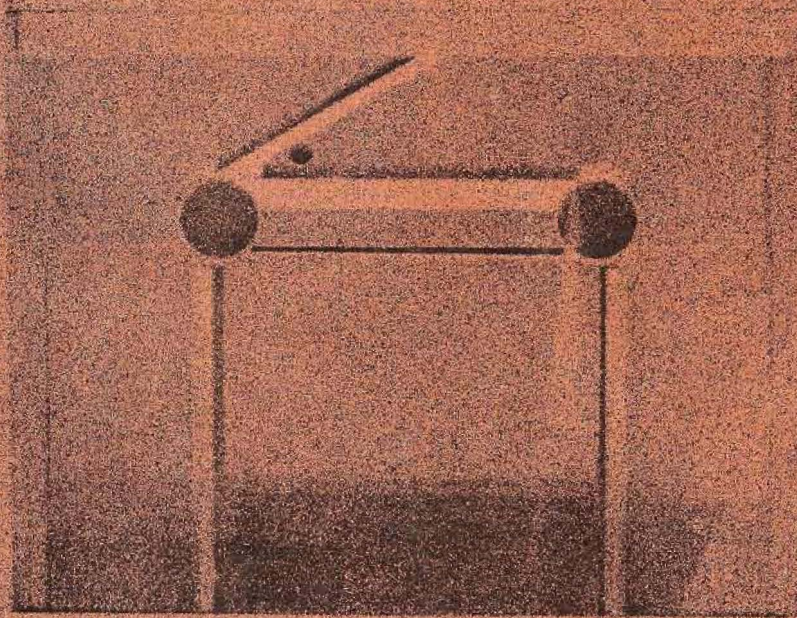
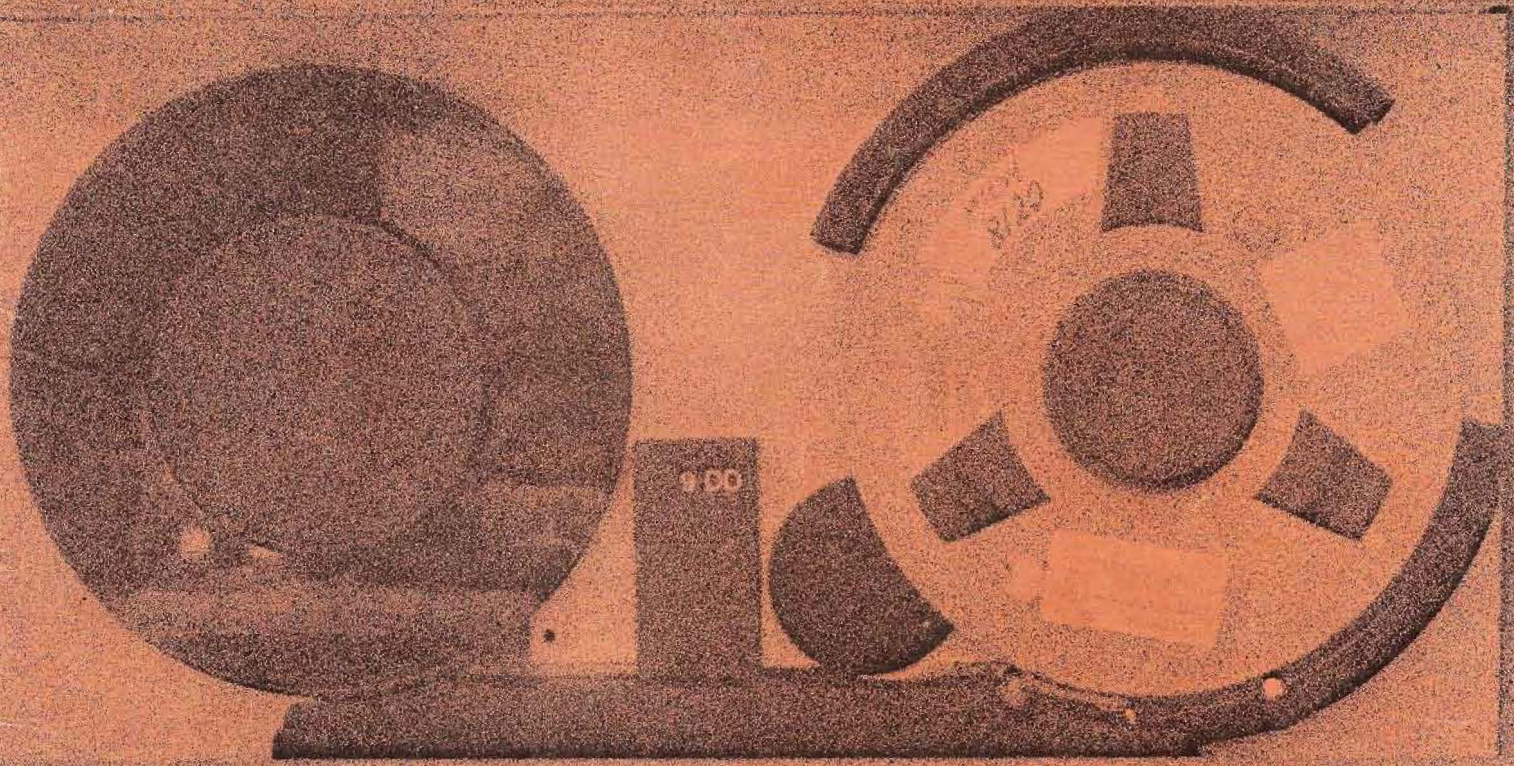


**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

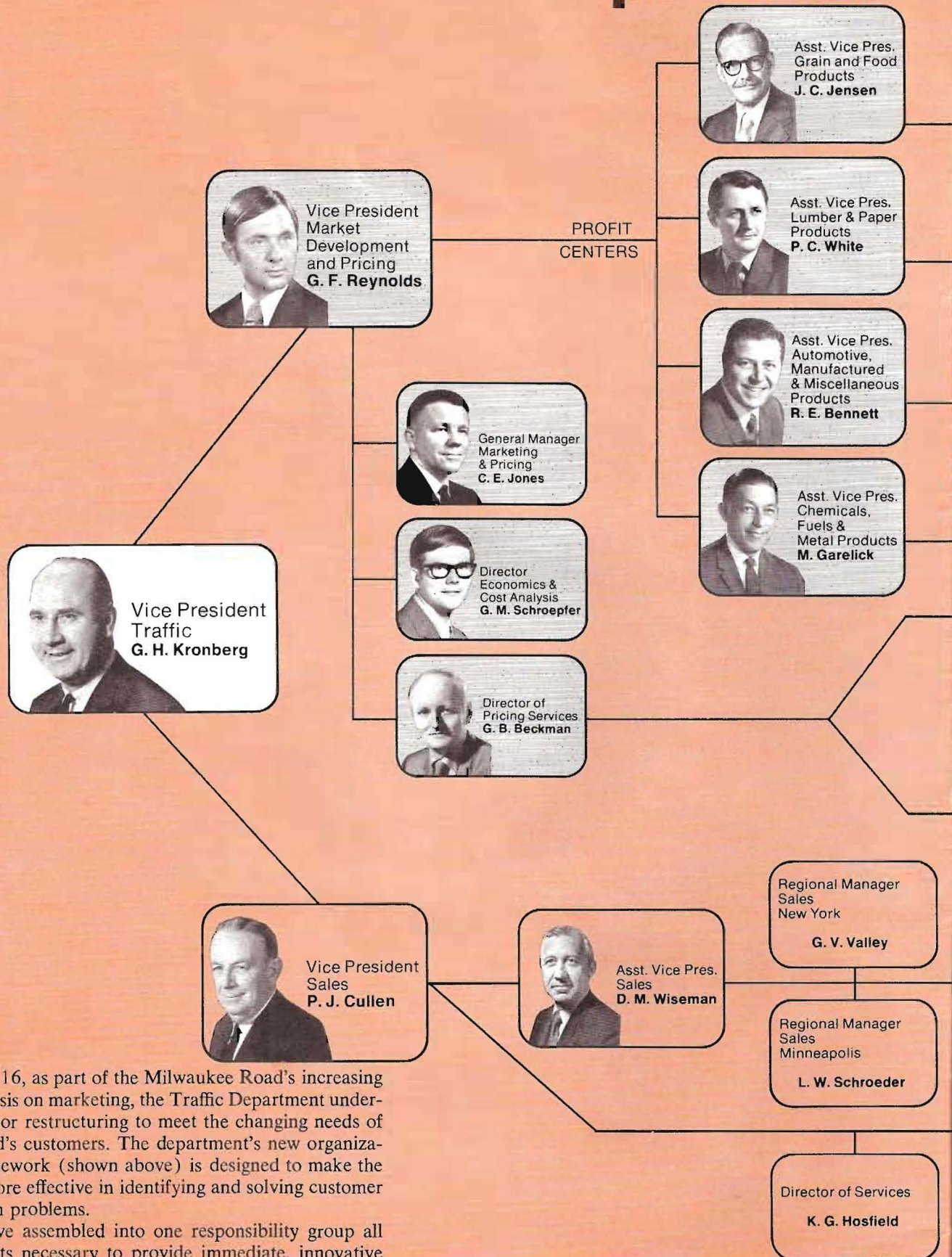
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'Market orientation applied'

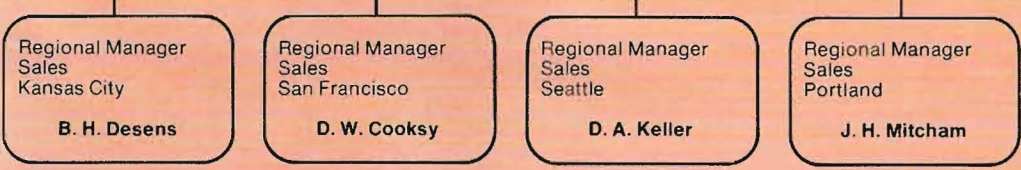
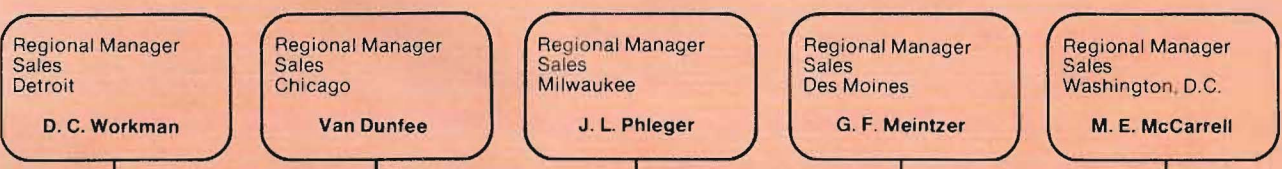
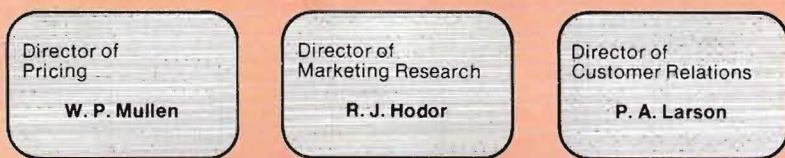
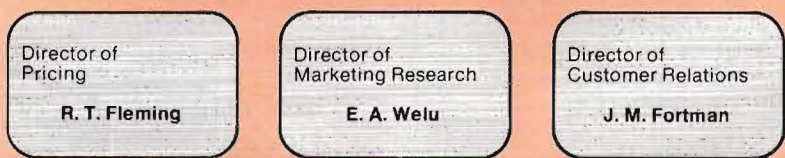
The Traffic Department



ON JAN. 16, as part of the Milwaukee Road's increasing emphasis on marketing, the Traffic Department underwent a major restructuring to meet the changing needs of the railroad's customers. The department's new organizational framework (shown above) is designed to make the railroad more effective in identifying and solving customer distribution problems.

"We have assembled into one responsibility group all the elements necessary to provide immediate, innovative

Restructures for 'Profit'



and productive responses to the transportation needs of our shippers," George H. Kronberg, vice president-traffic, said. "The department's new framework will allow our traffic people to work closely with each other and the customer to tailor the railroad's capabilities to the customer's particular situation.

"The challenge we face is making the service that the Milwaukee can provide as attractive and profitable to the customer as possible. This challenge is the essence of our marketing strategy, and we are totally committed to meeting it."

The restructured Traffic Department consists of two primary components which are designed to work closely together to recognize, identify and solve the distribution needs, both present and future, of the railroad's customers.

One component is the sales force which is geographically organized and has representatives throughout the United States, in Canada and in the Orient.

The other primary component is the profit center group which is organized along commodity lines and works to adapt the railroad's services and resources to the needs of the individual customer.

The sales force continues to serve as the primary liaison between the railroad and its customers. Field sales representatives are responsible for making local contacts and servicing customer accounts in their geographic areas, but work with one or more of the four profit centers depending on the type of commodities to be transported.

Each profit center concentrates on a limited number of related commodities and contains personnel specializing in the pricing, transporting and servicing of those particular goods.

In addition, certain other functions such as cost analysis, sales analysis and planning are also included under the auspices of the Traffic Department.

Heading the department is the vice president—traffic, who has the broad responsibility of ensuring that all the elements are functioning properly and producing the desired results,

Responsible directly to the vice president-traffic are the vice president-sales and the vice-president-market development and pricing,

each of whom has responsibility for one of the major components.

The vice president-sales has reporting to him all of the Milwaukee Road's field sales force, through an assistant vice president-sales and 11 regional managers of sales. This includes managers, sales representatives and staff at all of the railroad's 53 sales offices. Reporting directly to the vice president-sales are a director of sales analysis and planning, a director of sales control and a director of services. Each director is in charge of a staff which performs a support role vital to the overall sales and marketing effort.

