Beverly, and three grandchildren.

REGIONAL DATA OFFICE

An office romance has culminated in an engagement between Pat Dangel, bill and expense clerk, and Jim Cwiklinski, IBM machine operator of the Material Division, Milwaukee Shops. It now looks like an October wedding is in the planning stages.

Sympathy is extended to Enrico Franco on the death of his mother-in-law in April.

Extra Clerk Ron Przyblla is on the sick list, having decided to get rid of some pesky tonsils.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent

Office of General Superintendent

Congratulations to Switchman and Mrs. William Howe on the birth of a baby boy, Christopher Lee, on March 4.

Sympathy was extended to Switchman Ted Egan and Engineer Mike Egan on the death of their mother; and to Switchman Robert Cameron on the death of his mother-in-law and father-in-law.

Frank Harkins, Milwaukee Division passenger conductor, retired March 16.

David Farina, son of Switchman Sal Farina, won a trophy for the most valuable player of the year in baseball from Our Lady of Sorrows School.

Donald Christian, Jr., son of Donald Christian, switchman, and Virginia Christian, caller, received a letter in both football and softball from Northwest Lutheran School of Milwaukee at a Father and Son Sports Banquet held May 1.

Sympathy was extended to Sophie Zaleski, secretary to regional manager, on the death of her brother.

Bowling Tournament News

The "Pack" Milwaukee Terminal bowling team, consisting of Wayne Curry, John Groszkiewicz, George Duncan, Marve Topping and Phillip LaFountain, won first place team event with a score of 3079. Milwaukee Terminal Engineer Al McGowan won the high singles event with a score of 672. The high doubles event was won by A. Gauger and Neil Monroe from Elgin, Ill. with a score of 1272. A Tomah man, Roger Protz, won a golf bag for the highest single game score (260) in the tournament. There were 42 teams participating, and the dinner and dance was attended by approximately 400 people.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion



Laurie Dippel

and Kirkwood Community College in Cedar Rapids.

Kevin Kiley, son of Trainmaster-Traveling Engineer and Mrs. J. F. Kiley, concluded his high school basketball career as a member of the Cedar Rapids Kennedy High School team, which won the 1972 Iowa state basketball championship. They won the title in one of the most exciting basketball tournaments ever held in Iowa. Kevin was the unanimous choice of sports writers for the All-City Team, the Mississippi Valley All-Conference Team, and the All-State Team. He was the only player unanimously selected for the Class AA All-Tournament Team by the sports writers

Laurie Dippel, daughter of Conductor Dave Dippel of Marion, has recently been employed as a stenographer by the Justice Department in Washington, D.C. She is a graduate of Marion High School

covering the 1972 Iowa State Basketball Tournament. His plans for next year are indefinite, however, he has interviewed with several colleges and universities.

Conductor Dale W. Hummel passed away April 22. Funeral services were held at Samoa, Ia. He is survived by his wife, a daughter, and a son, Jack, assistant supervisor in the power bureau. Mr. Hummel had 31 years of service with the railroad.

Retired Conductor John Larkin of Marion is recuperating at Mercy Hospital in Cedar Rapids following surgery.

Welcome to Paul G. Schoon and Jerry L. Clodfelder, both recently employed as switchmen at Cedar Rapids Yard.