Under the vice president-market development and pricing are the four commodity-oriented profit centers, and several related pricing and marketing elements.

Each profit center contains all the elements necessary to design, implement and forecast specialized distribution services. Working with an assistant vice president in each profit center is a director of pricing, a director of marketing research, a director of customer relations and a staff of 18 to 20 people.

Because of the complexity of pricing in the grain and food products traffic areas, the grain and food products profit center has a director of pricing-grain and a director of pricing-food products. The other three profit centers are: lumber and paper products; automotive, manufactured and miscellaneous products; and chemicals, fuels and metal products.

The personnel in each profit center deal with only a limited number of commodities and they can concentrate on and develop a closer understanding of the particular logistical needs of those commodities. When a customer's transportation problem is identified, the members of the appropriate profit center go to work to design a service, rate and equipment package to resolve the problem at a level of service and price satisfactory to the customer and at a profit to the railroad.

Also reporting to the vice-president-market development and pricing are a general manager of marketing and pricing in Seattle, a director of economics and cost analysis, and a director of pricing services. Each of these directors heads a staff performing important support services for

both the profit centers and the sales force.

The Profit Centers

At the heart of the Milwaukee Road's marketing effort are the four profit centers. Since the term "profit center" is not completely self-explanatory, some confusion about these groups might arise without proper explanation of their purpose and function.

The concept of the profit center grew from the belief that the best way for a railroad to make money is to sell its product—transportation—in a form that helps its customers make money.

What the profit centers do is cut across traditional organizational lines and effectively bring together all the various analysis and decision-making functions, data and skills that are necessary to design rail rates and service which are beneficial and profitable to both the railroad and its customers.

So the "profit" in profit center works two ways—for the customer and for the railroad. By centralizing various functions of pricing, cost analysis, market research, equipment information and customer relations into one group which simultaneously attacks the same problem from all angles, the railroad is able to identify the customer's needs and to gather all of its resources to fill them. This will enable both the Milwaukee Road and its customers to "profit" from the activities of the profit centers.

Another dimension of the profit center is to help a customer expand his existing market and help him find ways to open up new markets for his goods.

Each of the Milwaukee Road's four profit centers handles all matters relating to the particular commodities assigned to it. As much as possible, related commodities and commodities with similar logistical needs have been grouped together.

The assistant vice president in charge of each profit center has working with him a director of pricing (in the case of the grain and food products profit center, two directors of pricing), a director of marketing research, a director of customer relations and a staff for each director. Collectively they are responsible for recognizing and identifying the distribution needs of a customer and de-

The Profit Centers and the commodities they handle

Grain and Food Products

*S.T.C.C. No.	Commodity
01	Farm Products
09	Fresh Fish or other Marine Products
20	Food or Kindred Products
21	Tobacco Products, except insecticides

Lumber and Paper Products

*S.T.C.C. No.	Commodity
08	Forest Products
24	Lumber or Wood Products, except Furniture
26	Pulp, Paper, or Allied Products

Chemicals, Fuels and Metal Products

*S.T.C.C. No.	Commodity
10	Metallic Ores
11	Coal
13	Crude Petroleum, Natural Gas or Gasoline
14	Non-Metallic Minerals
19	Ordnance or Accessories
28	Chemicals or Allied Products
29	Petroleum or Coal Products
32	Clay, Concrete, Glass or Stone Products
33	Primary Metal Products; incl. galvanized; except coating or other allied processing

NOTE: All import and export commodities, except farm products (S.T.C.C. No. 01), are included in the Automotive, Manufactured and Miscellaneous Products' profit center.

Automotive, Manufactured and Miscellaneous Products

*S.T.C.C. No.	Commodity (Domestic and Import/Export)
22	Textile Mill Products
23	Apparel, also applies on other finished textile products or knit apparel
25	Furniture or Fixtures
27	Printed Matter
30	Rubber or Misc. Plastic Products
31	Leather or Leather Products
34	Fabricated Metal Products, except Ordnance
35	Machinery
36	Electrical Machinery or Equipment, also applies on Supplies
37	Transportation Equipment
38	Instruments or Photographic Goods, also applies on Optical Goods, Watches or Clocks
39	Miscellaneous Products of Manufacturing
40	Waste or Scrap Materials
41	Miscellaneous Freight Shipments
42	Containers, Shipping, Returned Empty, also applies on carriers or Devices
44	Freight Forwarder Traffic
45	Shipper Association or Similar Traffic
46	Miscellaneous Mixed Shipments
47	Small Packaged Freight Shipments
	(Import/Export Only)
08	Forest Products
09	Fresh Fish or other Marine Products
10	Metallic Ores
14	Non-Metallic Minerals
19	Ordnance or Accessories
20	Food or Kindred Products
21	Tobacco Products, except insecticides
24	Lumber or Wood Products, except Furniture
26	Pulp, Paper, or Allied Products
28	Chemicals or Allied Products
29	Petroleum or Coal Products
32	Clay, Concrete, Glass or Stone Products
33	Primary Metal Products; incl. galvanized; except coating or other allied processing

termining the service, rate and equipment package that is needed. All recommended pricing policy for the Milwaukee Road is formulated within each profit center.

Although each profit center deals with vastly different logistical, pricing and transportation problems, the workings of each center are divided into the same three basic areas and the directors of each area have essentially similar roles.

The director of pricing in each profit center has the overall responsibility for all matters involving the pricing of commodities.

The director of marketing research coordinates all research activities within the profit center relating to the development and implementation of marketing proposals.

The director of customer relations in each profit center knows the specific traffic needs of each product area as well as the transportation capabilities of the railroad. He is the customer's advocate within the profit center, evaluating all proposals based on his specialized knowledge.

Supporting the profit centers and sales are the staffs of the economics and cost analysis center, pricing services center and the office of the general manager of marketing and pricing in Seattle, Wash. These groups provide important input data and perform services to assist the profit centers.

The restructuring of the Traffic Department does not mean that all of the railroad's customer-related problems will be immediately solved. But it does mean that these problems will be more readily identifiable. And identifying a problem is the first step in solving it. ■



Employees' Combined Fund

Participation Tops Previous Year

The 1972 Crusade of Mercy Campaign in the Chicago area drew a very generous response from employees of the Milwaukee Road.

During the fund drive on the railroad, Sept. 18 through Oct. 13, pledges to the Employees' Combined Fund Raising Plan, in support of the Crusade and the other organizations for which the Plan provides, reached a record \$48,642, an increase of \$5,635 or approximately 13 per cent over the amount raised in 1971.

William J. Quinn, chairman and chief executive officer of the Milwaukee Road, was a chief crusader and a member of the Advance Gifts Division of the Crusade again this year. He was also responsible for both corporate and employee solicitation efforts for several Chicago-based companies.

Mr. Quinn expressed his appreciation for the railroad's fine showing at a luncheon meeting on Dec. 19 attended by more than 50 company campaign workers from various departments.

He noted that the pledges this year represented an increase of 8 per cent in the number of employees who had participated in the fund raising drive in 1971. The increase, he remarked, reflects the growing awareness throughout the Chicago area of the crucial need to adequately support human care services in their efforts to improve the quality of community life.

Other speakers who cited the railroad's employees for their response to the appeal included President Worthington L. Smith; William A. Kertz, junior engineer in the division engineer's office at Bensenville; and Vincent Neeley, who acted as a campaign coordinator for the 1972 Crusade in Chicago.

The presentation of the "Outstanding Solicitor" award to Mr. Kertz,

William A. Kertz (right), junior engineer in the division engineer's office at Bensenville, receives the "Outstanding Solicitor" award from William J. Quinn, chairman and chief executive officer of the Milwaukee Road, for his efforts on behalf of the 1972 Milwaukee Road Employees' Combined Fund Raising Program at a luncheon meeting for campaign workers on Dec. 19 in Chicago.

whose solicitation efforts achieved the greatest increase in participation among the employees assigned to him in the fund raising drive, highlighted the luncheon meeting.

Mr. Neeley presented the Crusade of Mercy's "Outstanding Achievement" award to the railroad's employees in recognition of their generous support to the Crusade's 1972 Campaign. The award was accepted by Mr. Quinn on behalf of the employees. Individual awards were presented to representatives of departments in which 50 or more per cent of the employees made pledges to the fund drive.

The Crusade of Mercy combines the appeals of the Community Fund of Chicago, the Mid-America Chapter of the American Red Cross, and the Suburban Community Chest and 92 of its affiliated Chests in 155 communities. The community drives covered local businesses, teachers and other municipal employees, hospital employees, professional people, and other residents not solicited where they work.

In addition to the Metropolitan Crusade of Mercy, funds from the Employees' Combined Fund Raising Plan are distributed to the American Cancer Society, the National Foundation (March of Dimes), the Chicago Heart Association, the Boy Scouts of America and the Girl Scouts of America.

The response to the United Fund Campaigns by Milwaukee Road employees in both Milwaukee and the Twin Cities has been most gratifying according to Twin City Terminal Superintendent William F. Plattenberger and Milwaukee Terminal Superintendent Norman H. McKegney.

Employee contributions in the Twin Cities United Fund Campaign were \$6,116.48—\$3,230.40 from the Minneapolis area and \$2,936.08 from the St. Paul area.

The employees in the Milwaukee Terminals contributed \$14,704.06 to the 1972 United Fund Campaign for the Greater Milwaukee Area, exceeding the 1971 donation to the Fund by \$1,413.39.

Transit District Awarded Grant

The Northwest Suburban Mass Transit District (NWSMTD), presently consisting of 11 suburban communities between Chicago and Elgin, has received grants totalling \$26.9 million from the State of Illinois and the Federal Urban Mass Transportation Administration for improvements in the Milwaukee Road's West Line commuter service.

A commemorative dinner was held for the trustees of the NWSMTD at Nordic Inn Country Club in Itasca, Ill., on Jan. 14. The Milwaukee Road's "Project Transi-Plan", which began in 1970, was declared "consummated and concluded" on the railroad's West Line by the Milwaukee Road's Project Transi-Plan Task Force Chairman, Thomas H. Ploss. The commemorative dinner marked the beginning of the NWSMTD mass transit improvement Project funded by the grants.

The NWSMTD will now proceed to the purchase of 13 new locomotives, 36 new bi-level cars, a new coach yard in Hampshire, Ill., a new West Elgin station, improved signal-

ing, and station improvements in Elmwood Park, River Grove, Franklin Park, Bensenville, Itasca, and Bartlett.

In addition, the NWSMTD used a portion of the grant to purchase the title to the entire Milwaukee Road fleet of 62 bi-level commuter coaches. All commuter equipment, both new and used, purchased by the transit district will be in public ownership.

On Jan. 6, a Milwaukee Road commuter train stopped at the Bartlett (Ill.) commuter station long enough for Donald W. Buckner, NWSMTD chairman, to affix the first NWSMTD ownership plate to one of the bi-level cars in the train, signifying the new ownership of the railroad's bi-level fleet.

The ownership plates, which read "NORTHWEST SUBURBAN MASS TRANSIT DISTRICT, OWNER: CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD COMPANY, LESSEE," are painted in the orange and blue colors of the State of Illinois and have now been placed on the side of

each bi-level car.

Two other mass transit districts are located along the railroad's north commuter line. They are the North Suburban Mass Transit District (NSMTD) and the Greater Lake County Mass Transit District.

The NSMTD was formed in 1971 to improve mass transportation operations in the north and northwest suburbs of Chicago, many of which are served by the Milwaukee Road. Seventeen municipalities and Northfield Township (in Cook County, Ill.) presently belong to the District.

The Lake County District was formed in 1972 and represents all of Lake County, Ill., with the exception of those communities included in the North District.

In October, the NSMTD, with the concurrence of the Lake County district, filed a preliminary \$7.2 million capital grant application with the Federal Urban Mass Transportation Administration and the State of Illinois Department of Transportation.

These grants will be used to buy two new locomotives, five new bi-level commuter cars, centralized traffic control for the Milwaukee's entire north commuter line from Chicago to Fox Lake, 41 new train radios, a third track into Chicago Union Station, and six new stations and platforms at Morton Grove, Deerfield, Libertyville, Grayslake, Roundlake and Fox Lake (all in Illinois).

K. W. Cunningham

K. W. Cunningham, who retired as office assistant to the president in January 1964, died Sept. 19 in Clearwater, Fla.

Mr. Cunningham began his career with the Milwaukee Road in the office of the car accountant in Chicago in 1929, following several years in the accounting department of the Illinois Central. He was later employed as an accountant in the offices of the chief statistician and the vice president of operations before becoming statistician to the president in 1950.

He advanced to the position of office assistant to the president the following year, and assumed the added duties of chief of the pass bureau in 1952.

He is survived by his wife, Ethel; a son, Ken, Jr.; and a daughter, Mrs. Donna Derengowski. Funeral services and burial were in Clearwater.



Trustees of the Northwest Suburban Mass Transit District display the new ownership plates that have been attached to the railroad's fleet of 62 bi-level commuter cars. The NWSMTD recently purchased the cars through grants made by both the Federal Urban Mass Transportation Administration and the State of Illinois Department of Transportation, placing the cars in public ownership. A Milwaukee Road commuter train was stopped at the Bartlett, Ill., station on Jan. 6 for the installation of the first ownership plate by NWSMTD Chairman Donald Buckner. Left to right are Vincent Stann, district trustee from River Grove; Lois Geister, district vice chairman from East Dundee; Herbert Hansen, district trustee from Elgin; Buckner; and Frank Byrne, district trustee from Elmwood Park.



Keeping Track with Carscope

ANY ATTEMPT AT COMPUTERIZING a railroad begins with the freight car, the unit of expression of what the railroad has to sell and one of the largest items in its capital outlay.

A primary goal of computerization in the railroad industry and on the Milwaukee Road is to improve freight car utilization by maintaining complete up-to-the-minute car movement information so that every car on the railroad can be located and used efficiently.