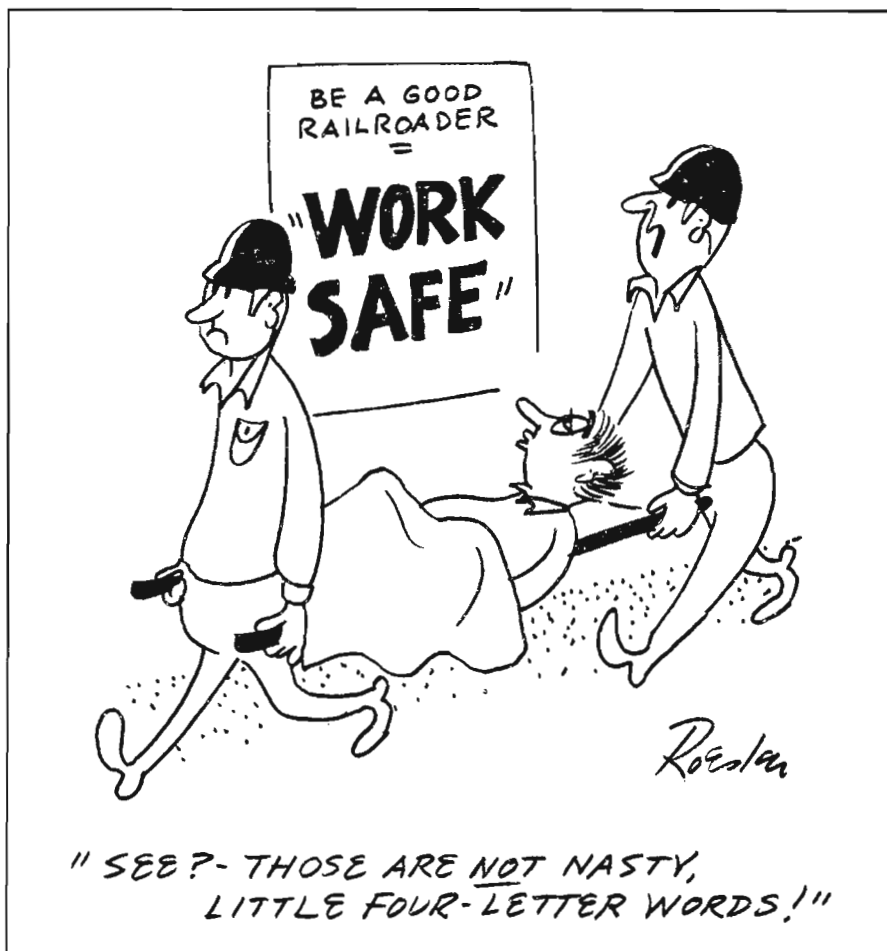
Retired Engineer E. M. Poffenberger of Savanna, Ill., died April 18.

Funeral services were held in Perry for Carl R. Fish, retired roundhouse employee, who passed away Feb. 27.

Funeral services were held at Perry for Mr. Stanley C. Thomas, who died March 31. Mr. Thomas retired from the Milwaukee Road Engineering Department in 1962. He is survived by his wife and a stepdaughter.

Former Clerk and Mrs. George Keene celebrated their "fifth" wedding anniversary on Feb. 29, although they have been married 20 years.

Mrs. Bernice Brulport passed away at Dallas County Hospital on March 16.



DES MOINES UNION RAILWAY COMPANY

C. F. Wagner, chief special agent, Des Moines Union Railway Company, retired March 31 after 42 years of railroad service with the Des Moines Union Railway and the Milwaukee Road. Mr. Wagner was first employed in the rail mill at Savanna, Ill., and later worked as special officer and lieutenant of police at Beloit, Savanna and Sioux City for the Milwaukee Road. He accepted the position of chief special agent on the Des Moines Union Railway in 1958. Mr. and Mrs. Wagner plan to make their home in Decorah, Ia.

Chicago General Offices

TRAFFIC DEPARTMENT

Perry R. Beck, Correspondent

We are all glad to see Dave Kronon back at work again. He recently returned after spending a long period of time at home recovering from a heart attack.

Cleo Airola's prize winning brindle boxer, Dudley, won another blue ribbon—this time at the International Dog Show held at the International Amphitheater in Chicago on April 8 and 9.

Bill Ryan, former rate analyst, died during March. He had over 45 years of service with the Milwaukee Road.

The annual picnic will be held this year on July 15 at the Lions Woods near Des Plaines, Ill. A softball game is planned and there will be a horseshoe tournament and other games. The admission charge is \$2.00 per person or family and is payable to John Rogers or Joe Nowacki.

The Traffic Department's annual golf outing is in the planning for August 19. Contact Bill Schauer for further information.



OFFICE OF MANAGER—DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Congratulations to Marilyn Gnutek of the General Statistics Bureau on the birth of a 7 lb. 10 oz. daughter, Angela Christine, on April 17. Marilyn was feted by this office with a beautiful shower on April 14.

We extend sympathy to John Dennison, bureau head of the General Statistics Bureau, on the death of his mother-in-law, Mrs. Curtin.

Welcome back to Florence Precht of our General Statistics Bureau, who was off due to an operation.

Recent visitors to our office were Leona Dietrich, retired assistant bureau head of the General Statistics Bureau, and Thelma Petrie, also a retiree.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

Ralph Gatto, Correspondent

Bonnie Fleming of this office, and Gary Lovett of Battle Creek, Mich., were married on April 1. The couple honeymooned in Florida.

As of May 1, W. T. Kures, manager-interline freight settlements, is home recuperating, and W. W. Kirscher, assistant manager-interline freight settlements, is in the hospital.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Frank, Correspondent

Sympathies were extended to the family of C. J. Kisiel, assistant engineer, on the death of his brother Stanley J. Kessel, who died on March 11. William Breen, father of Miss Helen Breen, bookkeeper, died on March 2. The late Mr. Breen, who retired in 1953, worked in the office of Overcharge Claims.



Willard K. Peterson, superintendent of the IM&D Division (left), passes the timetable to his successor, William F. Bannon. Mr. Peterson has been transferred from Austin, where he has held the post of superintendent for the past six years, to Chicago, where he will become assistant to general manager of operations. He was honored by more than 100 of his friends at a party held at Tommy's Supper Club in Austin on May 5. Mr. Bannon, the incoming IM&D superintendent, was formerly vice president and general manager of the Minnesota Transfer Railroad and the St. Paul Union Depot Co., St. Paul. Austin Daily Herald photo.

Jack Fraser, assistant engineer in this office, and his wife, Lillian, who works in the Freight Revenue Office, became grandparents. Their daughter, Jean, and her husband, Jim Ratajczyk, became the parents of a 6 lb. 6 oz. baby girl, Delores Jean, on Feb. 24.

Congratulations to Miss Kathy Futch, comptometer operator, and Tom Hood on their engagement. They plan to be married Sept. 22. Congratulations also go to Miss Debbie Blowers, secretary to J. G. Kirchen, on her engagement to Charles Erdenberger. Their wedding date has been set for Sept. 30.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

March and April have been active months in our office.

On March 1st, a baby shower was the highlight of the day for Judy Krystiniak. She received many adorable gifts for David Michael, who was born on March 22. Congratulations to Judy and her husband, Michael.

W. B. "Bill" Walker (right foreground), who recently retired from his job as switchman in the Seattle Yard after 30 years with the railroad, is shown with co-workers as he receives a retirement gift presented by Yard Foreman Ray Pence at a cake and coffee reception held in his honor on May 3.

Lois Leffleman, joint facility bill clerk, and Lee Skwierczynski Jr., system analyst of systems and procedures, were married on April 8 at Grayslake, Ill. A bridal shower was held on April 7, at which the couple received many lovely gifts for their home in Morton Grove. They honeymooned in Florida enjoying the sights of Disneyworld.

Congratulations to Mary Winterlich, who passed her U. S. Citizenship test.

OFFICE OF MANAGER REVENUE ACCOUNTING

Ruth Schuhrke, Correspondent

Sympathy was extended to Donald Gruenberg, special accountant, and to his wife, Dolly, a former key punch operator, on the death of their son, Michael, March 23.

Sympathy was also extended to Evelyn Gunnell on the death of her sister, Dorothy Cahill; and to Erna Hendickson on the death of her husband, Herman.

Welcome to new employee Joyce Herman, typist in the Revenue Claims Bureau. The new waybill filers are Jesus M. Anicete, Richard Crosley, Michael J. Carbone, Katherine Semple and James E. Guy, Jr. New clerks in the Freight and Passenger Revenue and Statistics Bureau are Robert J. Ziomek, Michael Chesrow and William S. Kuczek.

OFFICE OF MANAGER EQUIPMENT ACCOUNTS

Karen Konczyk, Correspondent

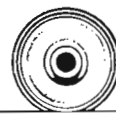
Helen Ewald celebrated 45 years of service on March 16. The office honored her with a party on that day.

Sympathy is extended to Ann Palanchinan on the death of her mother; and to Helen Ewald on the death of her mother.