The movement toward computerizing the Milwaukee Road's freight car information network began on Dec. 1, 1959 with the establishment of Carscope (then called Car-Scope) in Chicago Union Station as a central clearing point for customer inquiries concerning carload freight. All information processing was then performed on non-computerized, punch-card-processing machines.

As part of the railroad's Operating

Department, Carscope performed the function of consolidating the various car-tracing functions performed by several departments into one office with ready access to recent car-movement reports from terminals, reporting points and interchange points across the railroad.

Carscope rapidly proved itself by reducing the time required to report a car's last known movement from two days to 12 hours. But beyond its initial purpose of answering customer inquiries concerning car movements, Carscope became an increasingly valuable aid to railroad management as a source of new statistics and services such as reports to aid in car distribution and various traffic analysis studies.

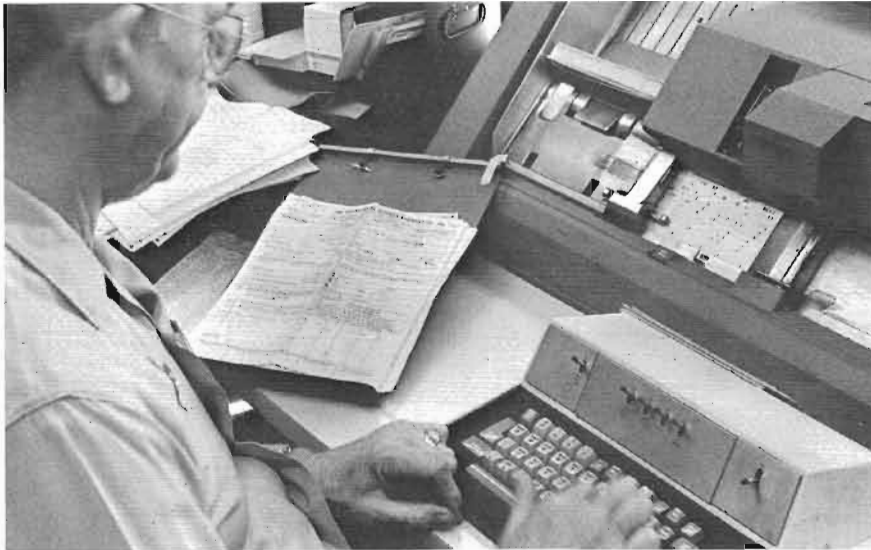
Car distribution reporting, included in Carscope's functions in mid-1960, allowed better utilization of specially-equipped Milwaukee Road cars on both the Milwaukee, and to a

The Milwaukee Road's Carscope computer system keeps a constant record of all cars on the railroad, both empty and loaded, and provides information to assist management in forecasting and planning car movements, managing car pools, handling customer inquiries, and improving yard operations. Shown above is the railroad's Bensenville Yard near Chicago.

limited extent, foreign roads. This was the first time control of specially-equipped cars over foreign roads had been attempted by an American railroad.

Before incorporation of the car distribution function, the traditional method of booking specially-equipped cars involved a time lag that sometimes extended to a week or more. With Carscope, however, the whereabouts of these cars, both loaded and empty, could be determined within the system's 12-hour time frame.

While Carscope greatly improved



Bob Miller, first-train clerk in Bensenville Yard, prepares an initial report card, which contains complete waybill information on a car received in an interchange with a connecting railroad. This card will later be transmitted to the Carscope computer.

car utilization on the railroad, it could not provide management with a complete panorama of freight hauling operations. A 12-hour-old picture of car movements on the system proved insufficient for proper assessment of the rapidly changing business patterns present on a railroad.

The volume of freight traffic and the number of sophisticated reports required by various departments and outside agencies steadily increased to where, in 1966, a full computer installation was considered necessary to increase Carscope's capabilities.

In March 1967, a third-generation computer with a random information storage capability (an advanced computer system developed in the mid-sixties) was installed in Carscope making "real" rather than "historical" time operation possible for the first time. The real time capability of the computer meant that for the first time management could assess the business environment of the rail-

Ronald "Gene" Eppley, IBM clerk in Bensenville Yard, puts car movement cards into a Perpetual Inventory Car Location (PICL) rack. Each track in the yard has a corresponding box in the PICL rack. As a car is moved from one track to another, during yard operations, its movement card is transferred from the box corresponding to its old location to the box corresponding with its new location.

RIGHT: A. Y. "Al" Blake, second-shift yardmaster in Bensenville Yard, uses a computer-generated inbound train list to provide information that will assist him in planning switch movements within the yard and the preparation of outbound trains.

road as events happened rather than several hours afterward.

In August 1972, the Carscope computer system and the Corporate Planning Department's computers (Management Services Department prior to Jan. 1, 1973), formerly housed in separate physical facilities, were moved to a central location on the third floor of Chicago Union Station. This combining of computer facilities has greatly enhanced the total operational capabilities of the Carscope system by allowing one of the Corporate Planning computers—an IBM 360 model 50—to be used whenever the Carscope computer fails or requires maintenance.

The Carscope computer is connected through 53 communication



lines to input/output devices located at 158 points on the railroad. These devices transfer car movement information from punched cards to paper tape for transmission to the computer. In addition, the railroad's sales offices and most major shippers, both on- and off-line, have access to the computer for inquiries via teletype or Western Union TELEX circuits.

An IBM System 3 computer is now undergoing tests prior to its installation in the railroad's Bensenville Yard near Chicago. The System 3 computer is designed to replace the outdated card-to-tape, tape-to-card and printing machines presently in service there. The advantages of the new system are that it will allow much faster data transmission between Bensenville and the Carscope computer in Chicago, and that it will be able to provide an inventory list of every car in the yard, either for the yard as a whole or by track number, at the press of a button.

Automatic Car Identification (ACI) scanners are scheduled to be connected to the System 3 computer in the future to provide an accurate list of all cars passing the scanners in the Bensenville Yard.

Two basic types of information are transmitted to Carscope for inclusion in the system's car record files—initial reports and car movement reports.

An initial report describes a car loaded on the Milwaukee or received from a connecting line. Included are the car's initial and number; type





Supporting the Carscope computer system are 16 cathode ray tube terminals such as the one shown at the right. These terminals are used to provide the Transportation Department with information to answer customer inquiries concerning the location and movement of cars.

LEFT, Ward Conners, yard conductor in Bensenville Yard, uses a train list in the classification of cars from a recently arrived train.



the initial report.

Pertinent waybill data is reported on each loaded or empty car, including specially-equipped cars, trailers or containers, which originates on line or is received from a connecting railroad. Destination information is also reported on all empty equipment, locomotives and cabooses. In addition, each movement of cars, trailers, containers, locomotives and cabooses is

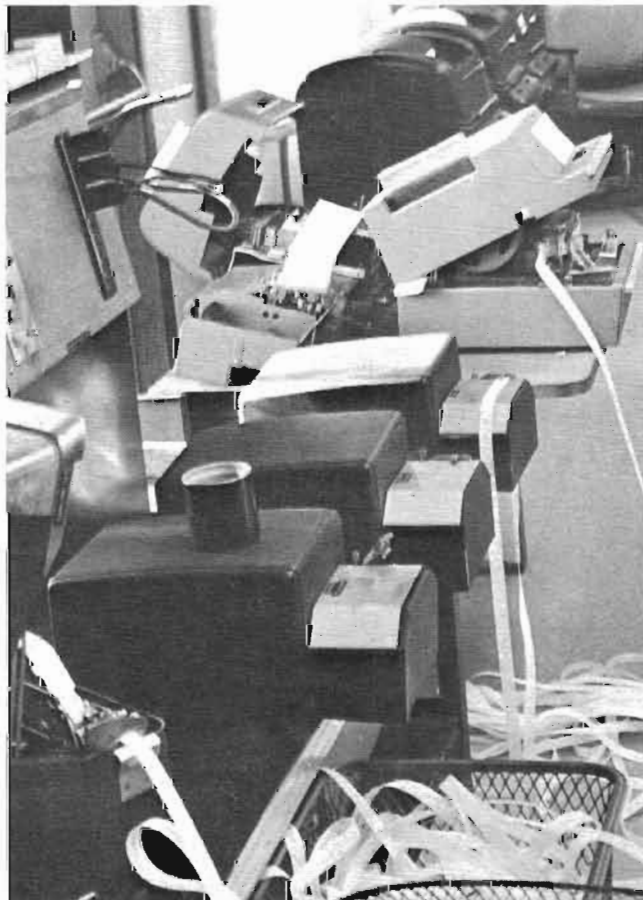
(box, flat, etc.); state to and from; commodity; consignee; final destination; on-line destination or junction station; connecting roads; point of origin; and the shipper.

Movement reports describe the car's travel from its point of origin

on the Milwaukee to its delivery to a consignee or a connecting railroad. Included is such information as tonnage; arrival and departure times at terminals and other reporting points enroute; and train number(s) to supplement the information contained in

Input/output devices, such as these in Bensenville Yard, are located at 158 points on the railroad. The punch-card to paper-tape machine (center) is used to produce a paper teletype tape from punched machine cards containing car-movement information. The tape is then sent, via teletype transmitters (foreground), to the Carscope computer.

This IBM System 3 computer is now undergoing tests prior to its installation in Bensenville Yard. The System 3 computer is designed to replace the card-to-tape, tape-to-card and printing machines presently in service there. An advantage of the new system is that it will allow much faster data transmission than the old equipment.



reported to the computer. The Carscope computer holds as its data base selected waybill information; the railway equipment register identification of all cars, including Milwaukee, foreign and private; the arrival, departure, classification, interchange delivery and/or receipt of all cars; and status reports on all cars, trailers and containers loaded, unloaded, placed, released, back-ordered, repaired and stored on the Milwaukee Road.

As car movements records are received, they are edited and updated for the computer's car file. Information coming into the computer is in the form of messages. Each message contains a message header which directs the flow of information into the computer's memory files and into the computer's message switching files for transmission on the next terminal through which the train will pass.

From the computer's data base specialized reports are prepared for the Operating, Transportation and Traffic Departments to aid in car distribution and sales analysis. Depending upon the situation, the reports can be as general or as specialized as necessary. For example, such reports could contain information ranging from the number and location of every empty box car on the railroad to the number and location of every 50-foot double-door box car on a particular division or in a particular yard or station.

Other such specialized information includes daily reports for the power desk in Chicago on the location of every locomotive and caboose on the railroad; state to and state from reports on loaded cars entering or leaving each sales territory; carloadings by commodity for each division or the entire railroad; and reports which provide information based on any of numerous other variables, such as car initial, number, contents, and destination, on file in the computer's memory banks.

The Carscope computer also generates twice-daily reports on all cars interchanged for the Association of American Railroad's TRAIN computer system in Washington, D. C.. In addition, more than 250 shippers receive daily reports on the movement of assigned cars.

With customers becoming ever more conscious of the cost and quality of railroad transportation, the Carscope computer system has become an increasingly valuable tool in the Milwaukee Road's effort to provide better and more economical service to its customer's, at a profit to the railroad.

The last installment in this three-part series dealing with computers and what they do on the Milwaukee Road will be carried in the March-April issue of the Magazine. It will describe the functions of the Corporate Planning Department and how various other departments within the company use the information it provides. ■

Oliver R. Anderson

Oliver R. Anderson, 69, of 6040-121st Southeast, Bellevue, Wash., retired regional manager of sales for the Milwaukee Road, died Nov. 13 in Seattle.

A native of LaCrosse, Wis., Mr. Anderson started with the railroad there in 1920. After serving in various passenger department positions in both Minneapolis and St. Paul, he became general passenger agent in St. Paul in 1946.

He was transferred to Seattle in 1948 as general passenger agent, and was appointed general freight agent there in 1958. In 1959, he was transferred to Chicago as assistant to the freight traffic manager, and in 1960 was appointed general passenger agent.

In 1961 he was appointed traffic manager of the Illinois region and in 1963 moved to Seattle as traffic manager. He became regional manager of sales there in 1966, when the traffic department was reorganized. He retired April 30, 1968.

Mr. Anderson was past president of the Seattle Chapter of the National Defense Transportation Association; the Transportation Club of Seattle; and the Seattle Chapter of SKAL, an international travel organization.

He is survived by his wife, Irene; a son, Reese of Santa Monica, Calif.; two daughters, Mrs. Peter (Jean) Groves of Tacoma, Wash., and Mrs. Wallace (Gail) Carey of Montesano, Wash.; a sister, Mrs. Grace White of Madison, Wis.; and seven grandchildren.

Kellow Named VP-Corporate Planning

Gaylord A. Kellow, vice president—management services, was elected vice president—corporate planning, on Jan. 1.

In making the announcement, President Worthington L. Smith stated that the designation management services department is being discontinued and that the function involving data systems and operations, as well as cost research activities, will be carried out under the jurisdiction of the new corporate planning department.

A native of Cresco, Iowa, Mr. Kellow was employed by the Milwaukee Road in 1935, following graduation from the University of Iowa with a degree in civil engineering. He was assigned for a period of time to the engineering department and later served as assistant to general manager and operating vice president. A large part of his early career was devoted to special studies and related management functions.

He was appointed data processing manager in the finance and accounting department in 1959, advancing to director of data processing in 1962. He received a master of business administration degree from the University of Chicago in 1965, shortly before being promoted to director of management services on Nov. 1, 1965, when the management services department was formed. He has been vice president—management services since Nov. 1, 1969.

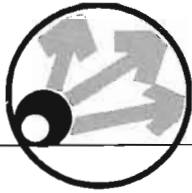
Mr. and Mrs. Kellow live at 337 Flora Place in Highland Park, Ill.

William R. Manion

William R. Manion, 72, of Ely, Minn., retired supervisor of passenger train personnel, died in Minneapolis on Nov. 26.

He is survived by his wife, Alma; a daughter, Mrs. Delores Ingwal of Edina, Minn.; three sons, William R. of San Diego, Calif., James T. of Laguna Hills, Calif., and Phillip C. of Hartford, Conn.; 22 grandchildren; four great-grandchildren; and a sister, Catherine Beskar of Prescott.

Funeral services and burial were in Minneapolis.



Appointments



E. S. Rogers



P. A. Larson



W. H. Wait



W. P. Mullen



E. A. Welu



J. M. Fortman



G. W. Gunder



R. T. Fleming



R. J. Hodor



H. A. Springer



G. U. Fisher



R. J. Stephenson

Safety Department

Effective Jan. 1

E. E. Gilles, appointed district safety engineer on the Milwaukee Division (except R&SW District) and the LaCrosse Division (First and Third Districts), Milwaukee.

Traffic Department

Effective Jan. 16

Philip J. Cullen, appointed vice president-sales, Chicago.

Glenn F. Reynolds, appointed vice president-market development and pricing, Chicago.

Donald J. Miller, appointed assistant to vice president-traffic, Chicago.

Lawrence R. Whelchel, appointed administrative assistant to vice president-sales, Chicago.

Donald M. Wiseman, appointed

assistant vice president-sales, Chicago.

Maurice E. McCarrell, appointed regional manager-sales, Washington, D. C.

Van S. Carroll, appointed district manager-sales, St. Louis, Mo.

Edward J. Ganter, appointed district manager-sales, Dallas, Texas.

William R. Hayghe, appointed district manager-sales, Cleveland, Ohio.

Curtis E. Martinson, appointed district manager-sales, St. Paul, Minn.

David H. Parker, appointed district manager-sales, Cincinnati, Ohio.

Richard W. Regan, appointed district manager-sales, Davenport, Iowa.

Warren H. Stewart, appointed district manager-sales, Mason City, Iowa.

Gary B. Troske, appointed district manager-sales, Everett, Wash.

John H. Verron, appointed district manager-sales, Denver, Colo.

L. Russell Gates, appointed sales representative, Seattle.

David E. Sekstrom, appointed sales representative, Seattle.

M. Douglas Martin, appointed sales representative, Chicago.

Robin L. Peterson, appointed sales representative, Billings, Mont.

Stephen B. Blatz, appointed sales representative, St. Louis, Mo.

James A. Aller, appointed sales representative, New York, N.Y.

Michael J. Bibler, appointed sales representative, San Francisco, Calif.

William G. Herrick, appointed sales representative, Seattle.

Thomas J. Nowatzki, appointed sales representative, Indianapolis, Ind.

Bernard R. Tipp, appointed sales representative, Davenport, Iowa.

John W. Webner, appointed sales representative, Tacoma, Wash.

Clark E. Jones, appointed general manager-marketing and pricing, Seattle.

Gene B. Beckman, appointed director of pricing services, Chicago.

Frank K. Brennan, appointed assistant director of pricing services, Chicago.

Lawrence E. Fancher, appointed manager of pricing, Chicago.

Robert M. Vieth, appointed manager of pricing, Chicago.

Guy B. Bowman, appointed manager of commerce, Chicago.

Edward M. Hora, appointed manager of rate quotations, Chicago.

Roy O. Peters, appointed manager of division, Chicago.

Gary M. Schroepfer, appointed director, economics and cost analysis, Chicago.

Robert E. Bennett, appointed assistant vice president, automotive, manufactured and miscellaneous products, Chicago.

Robert T. Fleming, appointed director of pricing, Chicago.

Edward A. Welu, appointed director of marketing research, Chicago.

Charles F. Wilson, appointed manager of pricing, Chicago.

Nicholas P. Cicinelli, appointed manager of pricing, Chicago.

S. "Frank" Klemm, appointed manager of pricing, Chicago.

John M. Fortman, appointed director of customer relations, Chicago.

William A. Zimmerman, appointed

manager of customer relations, Chicago.

George F. Flynn, appointed manager of customer relations, Chicago.

Alfred J. Dittmar, appointed manager of customer relations, Chicago.

Martin Garelick, appointed assistant vice president, chemicals, fuels and metal products, Chicago.

Richard J. Hodor, appointed director of marketing research, Chicago.

Gerald W. Washington, appointed senior market analyst, Chicago.

William P. Mullen, appointed director of pricing, Chicago.

John T. Burke, appointed manager of pricing, Chicago.

Richard J. O'Mara, appointed manager of pricing, Chicago.

Paul A. Larson, appointed director of customer relations, Chicago.

Robert L. Johnson, appointed manager of customer relations, Chicago.

William A. Maile, appointed manager of customer relations, Chicago.

Jens C. Jensen, appointed assistant vice president, grain and food products, Chicago.

Gary M. Gunder, appointed director of pricing-food products, Chicago.

Ward H. Wait, appointed director of pricing-grain and grain products, Chicago.

Leo B. Cain, appointed manager of pricing-grain and grain products, Chicago.

Paul F. Hellmann, appointed manager of pricing-food products, Chicago.

Richard H. Burn, appointed director of marketing research, Chicago.

Howard A. Springer, appointed director of customer relations, Chicago.

Rolland L. Audas, appointed manager of customer relations, Chicago.

Peter C. White, appointed assistant vice president, lumber and paper products, Chicago.

Gerald U. Fisher, appointed director of marketing research, Chicago.

Robert J. Stephenson, appointed director of pricing, Chicago.

Joseph H. Schmitt, appointed manager pricing-lumber products, Chicago.

Robert J. Skarda, appointed manager pricing-paper products, Chicago.

E. Stuart Rogers, appointed director of customer relations, Chicago.

Robert L. Burns, appointed manager of customer relations, Chicago.

Operating Department

Effective Feb. 1

Quentin W. Torpin, appointed general manager of the Rocky Mountain and Coast Division with headquarters in Seattle.

Delbert O. Burke, appointed general manager of the territory east of Miles City, Mont. with headquarters in Chicago. The title of assistant general manager was abolished.

Robert E. Beck, appointed general superintendent of transportation, Chicago.

L. Vincent Anderson, appointed assistant vice president-operation, Chicago. The title of assistant vice president-operation and general manager was abolished.

Willard K. Peterson, appointed assistant to vice president-operation, Chicago.

F. Bruce Cederholm, appointed superintendent of transportation, Chicago.

Steve J. Barry, appointed superintendent of transportation, Tacoma.

William F. Plattenberger, appointed director of transportation control center, Chicago.

Bernard J. McCanna, appointed superintendent, Twin City Terminal-Duluth Division, St. Paul.

Stanley O. Jones, appointed superintendent, Rocky Mountain Division, Deer Lodge.

John K. Stuckey, appointed superintendent with jurisdiction over the D&I and Iowa Divisions, Perry, Iowa.

Ambrose J. Corbett, appointed acting superintendent, Sleeping and Dining Cars, Chicago.

James P. McMullin, appointed assistant superintendent, Twin City Terminal-Duluth Division, St. Paul.

Robert A. Ohlsen, appointed assistant trainmaster, Twin City Terminal-Duluth Division, St. Paul.

Edward J. Lynam, appointed assistant superintendent, Coast Division, Portland, Ore.

R. Burt Hegge, appointed assistant superintendent, Coast Division, Spokane.

William F. Johnson, appointed trainmaster, Coast Division, Portland.

Willard L. Meiller, appointed trainmaster, Coast Division, Tacoma.

Gregory C. Williams, appointed trainmaster, Twin City Terminal-Duluth Division, St. Paul.

Robert R. Kremer, appointed agent, Milwaukee-KCS Joint Agency, Kansas City Mo.

Donald A. Croson, appointed agent, Chicago Heights, Ill.

Conrad M. Wencka, appointed assistant agent Cedar Rapids, Iowa.

Mass Transit

Effective Feb. 1

Orren R. Anderson, assistant manager - passenger service and Kenneth O. Schoeneck, assistant superintendent, have been appointed director - mass transit services and director - mass transit operations respectively to centralize responsibility over Milwaukee Road commuter services and operations in Chicago.

Cowling Elected President of MMT

P. Laurin Cowling, executive assistant in the office of president, was elected president of the Milwaukee Motor Transportation Company (MMT), a wholly owned subsidiary of the Milwaukee Road. The appointment became effective on Jan. 1.

A native of Tacoma, Wash., Mr. Cowling was first employed in the Milwaukee Road's operating department in that city, but later transferred to the traffic department and served in Great Falls, Mont., Tacoma and Seattle, Wash., and Sacramento, Calif. In 1959, he was appointed to traffic vice president in Chicago.

He served as assistant to the president of the railroad beginning in 1961, and concurrently as vice president and general manager of MMT, starting in 1963. He held both positions until 1969, when he became president of the General Transport Equipment Company in Chicago. He returned to the Milwaukee Road on Jan. 1, 1971 as executive assistant in the office of president.

Mr. Cowling was a founder of the National Railroad Piggyback Association, which he has served in various capacities, including that of president in 1967.

Mr. and Mrs. Cowling and family live at 431 N. Meacham Rd. in Palatine, Ill., a suburb of Chicago.



Retirements

Applications Reported During November-December 1972

General Office & System Employees

Balkey, H. Waiter Chicago, Ill.
Hines, M. Bill Clerk Chicago, Ill.
Monzella, J. S. Chief Clerk Chicago, Ill.
Pottinger, G. E. Asst. Corp. Secty. Chicago, Ill.

Aberdeen Division

Alstad, G. D. Frt. Conductor Montevideo, Minn.
Brennan, E. F. Sig. Maint. Granite Falls, Minn.
Dworshak, J. P. Sect. Lab'r. Bird Island, Minn.
Maunder, J. J. Roadmaster Mobridge, S. D.
Person, A. F. Clerk Hopkins, Minn.

Chicago Terminals

Atchison, H. N. Engineer Chicago, Ill.
Bacquet, L. Carpenter Bensenville, Ill.
Christmas, L. Laborer Chicago, Ill.
Cornille, L. J. Mach. Helper Bensenville, Ill.
Jambor, J. E. Chauffeur Chicago, Ill.
Houghton, E. J. Engineer Bensenville, Ill.
Kaminski, I. T. Engineer Chicago, Ill.
Mietelski, J. A. Carman Chicago, Ill.
Mogan, E. F. Switchman Chicago, Ill.
Neilsen, L. J. Machinist Bensenville, Ill.
Quillinan, R. J. Train Clerk Bensenville, Ill.
Schoenhardt, M. Coach Cleaner Chicago, Ill.
Schwake, H. R. Car Inspector Bensenville, Ill.
Stockwell, W. C. Chief Yd. Clerk Chicago, Ill.
Swinuich, W. V. Car Inspector Chicago, Ill.
Tocke, P. L. Signal Foreman Chicago, Ill.

Coast Division

Barton, T. H. Conductor Tacoma, Wash.
Crosetti, A. W. Conductor Cle Elum, Wash.
Ferreria, G. C. Section Laborer Seattle, Wash.
Green, R. F. Conductor Spokane, Wash.
Hoye, H. E. Chief Clerk Tacoma, Wash.
Kunemann, H. J. Mach. Hlpr. Tacoma, Wash.
Lamp, E. E. Supt. Rail Mill Tomah, Wash.
Leblanc, P. N. Switchman Tacoma, Wash.
Sutherland, M. A. Ass't. Car Clk. Seattle, Wash.
Wernofsky, W. Switchman Tacoma, Wash.
Zeller, J. J. Engineer Spokane, Wash.

Dubuque & Illinois Division

Dekezel, A. R. Yard Clerk East Moline, Ill.
Oddell, E. C. Switchman Dubuque, Ia.
Seiple, H. A. Agt.-Opr. Byron, Ill.

Iowa Division

Edgar, A. F. Comptm'r. Opr. Cedar Rapids, Ia.
Fulton, L. E. Foreman Monticello, Ia.
Rudisil, O. E. Crane Operator Perry, Ia.
Sieck, F. H. Sect. Foreman Marion, Ia.

Iowa, Minnesota & Dakota Division

McCauley, J. P. Asst. Rdmstr. Mason City, Ia.
Phillips, J. H. Chief Clerk Mason City, Ia.
Ramirez, J. P. Lampman Austin, Minn.
Starr, R. B. Section Laborer Yankton, S. D.
Wopat, E. L. Agent Albert Lea, Minn.

La Crosse Division

Blee, J. E. Sect. Laborer Wabasha, Minn.
Boernke, D. M. Relief Clerk Wausau, Wis.
Brobst, M. E. Sect. Laborer Necedah, Wis.
Drier, A. E. Conductor Wausau, Wis.
Hancock, E. E. Machinist Tomah, Wis.
Mangiardi, N. Sect. Laborer Darlington, Wis.

Milwaukee Division

Brown, I. B. Lampman Milwaukee, Wis.
Gust, C. F. Engineer Milwaukee, Wis.
Helms, A. W. Engineer Milwaukee, Wis.
Kropf, T. A. Section Laborer Watertown, Wis.
Liebhauser, C. C. Gateman Milwaukee, Wis.
Long, T. J. Brakeman Milwaukee, Wis.
Morales, F. H. Section Laborer Milwaukee, Wis.
Polaski, G. J. Engineer Milwaukee, Wis.
Riemer, H. R. Conductor Milwaukee, Wis.
Sanders, M. O. Engineer Milwaukee, Wis.
Willert, C. V. Civil Engineer Milwaukee, Wis.