Harold A. Hersey (right), who recently retired from his post as lieutenant of police at Savanna, Ill., is presented a Certificate of Recognition by Police Captain W. Miller on April 26 in Savanna.

here's how we're doing



First Quarter
Ending March 31

	1972	1971
RECEIVED FROM CUSTOMERS		
for hauling freight, passengers, mail, etc.	\$ 72,520,575	\$ 69,716,052
PAID OUT IN WAGES		
(Labor in operating expenses)	35,105,355	33,013,323
Per dollar received (cents)	48.4	47.4
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	3,881,384	3,667,996
Per dollar received (cents)	5.4	5.3
ALL OTHER PAYMENTS		
for operating expenses, taxes, rents and interest	36,803,482	36,069,541
Per dollar received (cents)	50.7	51.7
Net Income (Loss)	(3,269,646)	(3,034,808)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:		
Number of cars	220,746	226,462
1972 under 1971	5,716	

Lennie Meyers returned to work on May 1 after a leave of absence. Joe Alszewski has returned to work after a leave for military duty.

The Fullerton Avenue Bowling Tournament Women's Division trophy was awarded to Pat Klein. Her high game was 178.

The last annual Fullerton Avenue Golf Tournament will be held on May 20 at the Bonnie-Dundee Golf Course. A large turnout is expected.

Chicago Terminals

BENSENVILLE

Delores Barton, Correspondent

Congratulations are in order for Superintendent and Mrs. R. L. Tewell on the birth of their first grandchild, Todd Michael, on March 20 to their daughter, Diane, and her husband, Dave Waterman.

Signal Supervisor Ken Akert recently purchased a travel trailer and plans to take his wife and four boys to California this June.

Signal Maintainer Larry M. Hanson broke his arm and has been off since the middle of March. He has hopes of returning soon to his position at Galewood.

Signal Maintainer William T. Clarke of the Terre Haute Division retired on Feb. 23 after 26 years in the Signal Department and over 20 years in other departments. He is making his home in Clinton, Ind. Mr. C. O. "Jess" Daily replaced Mr. Clarke.

Robert Ohlsen, system analyst, underwent surgery on April 24 and is coming along fine. Ray Rebesco underwent open-heart surgery on May 8. We wish them both speedy recoveries.

Recently received a letter from John Padour, retired train clerk at Western Avenue. John extends best wishes to all of his co-workers and friends. He is living on Perch Lake at Crivitz, Wis., and stocks the lake with Kamloop Lake Trout, which when fully grown should weigh from 25 to 30 pounds. Last August, Joe Maturno spent his vacation at Crivitz and caught a trout measuring 19½ inches long and weighing 3½ pounds. Any angler wishing to try his luck at John's lake may do so by making reservations. Contact John Padour, Route 2, Crivitz, Wis., or phone 715—854-2399.

Instrumentman Don Ostien, who had been hospitalized since February, passed away on April 9. He had 32 years of service starting at Fullerton Avenue and moving to Bensenville in 1955. Sympathy was extended to his family.

Sympathy was also extended to the family of Elmer P. Fatz, train clerk at Bensenville, who passed away on April 16. Elmer started with the Milwaukee Road in 1964. He worked as a yard clerk at Western Avenue and Division Street as well as the 11 p.m. shift at Bensenville.

We also regret to hear that Mrs. Stella Mytych, mother of train clerk Edward Mytych, passed away on May 2.

We are glad to see Joan Hutton back at work after a long period of illness. Joan works in the IBM room.

Jim P. Constante, 64, retired pipefitter at the Western Avenue Diesel House, died Jan. 23. He is survived by three sons, including Angelo R. Costante, pipefitter journeyman at Bensenville; three daughters; and 14 grandchildren. Burial was at Queen of Heaven Mausoleum.

GALEWOOD

Eleanor P. Mahoney, Correspondent

Bernard G. Pobloske and his wife will celebrate their 60th wedding anniversary on June 17. Before his retirement, Mr. Pobloske was assistant agent at Galewood Freight House.

Stanley Boyle, car record clerk, was honored by the Village of River Grove. According to the Elm Leaves, a neighborhood newspaper, Mayor Boyle's party "was like St. Patrick's Day all over again with the corned beef and cabbage dinner, green carnations for the ladies and green shamrock lapel pins for the men."

Sophie Komar, mother of Car Record Clerk Mike Komar, passed away May 1.

Sabina Pieciak, Regional Data Office clerk, became engaged to Wally Ciesielski, a former employee of the Regional Data Office.

Sympathy was extended to Karen Ostien of the Regional Data Office upon the death of her father, Donald Ostien, on April 9. Mr. Ostien was Assistant to Division Engineer at Bensenville.

Barbara Lane, revision clerk, gave birth to a baby girl, Rene' Marie, on Feb. 20.

Enrique Muga, revision clerk, was extended sympathy on the death of his father on April 14.

Nick Levas, freight handler at the Galewood Freight House, died April 17.

Sympathy was extended to Clarence Mackprang, Galewood O S & D clerk, on the death of his father on May 7. He was 94.

Twin City Terminals

TWIN CITIES CAR, LOCOMOTIVE AND MATERIAL DEPARTMENTS

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

Les Foley was honored on his retirement as Minneapolis Coach Yard Foreman at a dinner held at the Rand Supper Club in St. Paul. Les worked five years in the Store Department at Aberdeen, where he started with the railroad in 1926, and later transferred to the Coach Yard at Minneapolis. His friends wish him many long and happy retirement years.

Douglas Franklin, roundhouse clerk in St. Paul, was seriously injured in an automobile accident April 22.

Mrs. R. A. Hargis, wife of St. Paul Master Mechanic R. A. Hargis, is convalescing at home after surgery.

Roundhouse Laborer and Mrs. Neil Schnagel are the proud parents of a new baby girl.

Stan Kyrk, local storekeeper, coached his boys hockey team to the championship of the local intra-mural hockey program which includes 400 boys. Stan's team is sponsored by the Schifsky Company under the North St. Paul Hockey Booster's program. The team was presented a trophy for their achievement at an award dinner on April 29.

held on Feb. 28, March 6, and March 13. James Nolan, a teacher at West De Pere High School, conducted the classes assisted by J. A. Pitel, safety engineer for the Milwaukee Road.

Congratulations to Brakeman Lloyd Fabry and his wife, Claire, on the birth of a daughter, Amanda Jane, on Feb. 27.

Cecil A. Parkin, 76, former roadmaster at Wausau until his retirement, died March 29. John Schumacher, 88, who was car foreman at Green Bay for over 40 years, died during March after a short illness.

Milwaukee Shops

CAR DEPARTMENT

Niki Pieri, Correspondent

Theodore E. Schmidt, who was general foreman in the Milwaukee freight shop, left the Milwaukee Road to accept a position in an associated industry on April 21. Mr. Schmidt worked for the railroad for three decades.

Frank L. Hmielewski, retired leadman in the Milwaukee freight shop, died April 15. He is survived by two sons, Frank of Ashland, and John.

Retired Sheetmetal Worker Walter J. Bzdawka, 82, passed away in April. He retired from the Milwaukee forge shop at the age of 79 on Dec. 4, 1969.

DISTRICT MATERIAL MANAGER

Sharon Rosinski, Correspondent

Best wishes for a happy retirement go to Herman J. Schulenberg, laborer at the Milwaukee Shops, who retired Jan. 31, after 31 years of service; and to Stationery Storekeeper A. J. Sneiker, who recently ended a 50 year career with the Milwaukee Road.

Congratulations to F. R. Koch, who has been appointed stationery storekeeper at Milwaukee Shops.

Milwaukee Division

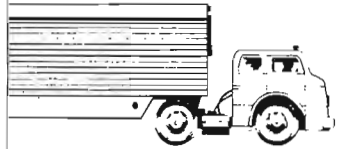
SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

Milwaukee Road employees attended a National Safety Council Defensive Driving Program at Northeast Technical Institute at Green Bay, Wis. Classes were