Milwaukee Terminals & Shops

Banholzer, R. L. Store Helper Milwaukee, Wis.
Bernier, W. J. Iron Cutter Milwaukee, Wis.
Beyer, C. J. Machinist Helper Milwaukee, Wis.
Daveley, B. G. Chief Clerk Milwaukee, Wis.
Gallenberg, C. M. Mach. Hlpr. Milwaukee, Wis.
Guenard, J. Q. Electrician Milwaukee, Wis.
Nolan, G. E. Conductor Milwaukee, Wis.
Tomcek, G. A. Carman Milwaukee, Wis.

Rocky Mountain Division

Berreth, W. J. Sect. Form'n. Miles City, Mont.
Cavendor, E. H. Sect. Laborer Ryegate, Mont.
Dubois, Z. C. Conductor Alberton, Mont.
Leggett, O. Crane Opr. Deer Lodge, Mont.
Varland, W. S. Rnd. Hse. Clk. Harlowton, Mont.

Terre Haute Division

Goff, C. G. Conductor Faithhorn, Ill.

Twin City Terminals

Buttz, L. E. Section Foreman St. Paul, Minn.
Casperson, M. J. Yard Clerk St. Paul, Minn.
Chavez, J. A. Section Laborer Mpls., Minn.
Groven, I. M. Store Helper Mpls., Minn.
Mallum, R. L. Telegrapher St. Paul, Minn.
Olson, W. A. Switchman St. Paul, Minn.
Roleau, H. L. Conductor St. Paul, Minn.
Schwerman, L. C. Towerman Mpls., Minn.

Railroad Retirement Tax Increased To 10.6%

The recent passage of a bill providing a 20 per cent increase in railroad retirement annuities will cost employees and the Milwaukee Road more money.

The amount of earnings taxable for railroad retirement purposes increased from \$750 a month to \$900 a month on Jan. 1. And the tax rate increased from 9.95 per cent to 10.6 per cent.

This means that an employee who earns \$900 or more a month will pay retirement taxes of \$95.40 a month (\$1,144.80 a year), an increase of \$20.77 a month above the 1972 contribution rate.

For employees who earn less than \$900 a month, their tax will also be 10.6 per cent of their monthly earnings. For example: if your monthly salary is \$600, the 1972 tax rate was \$59.70 (\$600 x 9.95%). This has increased to \$63.60 (\$600 x 10.6%) or an increase in taxes of \$3.90 a month. If your monthly salary is \$850, the 1972 tax rate was \$74.63 (\$850 x 9.95%). This tax has increased to \$90.10 (\$850 x 10.6%) or an increase of \$15.47 a month.

While the railroad retirement tax for employees is increasing, the tax paid by the Milwaukee Road has also increased. The amount each employee pays for the basic Railroad Retirement Program is matched by the railroad. In addition, the railroad also pays the entire cost of Supplemental Annuities under the Railroad Retirement System as well as the full cost of the Railroad Unemployment Insurance. This amounts to an additional \$1,495 per year that each employee of the Milwaukee Road will receive in the form of benefits instead of wages.

Carloadings Hit All-Time High

Freight traffic on U. S. railroads in 1972 totaled an estimated 781 billion ton-miles, topping the previous all-time high for a single year set in 1969, the Association of American Railroads reported.

The AAR also reported that the 2,216,245 trailers or containers loaded in the first 51 weeks of 1972 topped the previous all-time record for a full year of 2,215,547, set in 1969.

What's in it for you?

U.S. Savings Bonds are one way to take stock in America. And they're really a great way—because they do so much for you. U.S. Savings Bonds are full of advantages for the individual saver.

You don't have to wait forever for your money.

Any sizeable savings take a while to accumulate. But Bonds now mature faster than ever. (5 years, 10 months, to be exact.) So while they're still ideal for long-term plans, U.S. Savings Bonds can now work for your short-term goals.



Our interest rate is nothing to scoff at.

E Bonds yield a healthy interest of 5.5% when held to maturity of 5 years, 10 months (4% the first year). And remember, there's a 10-year extension privilege beyond maturity for continued earning.

You have some options with taxes.

First of all, U.S. Savings Bond interest is exempt from all state and local income taxes. With federal income tax, you may choose to defer reporting your interest until the Bonds are redeemed or reach final maturity (whichever comes first). And if you're building funds for education



or retirement, you have special tax-saving opportunities that are worth looking into.

If you need a shove to get you saving, we can do that too.

All you have to do is sign up for the Payroll Savings Plan at work. Then an amount you specify is set aside from your paycheck each month and used to buy Bonds. While you use your take-home pay for immediate needs, you're also building a nice nest egg. Automatically.

They're safe from bad luck, bad memory and bad guys.

Bonds are replaced if destroyed, lost or stolen. With no red-tape hassles. And at no cost to you.

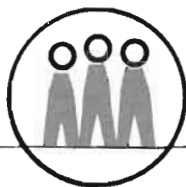


They come in all sizes, but they fit everyone.

Bonds don't come with hearts or lace, but they offer a lot of hope, love and encouragement. For someone special, Bonds are a Gift Certificate of the Imagination.

U.S. Savings Bonds. What it comes down to is taking stock in yourself.

The Milwaukee Road offers the Payroll Savings Plan as a service to you. Remember, Payroll Savings is not a deduction, but a part of your take-home pay that grows with interest.



About people on the railroad

Coast Division

SEATTLE

Laura K. Schaub, Correspondent

Office of Traffic Manager

FOREIGN FREIGHT SALES: A wedding shower and luncheon were held at the Seattle Hilton Hotel on Dec. 14 for Import Clerk Barbara Allen. Barbara became Mrs. Del Lonrich on Dec. 23 in Portland, Ore. The newlyweds plan to make their home there. Good luck and best wishes Barb.

Bill Fogelstedt vacationed in Reno for a weekend in October. Irene Carleton traveled to Las Vegas in November. Jack L. Werner, Jr., has joined our staff. He replaced Barbara Goodwin, who is on leave of absence.

FREIGHT CLAIM DEPARTMENT: Reg Morris, who formerly worked in the Freight Claim Department before transferring to the Portland Agency Office, has returned to the Freight Claim Department in Seattle as a traveling freight claim agent. The position was formerly held by Ted Hermann, who recently transferred to a position in the Pricing Department.

LOCAL FREIGHT OFFICE: A lovely retirement luncheon was held at Horatio's Restaurant on Nov. 3 for Mina Sutherland, who retired after 30 years with the Milwaukee. There were 48 co-workers and friends in attendance while she was presented with gold earrings and a beautiful pendant watch. She was very happy and had quite a speech prepared for all present. Best wishes to a very nice gal. We'll all miss you very much Mina.

Jane Rabenstein, whose son, Kenneth, weighed in at 8 lbs. 6 oz. on Oct. 16, recently resigned to become a full-time mother.

REGIONAL DATA OFFICE: John McPherson left to join the Air Force. He is stationed in San Antonio, Texas. Cora Webster and her husband vacationed in the Polynesian Islands. Other recent vacationers were Barbara King, Bill and Betty Whalen, and Ray Kester.

REGIONAL SALES: This department would be remiss if it did not report the deep sympathy expressed by all the staff, not to mention that of all the other departments, on the death of O. R. "Ollie" Anderson on Nov. 13. Even though Mr. Anderson retired in April 1968 as regional manager of sales, he will always be held in high re-

gard as our former boss, co-worker and a really congenial friend.

TELEPHONE OFFICE: Maxine Dittebrandt, who recently became chief operator in Seattle, found it necessary to resign when her husband, Don, accepted a position in Denver. Maxine and her youngest daughter left Seattle on Dec. 27 to join Don and make their new home in Colorado's capital city.

MILWAUKEE RAILROAD RETIREMENT CLUB: The fall meeting of the Milwaukee Railroad Retirement Club—Coast Division was held in Seattle on Nov. 9 with 37 members present. The program was a slide show by Vic Peterson covering a wide range of Western and Mid-Western scenery and a lot of high water railroad pictures taken over the years on the Milwaukee.

The Tacoma meeting of the club was held on Dec. 14, during which the usual Christmas party was held with door prizes and exchange of gifts. There were 88 present in spite of the bad weather. Guest speaker was the Rev. Gene Caester of Mason Methodist Church in Tacoma. Election of officers for 1973 was also conducted at the meeting. Those elected were: Leo Thiel of Seattle as president; Vic Peterson of Tacoma as vice president; and T. E. Norwood of Tacoma as secretary-treasurer.

The next meetings are scheduled in Seattle on Jan. 11, and in Tacoma on Feb. 8. Interesting programs are planned for both meetings.

The annual Milwaukee Road Christmas Luncheon was enjoyed by 100 active and retired employees on Dec. 20 at the Washington Athletic Club with a very interesting program introduced by



Conductor Tom Barton (left), serving cake to Assistant Trainmaster Bill Johnson, was the guest of honor at a cake and coffee retirement party at the Portland Freight House on Nov. 29 before making his last run on freight number 262. Mr. Barton, who retired after nearly 37 years with the railroad, was conductor on the second Milwaukee Road freight (number 261 on March 23, 1971) to arrive in Portland after the gateway was opened.

Warren H. Ploeger, western counsel in Seattle. Norwegian Christmas songs were sung by Berit Schweiss, operator in Seattle, and her twin sisters Linda and Laila Caspersen. The girls are the daughters of R. Caspersen, assistant engineer in the Signal and Communications Department in Tacoma. Capt. Robert F. Saunders of the Salvation Army delivered an inspiring Christmas message, after which Roy Jorgensen, assistant general adjuster and chairman

Harry E. Hoye, chief clerk in the superintendent's office in Tacoma (center), is surrounded by members of the office staff at a cake and coffee retirement party held in his honor on Oct. 31. Mr. Hoye and his wife, Kay, plan to travel to Hawaii in the near future.



of the party, conducted the distribution of gifts.

TELEPHONE OFFICE: Telephone operators have long been known to be the ones most adept to pulling strings—literally speaking, of course! In this category Lucille (Steve) Eaton was no exception, and although several of the intervening years of her 31 years with the railroad were spent outside the Communications Department, Steve had no trouble “pulling strings” again when she returned. Lucille was nicknamed “Steve” by her four brothers, because she was the only girl in their family. Steve’s career began in the telephone room of the Milwaukee Road in Seattle in 1941.

In 1943, she was transferred to the Transportation Department where she remained for several years. Following a few years in the Rate Department, she returned to the telephone room during the late '50s. She worked as a messenger and as an assistant operator until taking over the duties of chief telephone operator in November 1964. She held that position until she left this past October to join the ranks of the retired. She will continue to make her home at 3858 30th Ave. West in Seattle.

On Oct. 27, a cake and coffee party was held for not only employees from our various Seattle and Tacoma offices, but also for several retired employees, to offer Steve best wishes and present her with a nice monetary gift. The gift was discovered only after she had checked the “Yellow Pages” of the telephone directory presented to her. Steve plans to enjoy her retirement in her home and garden in the Magnolia district in Seattle, with travel plans including a Caribbean cruise in the offing. Our best to you in your retirement, Steve!



RETIREES AFTER 46 YEARS' SERVICE. Othello Carman Walter Nocturn is shown with his wife on his last day of work before retirement on Oct. 2. A native of Miles City, Mont., Mr. Nocturn started with the railroad there on Aug. 17, 1926.

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

On Halloween Day, Mr. F. B. Cederholm of the Transportation Department, and his secretary, Mrs. Betty Klamm, invited everyone to meet the “Big Pumpkin” and enjoy Halloween goodies, which included pumpkin pie and whipped cream. The table was beautifully decorated and centered with a huge pumpkin wearing a witch’s hat and a leering grin.

Among recent new employees in the Tacoma Office are Mary Ann Jurich and Kathy Herzog, both in the superintendent’s office. Kathy is the granddaughter of Milwaukee Retiree and Mrs. S. E. Herzog.

Rich Davis has joined the staff of the engineering department as an engineering technician.

Mr. and Mrs. Allen J. Clark were recently honored in an observance of their golden wedding anniversary on Nov. 19. Bernice (Mrs. Clark) worked for many years in the superintendent’s office before her retirement. Congratulations and best wishes.

Harry E. Hoye, chief clerk to the division superintendent, was honored at a retirement banquet and dance on Nov. 4 at the Puyallup Elks Lodge. Assistant General Manager and long-time friend M. Garelick presided as master of ceremonies. Seated at the head table were Mr. and Mrs. Garelick; Mr. and Mrs. Sevedge; Jerolyn Nentli; and Mr. Hoye’s wife, Kay, and son, Jim. Kay Hoye was presented with an orchid lei to compliment the two one-way airline tickets to Hawaii which were given to them. They are planning their trip during the first part of 1973. Harry and Kay were also presented with a scrapbook, a scroll inscribed with the names of their many Milwaukee friends and a 400-day glass-enclosed calendar clock. The clock was inscribed: “Presented to Milwaukee Road’s Finest Chief Clerk on the Date of His Retirement — H. E. Hoye, October 31, 1972.” Harry was honored



Berit Schweiss, operator in the Seattle offices (left), and her two sisters, Linda and Lila Caspersen, provided entertainment at the annual Christmas party for Milwaukee Road employees in Seattle. Over 100 active and retired employees attended the celebration on Dec. 20 at the Washington Athletic Club. Roy Jorgensen, assistant general adjuster in Seattle, was chairman of the party.

with a coffee hour on his last day of work in the superintendent’s office.

We are happy to welcome Penny Prather back to her desk in the agent’s office. She had been on the sick list for quite some time.

Friends of Mr. T. M. Pajari were saddened by his death on Dec. 13. Prior to his retirement in 1968, Mr. Pajari had served as division engineer on the Coast Division for nearly 25 years. Funeral services were held on Dec. 18 in Tacoma.

The traditional Christmas party for Tacoma employees was held on Dec. 22 in the superintendent’s office. A beautifully decorated old-fashioned tree dominated the room, surrounded by an abundance of beautifully wrapped Christmas gifts. After the gift exchange, a delicious buffet luncheon was served. Many retired Milwaukee employees joined the festivities which were enjoyed by all.

A farewell luncheon was held at the Tacoma Elks Lodge on Jan. 4 for Mrs. Peggy DeLand, stenographer in the assistant superintendent’s office. A gift from her co-workers was presented by Assistant Superintendent R. B. Hegge,

744th Railway Operating Bn.

27th Annual Reunion Set For June 22-23

The 27th annual reunion of the 744th Railway Operation Battalion is scheduled for June 22-23 at the Radisson South Hotel, located at the junction of Highway 100 and I-494, in Bloomington, Minn., a suburb of Minneapolis. The 744th battalion of the Military Railway Service (U. S. Army) was sponsored by the Milwaukee Road and officered largely by Milwaukee Road men. The unit served 18 months in Europe during World War II. Bob Hammell (Co. “C”), Don Almquist (Co. “B”), and Bill Eilitz (Co. “C”) were selected to make arrangements for this year’s reunion in Bloomington. Those planning to attend should contact Mr. Hammell at 2429 Longfellow Avenue South in Minneapolis, Minn. 55407.

together with best wishes for a happy future. Peggy and her family have moved to Portland, Ore., where her husband is now employed. On her last day of employment, Peggy was also honored with a cake and coffee hour.

Mrs. Kim Melby, time revisor, and her two daughters had a fun-filled holiday vacation skiing at Whitefish, Big Mountain, Mont. All three are enthusiastic skiers and had a wonderful time.

Other vacationers during the holiday season were Mrs. Tammy Power, clerk-steno; and Jim Twedt, Jr., engineer in the division engineer's office. Tammy enjoyed a leisurely vacation at home with her young daughter, while Jim and his family flew to Montana where they spent Christmas with their relatives.

Assistant Division Engineer and Mrs. E. C. Wheeler were pleasantly surprised when their daughter and son-in-law, Pam and Jeff Martin, flew home from Virginia to spend the holidays. Pam formerly worked in the superintendent's office before she and her husband moved east where they are both now employed in Washington, D. C.

PORTLAND

Jean Ovens, Correspondent

Christmas parties were old hat insofar as the Portland Region was concerned this year. Instead we had a nicer type of party when Conductor Tom Barton was the guest of honor at a farewell party, before making his final run on No. 262 out of Portland on Nov. 29. His train crew, together with the freight office personnel, enjoyed the festivities. Tom began his railroad career in 1936 and worked primarily in Washington



CELEBRATE 60th WEDDING ANNIVERSARY. Owen and Ann Wolke were recently honored on their 60th wedding anniversary in Seattle, where they now make their home. The Wolkes, who are both 81, were married in 1912 in Milwaukee, where Mr. Wolke began his career with the railroad's Mechanical Department. He retired in 1956 after 35 years with the Milwaukee. Mrs. Wolke was very active in the Milwaukee Railroad Women's Club during the years her husband worked for the railroad.

state. He was the conductor on the second run into Portland, after the Milwaukee's entry, and we are claiming him as our first retiree.

Another cake and coffee party was held in the freight office recently when Reg Morris, clerk, transferred back to freight claims in Seattle. Since this is actually home for the Morris family, the good coffee and cake only added additional frosting to Reg's departure.

Our man in Salt Lake City, Bob Hollingsworth, district manager of sales, has been elected secretary-treasurer of the Railroad General Agents' Association of Utah for 1973. That should make for a busy year for both Holly and Bonnie, his secretaries, with whom we have enjoyed doing business with over the telephone quite frequently since our Portland entry. When they reported this news to us, they were also jubilant over their "summer-like" weather—41°.

One of the really big functions of traffic people in the Portland area is the annual joint dinner installation of The Transportation Club of Portland and the Portland Traffic Club (formerly the Junior Traffic Club). At this affair J. Harold Mitcham, regional manager of sales, will be master of ceremonies, while Jay Gregg, traffic clerk, will be installed as treasurer of the Portland Traffic Club. Incidentally, Mitch is serving as membership chairman for the Transportation Club this year. He will also be speaker for the Vancouver, Wash. Transportation Club dinner to be billed as the "Annual Rail Night" on Feb. 28.

SPOKANE

Ethelyn Calavan, Correspondent

Office of Assistant Superintendent

Electronic Maintainer and Mrs. Larry Dunn are the proud parents of their second son, Keven, who was born on Nov. 6.

Edward J. Lynam, assistant superintendent in Spokane, suffered a heart attack during November. After being in the hospital about three weeks, Ed improved sufficiently to go home for the holidays. His home address is 6611 N. Windsor, if any of his friends wish to drop him a line. Our best wishes to him for a very speedy recovery.

After more than 40 years of service with the Milwaukee, Roadmaster Clarence E. Moore ended his railroad career on December 29. Clarence started as a laborer in October 1931, and became a foreman in April 1937. He was appointed roadmaster in February 1946. We know Clarence and his wife, Laura, will be kept very busy and active with their many interests. A dinner honoring



RETIRES AFTER 31 YEARS WITH THE RAILROAD. Lucille Eaton, chief operator in Seattle, is presented with a retirement gift on behalf of her many friends and co-workers by Assistant Engineer R. Casperson at a reception held in her honor in Seattle on Oct. 27. She plans to continue making her home in Seattle.

him was held at the Town & Country on Jan. 26, where several gifts were presented to him by his many friends and co-workers.

With the close of 1972, the historic Union Station building in downtown Spokane was completely vacated by all railroad people. It is soon to be demolished. This and other buildings are being razed to make way for "Expo 1974." The citizens of Spokane are reminded of the number of days left to Expo by the lighted numerals on the old Great Northern tower, which ticks off the countdown each day. The Spokane River, which runs through the heart of the city, together with island paradises, will be special features of Expo. Plans for a riverfront park, new street lights, street trees and fountains should make Spokane an environmental showcase city. Why not see for yourself. Start planning on a vacation in Spokane during 1974.

Walter Nocturn, carman in Othello, retired Oct. 2 after more than 46 years with the Milwaukee Road. A native of Miles City, Mont., Mr. Nocturn started with the railroad there on Aug. 17, 1926. Mr. and Mrs. Nocturn have two sons and two daughters.

Yard Clerk Jessie Morisette of Othello was honored at a combination birthday-retirement party at the home of Engineer and Mrs. Pat Chester on Oct. 13. Jessie retired after more than 44 years with the Milwaukee. A registered nurse, she served as the railroad's nurse in Othello for many years until a doctor moved into the area in 1947. She has worked as a clerk there since that time. Mrs. Morisette's husband, Clem, a retired Milwaukee Road conductor, died last Sept. 8.

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Mr. and Mrs. L. F. Walsh of Great Falls, Mont., celebrated their golden wedding anniversary on Oct. 21 with an afternoon reception held at the new Meadow Lark Country Club. Leo retired as district manager of sales in Great Falls in July 1968.

Retired Machinist John Todd of Harlowton died at the age of 84. Funeral services and burial were in Harlowton. Mr. Todd was born in Petersburg, Ill., and moved with his parents to Missouri. He moved to the Martinsdale area in 1915, and married Esther Machay in 1916. He worked for Wells Fargo Express in Chicago, and later set up a homestead at the old mining site of Copperopolis. In 1919 he moved to Harlowton and worked as a machinist for the Milwaukee for 46 years before his retirement in 1954. He and his wife celebrated their golden wedding anniversary in 1966. His wife died the following year. Mr. Todd was very active in civic affairs, church work and the Odd Fellows Lodge. He also headed up a Labor Day parade for many years.

"The Jerkline," a painting at the Charles Russell Gallery in Great Falls,

Engineer A. W. Pembroke (center) is congratulated on his recent retirement after 43 years with the railroad by Miles City Agent Lee Hopkins (left) and Roundhouse Foreman R. E. Miller at a coffee hour held in his honor in Miles City.



has as its main character John Matheson, who was a distant uncle of Perry Smith, a fireman on the Rocky Mountain Division. Matheson died in 1916. His obituary said he pulled the last string of wagons between Lewistown and Great Falls.

Gene Francisco, 54, native of Harlowton and son of the late and widely-known Alex Francisco, died in a Missoula hospital. Funeral services were held in Missoula. Gene worked on the Milwaukee as stationmaster at Alberton.

On the sick list are: John Peccia, a carman in Harlowton, with a broken leg; Nola Stiles, a clerk in Harlowton, recuperating from back surgery; T. W. Nilsen, a machinist, suffering from a

bad foot; Bill Hutton, a carman in Harlowton, recuperating from back surgery.

Many people from Harlowton to Tacoma are on pins and needles waiting for the decision, which has been promised shortly, concerning the closing of the electrification gap between Avery and Othello and purchasing more electric units or the abandonment of electrification entirely.

EAST END

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

The Harvest Dinner of the Ladies Auxiliary of the UTU was held Oct.

Quick action by Chicago employee saves a life

A seven-year-old Libertyville (Ill.) boy is alive today because of the quick action taken by John C. Gawronski, contract assistant in the Chicago office of the assistant vice president of operations.

Jay Schmidt of 633 Ridgeview in Libertyville was hospitalized for two days for exposure and near drowning following his New Year's Day ordeal. Jay and a playmate were pulled from a water-filled foundation for a new home in the Woodmere subdivision of Libertyville by Mr. Gawronski, who was returning home from church services with his wife.

Mr. Gawronski and his wife had attended the 11 a.m. services at a local church when the couple decided to return some library books to the town library. Since it was such a nice day, they decided to return home by driving west on Lake Street through the subdivision.

Mrs. Gawronski said that normally they drive home by way of Park Avenue, but since they had the library books to return they chose the

other way.

They were driving through the subdivision when Mrs. Gawronski noticed a boy waving his hands frantically at the passing car. The Gawronskis stopped and ran to the foundation where they saw the two boys struggling to stay afloat.

Mr. Gawronski jumped into the water and held Jay above the water's surface while his wife went to a nearby house to summon aid. She also flagged down the driver of a passing car.

Mrs. Thomas R. Brown of Libertyville said, "I immediately knew what had happened when I saw Mrs. Gawronski's face. The night before my neighbors and I had discussed the possibility of a child falling into one of the foundations."

Meanwhile Mr. Gawronski had handed the two boys up to another man who had stopped to help. He had tried to pass the two boys out of the foundation but the walls were too steep. Only when another person came to the scene could the boys be

lifted out.

Once out of the foundation, the two boys were rushed to the nearby home of Mrs. Brown.

Mrs. Brown had already called the police and the fire department rescue squad. The wet clothes were taken off the boys and they were both wrapped in blankets. According to Mrs. Brown another neighbor administered artificial respiration to Jay until normal breathing resumed.

Fire department rescue squad reports stated that the two boys were playing on the ice when the surface broke, plunging both boys into the freezing water. Jay's playmate was closer to the edge and was able to hang on to one of the foundation walls. Firemen said that there was five- to six-feet of water in the foundation at the time of the accident.

Mrs. Michael Schmidt, Jay's mother, said the next day that her son seemed to be doing "pretty well." She added that it was "a miracle that her son was alive today." *The (Libertyville) Independent Register.*

24. Costumes were worn by many of the guests, and Conductor and Mrs. E. E. Steiner took first prize for their authentic Arabian garb. Roberta Sutherland, wife of Conductor H. C. Sutherland, had the group puzzled as to her identity in her costume as an Indian squaw. Grocery Bingo concluded the evening's festivities.

The Milwaukee Women's Club held their annual membership drive dinner meeting on Nov. 6. Retired Yard Foreman W. J. Norton was head chef. Bill as usual put out an excellent dinner and the turn-out was



William Murdock, machinist helper in Harlowton (right), who retired Dec. 29 after 26 years with the railroad, gives parting remarks at a retirement party in his honor. Paul Pidcock, machinist helper in Harlowton, acted as master of ceremonies. Bill spent his first shift 26 years ago under Paul's tutelage. Bill received many gifts and was given lots of well earned "posies." Mr. and Mrs. Murdock plan to remain in the Harlowton area to help with the work on their son-in-law and daughter's ranch.



MASSING-MAGER. Linda Susan Massing, daughter of Machinist and Mrs. Dale Massing of Harlowton, and Roger Dale Mager were married in Wesleyan church in Harlowton on Nov. 22. A reception was held following the wedding in the church's fellowship hall.

beyond the committee's expectations.

Christmas is a time when many organizations do as much as they can to help those less fortunate. The local Elks Lodge has a radio auction each year to secure funds for endeavors. Car Foreman Howard J. Sweeney, an officer in the lodge, along with retired Conductors H. A. Dahl and J. J. McGuire were among those quite busy with the auction. Howard also spent many hours lining up and filling baskets for delivery.

Section Laborer and Mrs. Jim Nottveit were the lucky winners of one of the drawings held in December sponsored by local area merchants.

Congratulations to Mr. and Mrs. Jim Grekoff on the celebration of their 50th wedding anniversary. Jim was a helper in the Car Department prior to his retirement in 1962.

Congratulations to Mr. and Mrs. Earl Farr on the celebration of their 66th wedding anniversary on Oct. 28. Mr. Farr is a retired dispatcher.

Congratulations to Operator Jan Wanchek on his marriage Nov. 18 to Karen Reighard of Roundup. Jan is working at Melstone. The young couple will be making their home in Roundup.

Potpourri: Engineer H. I. Reid is recuperating at home from a recent heart attack.

Conductor and Mrs. Earl Steiner were pleased to receive word of the birth of their first granddaughter. The Steiners have six grandsons.

Paul E. Caine, son of retired Conductor and Mrs. Ira Caine, became commanding officer of Anti-Submarine Squadron Eight on Nov. 17, during ceremonies held in Imperial Beach, Calif.

Brakeman Randy Spear was home on leave during the holidays following completion of his basic training.