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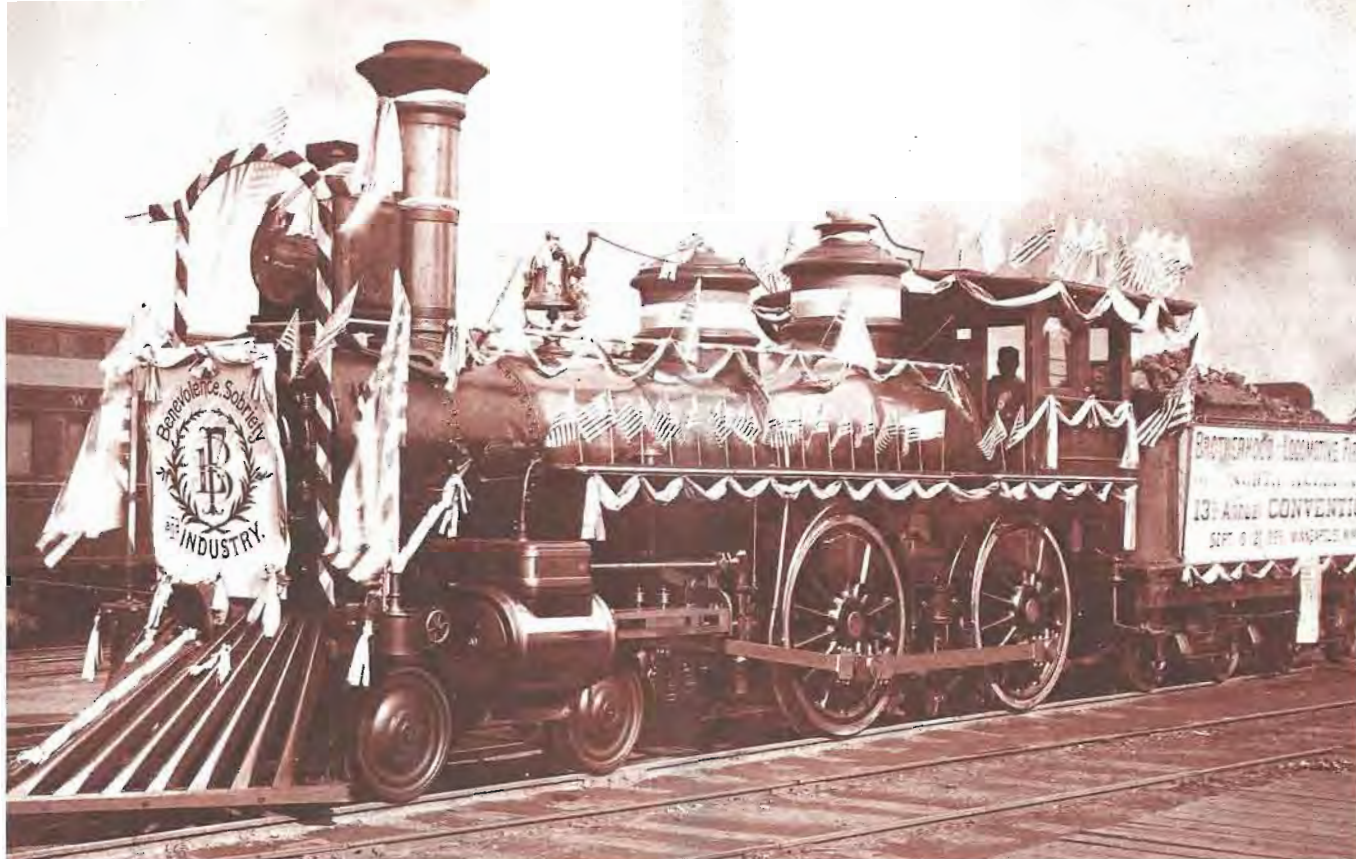
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DECORATED WITH FLAGS AND BUNTING this old locomotive carries a sign to announce the 13th Annual Convention of the Brotherhood-Locomotive Firemen of North America, held Sept.

15-21, 1886 in Minneapolis, Minn. Photo courtesy of Frank Fullhart, retired Milwaukee Road machinist, Perry, Iowa.

★
**GRAND OPENING OF
 CHICAGO UNION STATION'S
 NEW CONCOURSE**
 ★

NATIONAL TRANSPORTATION DAY (May 18) was marked for some of the approximately 60,000 rail passengers that pass through Chicago's Union Station daily by the grand opening of the station's new concourse. The 30,000 square foot concourse makes the station one of the most modern rail transportation centers in the United States.

Cutting the ribbon to officially open the new concourse are Milton Pikarsky, Chicago public works commissioner (left); and J. M. Gilmore, president of the Chicago Union Station Co.



On hand for the grand opening are (left to right): T. H. Coulter of the Chicago Association of Commerce and Industry; J. M. Gilmore; W. A. Lashley, vice president-public affairs, Penn Central; William J. Quinn, chairman and chief executive officer, Milwaukee Road; Milton Pikarsky; Roger Lewis, president, Amtrak; Allen Golboro, vice president, Tishman Realty and Construction; Curtiss E. Crippen, president, Milwaukee Road; N. M. Lorentzen, executive vice president, Burlington Northern; and David Bradshaw, member of the Amtrak board of directors.





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