Jim Peterson, son of retired Conductor and Mrs. A. T. Peterson, has been named training chairman of the Shortgrass District of the Boy Scouts. Jim is a member and training officer of the Miles City Fire Department and has been a first aid instructor for the Red Cross.

Dave McDowell, son of Conductor and Mrs. Don McDowell, won a championship for the Custer County wrestling team at the Laural Invitational.

A coffee hour was held in honor of



Section Foreman and Mrs. William J. Berreth were guests of honor at a dinner held on Dec. 3 at the Met Cafe in honor of Mr. Berreth's retirement. Mr. and Mrs. Berreth have purchased a travel trailer and are planning to see some of the country in the near future.

Engineer A. W. Pembroke on the occasion of his retirement from the railroad. He was presented the book "Milwaukee Road West" and a monetary gift by his many friends. Engineer H. I. Reid made the presentation of a Life Membership in the Brotherhood of Locomotive Engineers.

Section Foreman and Mrs. William J. Berreth were guests of honor at a dinner held on Dec. 3 at the Met Cafe in honor of Bill's retirement. Retired Roadmaster L. A. Timberman was master of ceremonies. Letters were read from Division Engineer F. L. Striebel, District Safety Engineer C. C. Clinker and General Roadmaster Myron Olson, who were unable to attend the party. Several persons in attendance, who had worked with Bill, spoke of their acquaintanceship with him and related incidents of their past, many to the amusement of those gathered. Bill was presented with a gift from the group.

Sympathy is extended to the family of Joseph E. Nelson. Mr. Nelson, 83, died on Nov. 6. He worked for the Miles City Car Department until 1941 when he transferred to Roundup as Car Foreman. He worked there until his retirement in 1955.

Sympathy is extended to the family of Carl J. Anderson, a retired section laborer. Mr. Anderson, 83, died in Forsyth on Nov. 6. He worked in the Vanada area prior to his retirement in 1955.

Sympathy is extended to the family of Jess Houston, a retired section foreman, who died in Roundup on Dec. 20.

Sympathy is extended to the family of Dola Wilson, a retired locomotive engineer. Mr. Wilson, 81, died Nov. 29 after a long illness.

Sympathy is extended to the family of Clarence Nottveit, who died in October following a long illness. Mr. Nottveit worked in Roundup prior to his illness.

Sympathy is extended to the family of Mrs. R. T. Wilson, 85, who died Dec. 26. Mrs. Wilson was the widow of R. T. Wilson, a former wire chief at Miles City, and the mother of Dispatcher A. G. Wilson of Deer Lodge.

Aberdeen Division

EAST END

Mavis Wallien, Correspondent

Trainmaster's Office, Montevideo

Vic Putzier, former depot agent in Minnesota Falls, reports that he and his wife have moved into the new River-view Apartments in Granite Falls, but that he misses the "Hi there!" from the rails when their train whooshed past his former home. He closed with this comment "It is magnificent to grow old if you can keep young."

There have been a number of deaths since the last edition. Mrs. Frank Martin passed away. Her late husband was an engineer on this division and her son, Ray, is one of the west end brakemen.

Mrs. George Gunderson, widow of Baggageman George Gunderson, died recently in Minneapolis.

The mother of Signal Supervisor Paul Ness died in October at the age of 86.

Frank Koelfgen, operator at Tower



KALLAND-JUENGER. Paulette Kalland, daughter of Assistant to the Superintendent and Mrs. Art Kalland of Austin, Minn., became the bride of James Juenger, son of Mr. and Mrs. Ray Juenger, at St. Edward's Catholic Church in Austin on Dec. 16.

E-14 for many years, died in Minneapolis at the age of 75.

Fred O. Thompson, well-known retired Minneapolis switchman, died Nov. 24 at the age of 76. He is survived by his wife, Helen, and two sons.

Bill Manion, also well known throughout railroad circles, died in Ely, Minn., on Nov. 24. He was buried in Minneapolis. He is survived by his wife, a daughter and three sons. At the time of his retirement, Bill was supervisor of Passenger Train Personnel of the Milwaukee Road.

Eugene, brother of Agent Lynn Van Horn, passed away suddenly in November at his Minneapolis home at the age of 52.

Mrs. Helen Momeny, widow of Engineer Len Momeny, passed away at her home in Montevideo on Jan. 7.

At the home of Chief Carpenter and Mrs. Harlan Pottinger in Aberdeen, there's a new little girl named Nancy.

Clinton D. Paugh, night clerk in Montevideo, was married Nov. 1 to Viola Sather.

Conductor Jim Shea was given a Community Services Award for promoting and founding and serving the Phelps Field Boosters, an organization in his neighborhood. He has done a lot of volunteer work and it was nice he was recognized. His son, Thomas, is one of the new brakemen on the east division, as of last summer.

Ed Brennan, signal maintainer in Granite Falls for a long time, is now retired. Well, not really. He has a job with the city of Granite Falls which keeps him busy and meeting people he has worked with all the years he has been on the city council.

Retired Engineer Frank Webster is now residing at the Rembrandt Rest Home at 3434 Heritage Drive in Edina, Minn.

On Jan. 5, a retirement party was held at Lind's Supper Club in Norwood for Vern Erickson, signal maintainer in Glencoe, who recently retired. He and his wife will spend the rest of the winter months touring the southern states and then return to their home in Glencoe.

We liked the contents of one of Robert T. Smith's recent columns in the *Minneapolis Tribune*. It tells about Tom Brewer, the son of Engineer Floyd Brewer and brother of Brakeman Howard Brewer. Tom, a medic in the U. S. Navy, had been home for a leave after being in Vietnam. Hitchhiking his way to the Marine base in Kansas City, he saw a car slide off the road and land in the ditch, overturned, near Osceola, Iowa. Brewer arrived at the scene, took a quick look at the situation, got out his medical kit, applied a pressure bandage and replaced the skin of the man's torn scalp and then proceeded to take care

of a bleeding artery. When the ambulance and police reached the scene, it was pretty evident that Tom had just saved a life. Needless to say, he has had some nice things said to him by the family of the injured man, the highway patrol and by his many friends.

John Lacher, time revisor in Aberdeen, is now at his home recuperating after recent surgery.

SIoux CITY AREA

Marie B. Franken, Correspondent

Office of District Manager-Sales,

Sioux City

Conductor Kenneth E. Bushnell, on the Sioux City-Mitchell run of trains



FATHER OF THE BRIDE. Aberdeen Division Engineer Alvin Moe poses with his daughter, Vickie, before her marriage to Ronald Koch, son of Mrs. Louise Koch of Odessa, Minn. on Oct. 14 at Our Savior's Lutheran Church in Montevideo. The young couple is now making their home in St. Louis Park, Minn.



HAMMELL-JENSEN. Denise Hammell, daughter of Aberdeen East End Conductor and Mrs. Bob Hammell, was married to Eugene Jensen—"the boy next door"—in Minneapolis on Oct. 20.

Nos. 7 and 8, discovered his name in print in a recent issue of the *Clay County News and Booster*, published in Vermillion, S. D. The news item was a story about Mr. and Mrs. Fred Lass. The view from the picture window of the Lass' home near Vermillion overlooks the valley to the south and west, through which the Milwaukee Road tracks run. Quoting from the publication: "Fred and Margaret also communicate in an unusual way, with a fellow named Bushnell who travels through Vermillion regularly as conductor on the freight trains that pass through town on the tracks just below the Lass' house. As the freight goes west in the evening between 6-8 p.m., Bushnell and the other conductors and engineers watch for the light in Lass' living room and signal a friendly greeting with a couple toots of the whistle. Fred signals back with his light and they go on their way, warmed with the knowledge that someone up on the hill knows that they are there." Conductor Bushnell states it all started while Fred Lass was working on their new home, and began waving to the crews as No. 7 went by.

Sympathy is extended to the family of George R. Bradshaw, who passed away in a Sioux City hospital on Nov. 18. Mr. Bradshaw worked in the Car Department in Sioux City and as a B&B carpenter on the IM&D Division before retiring from the railroad in 1965. Survivors include his wife; a son, George; two sisters; six grandchildren; and 14 great-grandchildren.

Former switchman and yardmaster J. Vernon Lafferty died in Las Vegas.



CELEBRATE 50th WEDDING ANNIVERSARY. Mr. and Mrs. Anthony F. Malek of 4142 Empire Way in Carmichael, Calif., recently celebrated their 50th wedding anniversary. The Maleks were married in Vienna, S. D., where Mr. Malek was employed by the railroad as agent there and Mrs. Malek was a teacher in the Bryant, S. D., school system. Mr. Malek served as agent in both Vienna and Bryant before being transferred to Mankato, Minn. He retired from the railroad there in 1969 after 50 years of service. The Maleks have a son and a daughter, both living in California.

Nev. on Nov. 5 after a lengthy illness. Mr. Lafferty was employed by the Milwaukee Road at Sioux City for 30 years before taking sick leave in August 1971. Burial was in Sioux City. He is survived by his wife; a son; a daughter; and four grandchildren.

Retired Sioux City Dispatcher H. L. Hoskins, now living at 322 Hermosa Ave., Apt. D, Long Beach, Calif. 90812, recently suffered a severe heart attack. Neither he nor his wife is able to drive. Their morale is very low and a card from their friends on the railroad would surely help.

Sympathy is extended to Engineer Paul Card on the sudden death of his brother, Clifford, in Sioux City on Dec. 27. Sympathy is also extended to Switchman Walter Winkler, whose mother passed away on Jan. 8 after a brief illness.

Congratulations to Roundhouse Foreman and Mrs. K. S. Casey on the birth of their 11th grandchild. Tanya Renee was born Dec. 26 to Mr. and Mrs. Jim Barger of Sioux City. Mrs. Barger is the former Ruby Casey.

Richard A. Witt, son of Assistant Superintendent T. E. Witt of Sioux City, has earned a four-point grade average at Creighton University in Omaha, Neb. He is a junior majoring in finance and has been on the Dean's list all three years.

On the sick list in Sioux City is Switchman Sol Miller, who was hospitalized in the intensive care unit on Jan. 9. We are all wishing Sol a speedy recovery.

Sympathy is extended to the family of Mrs. Adolph W. Hegg, who died on Dec. 23. She was the widow of conductor A. W. "Duffy" Hegg. Mr. Hegg was employed on the old SC&D Division and died on Nov. 5, 1948.

Twin City Terminals

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

The Twin City Chapter of The Milwaukee Railroad Women's Club recently elected the following officers for 1973: president, Mrs. Bloise Nelson; first vice president, Mrs. Clarence Knoblauch; second vice president, Mrs. Loretta Maetzold; recording secretary, Mrs. Margaret Ettel; corresponding secretary, Mrs. Roy Christie; treasurer, Mrs. Kenneth Beck; and historian, Mrs. Ernest Palmer. The Women's Club invites all active and retired Milwaukee Road employees to meet with them the second Wednesday of each month for a potluck supper at 6:30 p.m. Meetings are all held at the Halverson-Bowers Hall at 36th Avenue South and Lake Street in Minneapolis.

Barbara Knospe, daughter of St. Paul



WALLIEN-McKEOWN. Pamela Wallien, daughter of Mrs. Mavis Wallien, clerk in Montevideo, and Thomas McKeown, brakeman on the Aberdeen Division and son of Night Clerk and Mrs. J. Byron McKeown of Montevideo, were married Nov. 11 at Our Savior's Lutheran Church in Montevideo. They are now making their home in Norfolk, Va., where the groom is on active duty with the U. S. Navy.

Car Foreman and Mrs. Knospe, became the bride of Duane Castleberry on Oct. 28. The ceremony took place in St. Peter's Church in St. Paul.

Mr. Harold Boogren retired from his job as machinist in the St. Paul Roundhouse. His service dates back to Sept. 23, 1926, when he started as a laborer in St. Paul.

Sympathy is extended to the families of these recently deceased employees: Charley W. Baker, former roundhouse foreman in Bozeman, Mont., who died Nov. 7; Iver Burnquist, carman in Minneapolis, who died Nov. 10; and Clarence Hofmaster, carman in Minnea-



Eimer Hancock, machinist in the Toma (Wis.) Shop (right), is congratulated by Frank J. Reese, shop superintendent, on his retirement Nov. 30, after more than 30 years with the Milwaukee Road.

polis, who died on Nov. 21.

A warm welcome is extended to the new roundhouse clerk, Paul Martinnucci.

Congratulations to Dan Couture, roundhouse laborer, and his bride Patti Chappell. They were married Dec. 16 in Grace Lutheran Church in St. Paul. Their wedding reception was held at the Summit House.

Norm Finch, third-trick operator at St. Paul Yard, bowled games of 227, 224 and 227 for a total of 678 on Dec. 29 at the Maplewood Bowl in St. Paul. His bowling team won the first-half round for the season, and is currently in first place for the second-half round.

The bowling team, called the "Rails" is composed entirely of Milwaukee Road employees from the St. Paul Yard. Bob Flowers, yardmaster, is the team's captain. He carries a 175 average. Norm Finch carries a 174 average; Greg Williams, assistant trainmaster, has a 190 average and leads the league in scoring; Dave Borndale, relief chief yard clerk, has a 145 average; and Dan Finch, relief operator has a 130 average.

I M & D Division

R. D. True, Correspondent
Office of Superintendent

Mrs. Roger Richardson, 81, widow of a former conductor, died in a Mason City, Iowa hospital on Oct. 23. She is survived by a daughter, Miss Mary Richardson of Mason City; two sons, John B. of Natrona Heights, Pa., and James of Covina, Calif.

Retired Passenger Conductor Charles L. Swanson, 74, died Oct. 24 in Mason City. He retired in 1964 after more than 50 years of service. He is survived by a son, Charles F. of Mason City; two grandchildren; two sisters, Mrs. Gertrude Lambert of Mason City and Mrs. Mae Shannon of Hobart, Ind.; one half-sister, Mrs. Opal Elliott of Mason City; and one half-brother, Loren Swanson of Truman, Minn.

Irvin J. "Ink" Beckel, a retired switchman, died at his home in Austin on Nov. 27. He is survived by a son, Keith; two stepsons, Kenneth Miland and Donald Miland; three daughters, Mrs. Adeline Snyder of Midwest City, Okla., Mrs. Dorothy Kough of Rochester, and Mrs. John (Sharon) Percival of Austin; two brothers, John and Joseph; and four sisters, Mrs. Marie Boysen of Mason City, Mrs. Ruth Boysen of Denton, Texas, Miss Annetta Beckel of Austin and Mrs. Evelyn Hanchisch of Osage, Minn.

On Dec. 3 an open house was held at Mason City Agent Hollie Stib's house to honor J. H. "Doc" Phillips, chief clerk in the Agent's Office, and John Paul, section foreman at Mason City.

"Doc" retired on Nov. 30 and Mr. Paul retired on Dec. 8. Doc's wife says she plans on keeping him busy refinishing antique furniture and looking for antiques. Mr. and Mrs. Paul are planning a winter trip through the southwestern part of the country and don't plan on returning till the snow melts.

Agent Hollie Stib's mother and father celebrated their 50th Wedding Anniversary on Oct. 28 with a dinner at St. John's United Church of Christ at Random Lake, Wis. Mr. Stib went to work for the Milwaukee Road in 1919 as agent at Random Lake, and retired in 1958.

As of Dec. 22, Steno-clerk Bernadine Cochlin and Time revisor Don Bednar were on the sick list. Mauren King is filling in for Bernadine.

Shelley Delger is now the Chief Clerk's secretary in Austin.

Miss Paulette Kalland, daughter of Mr. and Mrs. Art Kalland, became the bride of James Juenger, son of Mr. and Mrs. Ray Juenger, at St. Edward's Catholic Church in Austin on Dec. 16. The bride is a graduate of Austin High School and is employed by a local store. The groom is a graduate of Pacelli High School and attended Austin State Junior College. He is employed at Hormel. Art Kalland is assistant to the superintendent here in Austin.

Don Bednar, time revisor in Austin, underwent extensive surgery in Rochester and will be off work for a while. We all wish Don a speedy recovery and return. I am sure that he will appreciate hearing from anyone wishing to write. Anything for him can be addressed to Don in care of the Superintendent's Office in Austin 55912.

John E. (Jack) Brady, retired section foreman, passed away at his Garner, Iowa home on Dec. 22. He is survived by his wife, Bertha; two sons, Robert of Falls Church, Va., and Donald of Ketterling, Ohio; four grandchildren; four sisters, including Mrs.

Franz Sieck, section foreman in Marion, Iowa (second from left), retired on Oct. 31 after more than 44 years with the Milwaukee Road. Franz started with the railroad in Tama, Iowa in 1928, and was made relief section foreman there in 1935. He transferred to Marion as foreman in 1942. Left to right are: J. F. Kiley, trainmaster-traveling engineer; Mr. Sieck; W. E. Behnke, roadmaster; and J. P. Weiland, roadmaster.

Rose Pohl of Ames, Mrs. Margaret Greimann and Miss Marva Brady, both of Garner; and two brothers, Leonard of Dubuque, and Carroll of Marysville, Wash.

Michael Gilgenbach, retired B&B carpenter, passed away at Raymond's Nursing Home in Austin on Jan. 7. He is survived by a sister, Sister M. Ethelberg of Jefferson, Wis.

William C. Jeffers, retired engineer, died Dec. 27 at Raymond's Nursing Home in Austin. Surviving are his widow, Inez; a daughter, Mrs. Elmer Klagge; five grandchildren; one sister, Mrs. Elsie Jonvik of Grand Marais, Minn.; and one brother, Edward of Austin.

Retired Conductor George Johnson from Austin has been in the hospital, but is now home recuperating from a heart condition.



COLEMAN-BENNETT. Maureen Ann Coleman, daughter of Agent and Mrs. Robert J. Coleman of Davenport, Iowa, was married to Robert E. Bennett on Sept. 29 in Sacred Heart Catholic Church in Moline, Ill. The bride is a graduate of Moline Public Hospital School of Nursing, and is a registered nurse. Mr. Bennett is a graduate of St. Louis (Mo.) University. The couple will make their home in Wichita, Kan., where Mr. Bennett is employed as a design engineer for Cessna Aircraft.



Chicago General Offices

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent

Office of Vice President-Operation

Miss Florence M. Walsh, secretary to the Superintendent of Police and Fire Prevention, retired Dec. 31 after nearly 54 years of service with the railroad. She started in the General Manager's office on Aug. 26, 1918, and transferred to the Police Department on Jan. 1, 1923.



RETIRES AFTER 54 YEARS WITH THE MILWAUKEE. Florence M. Walsh, confidential secretary to the superintendent of police and fire prevention, is presented a gift on behalf of her many friends and co-workers by Superintendent Albert W. Haas, at a gathering held in her honor on Dec. 27 in Chicago. Miss Walsh, who retired on Dec. 31, will continue to make her home in Chicago.

She has worked as secretary to Messrs. L. J. Benson, E. F. Conway, R. T. Shields, and A. W. Hass.

An open house was held in her honor on Dec. 27.

Florence is also retiring from her post of secretary-treasurer of the Milwaukee Road Veteran Employees' Association. She began her service to the veterans' organization as assistant secretary and treasurer on Aug. 28, 1946; and, upon the retirement of Mrs. Grant Williams on Oct. 1, 1948, was appointed secretary-treasurer of the organization, a position in which she has served with integrity, ability and faithfulness to the time of her retirement.

She takes with her the best wishes and high regards of all her friends and associates for enjoyment, health, and happiness in her retirement.

Ira G. Wallace, retired general supervisor of stations and yard offices, and

his wife report they had a fine trip to England and Scotland last October.

An open house was held in the Safety Department for Gordon T. Johansen, I.C.C. clerk, who retired Dec. 15, after 48 years of loyal and dedicated service to the railroad.

Miss Marilyn McNicholas, retired secretary in the former Mail, Baggage and Express Department in Chicago, and active in the Women's Club, expresses her thanks to her many friends and associates for the great kindness shown to her in connection with her sister, Kathryn Shabinger, who was seriously injured in the ICG suburban train accident on Oct. 30, and the death in November of John Shabinger, Kathryn's husband.

Incidentally, we understand Kathryn is still confined in the hospital.

SLEEPING AND DINING CAR DEPARTMENT

U. S. Air Force Sgt. William D. Massie, Jr., son of Dining Car Steward and Mrs. William D. Massie of 9337 S. Wabash in Chicago, has been selected as the first black to become a missile launch officer through a special training program for the Minuteman III missile.

Sgt. Massie began training in January with the Air Force Airman Education and Commissioning Program (AECF) at Lackland Air Force Base, Texas. Upon graduation from the program, he will be assigned as a Minuteman III missile launch control officer.

"Massie is the first black to go through AECF with this ultimate goal," an Air Force spokesman said.

Massie is a graduate of Stout State University in Menomonie, Wis. He was employed in the railroad's Commissary Department during two summers and as a coach porter during the Christmas holidays while on vacation from his studies.

OFFICE OF MANAGER-INTERLINE FREIGHT SETTLEMENTS

June Mathisen, Correspondent

Harry Wallace, a member of the former Milwaukee Road Choral Club, participated with the Golden Voiced Chanters and the Million Dollar Brass Band in their annual concert at the Medinah Temple. It was a sellout. The Chanters won first place in competition in Dallas this year. This is the second time they have placed first. We are pleased to have a fellow employee who belongs to such a worthy organization as The Shriners.

Rose Brizzarello is back at work looking hale and hearty.

Laura Kristensen returned from sunny Florida looking fit. Could be because of the happy holidays spent with her daughters and their families and two adoring grandchildren.

It was nice to see Emil Steiner during the holidays.

Helen Yankowski is on the sick list. Get well quick. Also Ray Wagonknecht who is coming along slowly following open heart surgery. We're pulling for you Ray.

Janis Schoenberg became the bride of James Lupi at St. Bonaventure.

Loretta Voldan, 16, eldest daughter of Frank Voldan is a member of the Round Lake High School drill team. The R-Lettes came through again with flying colors at the V. F. W. competition in Minneapolis. They were first place National Champions in Dallas, Texas. Good luck in your future endeavors.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

Sympathy is extended to Mrs. Clem Bohler, clerk in the bill and analysis section, on the death of her father, Anton P. Krug, who died Nov. 3.

Mrs. Nan Krause, formerly a clerk in the A.F.E. account section, gave birth to a daughter, Rebecca Lynn, on Oct. 27. Rebecca weighed 6 lbs. 7 oz. at birth. Both mother and daughter are



Bernice Schmitt, of the Finance and Accounting Department, is shown with Richard F. Kratochwill, vice president of finance and accounting, at a reception held in honor of her retirement on Dec. 29. Miss Schmitt, who retired Dec. 31 after nearly 48 years with the Milwaukee, was honored at a luncheon on Dec. 27 in the Canterbury Room of Chicago Union Station. She has been very active in the Union Station chapter of the Milwaukee Road Women's Club and has held various positions in the organization including that of president. She plans to continue making her home at 5817 North Kenmore in Chicago.



Mary Furlong, secretary to the vice president of law, is congratulated on her retirement by Milwaukee Road President Worthington L. Smith at a reception held in her honor on Dec. 28. Miss Furlong, who retired Dec. 31 after more than 40 years of railroad service, was honored at a luncheon attended by more than 50 of her friends and co-workers on Dec. 18 in the Canterbury Room of Chicago Union Station. She plans to make her home in Florida.

doing fine. Congratulations Nan and Ken Krause. The happy family has moved in the area of Springfield, Mass.

Marion J. Frank, file clerk and also correspondent to the Magazine, was married to John A. Kuniej on Dec. 30, during a nuptial mass at Our Lady of Grace Roman Catholic Church. The

wedding reception was held at the House of the White Eagle and the couple honeymooned in Florida.

Welcome to Leonido "Nilo" Flores, assistant engineer in the valuation section. Mr. Flores is a graduate of the University of the Phillipines.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

The Purchasing Department welcomes Mrs. Betty Slowinski and Richard Behling to our office staff. Betty is a typist and Richard is a price clerk.

On Oct. 13, Roger Ruchti was accepted into the National Model Railroad Association. Roger's model railroad is "N" Gauge scale and has about 150 feet of track. He is also a member of the Illinois Railway Museum Society in Union, Ill.

Best wishes are extended to Robert Banholzer, storehelper, who retired on Oct. 31 after 15 years of service with the railroad.

We wish a speedy recovery to Chief Stockman Glen Kitzmiller, who is recuperating at home from recent surgery. Hope to see your smiling face back in our office soon Glen.

With the onset of winter weather, possibly some of our employees would like to have taken their vacations now rather than during Wisconsin's snow-free months. We're sure Invoice Clerk Henry Turtenwald would enjoy another week in Hawaii.



GALEWOOD CHRISTMAS PARTY. Nearly 75 employees of the Chicago-Galewood offices attended a Christmas party in the Regional Data Office on Dec. 20. Some of those who attended are: (left to right) Jo Piconere, clerk; Harold Bichler, assistant manager of the regional data office; Lou F. Mack, assistant agent; Ray Bishop, chief clerk; and Joyce Brown, Clerk.

OFFICE OF MANAGER—EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

Sherri Byrnes of Foreign Car Records has announced her plans to be married in May. Kitty Curry is making plans for her marriage on April 28.

Adrian Adkins, also of Foreign Car Records, fractured his thumb in a fall while skiing, but even so he tried to ski again when a group from this office went on a trip to Aspen, Colo., on Jan. 20.

Florence Seif became the mother of a baby girl, Teresa Marie, in November. This was Florence's second child.

The Second Annual M.E.A. Bowling Classic was held this year at the Holiday Bowl on Feb. 10.

Newcomers to this office include Kitty Curry and Harry Shelby.



Evelyn Pottinger, assistant corporate secretary of the Milwaukee Road, receives best wishes on her retirement from Edward J. Stoll, vice president of the railroad's Real Estate, Economic and Resource Development Department (left), and J. T. Taussig, corporate secretary of the railroad, at a cake and coffee reception held in her honor on Dec. 21 in Chicago Union Station. Miss Pottinger retired Dec. 31 after more than 20 years with the railroad. She plans to continue making her home at 7225 Adams in Forest Park, Ill.



Louis Bacquet, B&B carpenter on Bensenville Crew "B" (center), is presented retirement gifts by Chief Carpenter Harold E. Schrab (left) and W. J. Witek, assistant chief carpenter, on behalf of his friends and co-workers. Mr. Bacquet, who was honored at a luncheon held at Steven's Steak House in Bensenville, retired Nov. 1 after 24 years with the railroad.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Best wishes for a long and happy retirement are extended to Section Foreman Franz Sieck of Marion, who retired on Oct. 31 after 44 years of service. Franz started with the Milwaukee Road in February 1928 in Tama, Iowa. He was made relief foreman there in 1935, and came to Marion as foreman in 1942. Mr. Sieck's son, Jim, is employed as a yard clerk in Marion.

Marion Yard Clerk W. L. Leighty recently returned from the hospital and is now recuperating at his home. We hope he will be back to work soon.

Larry Borst, son of Engineer and Mrs. Cornelius Borst of Marion, was named "Athlete of the Month" for October at Upper Iowa College. Larry, who is 6'4" and weighs 250 pounds, played defensive tackle for Upper Iowa this year. He is a senior majoring in physical education. A three-year letterman in football, Larry has played in every quarter of every game since he was a freshman. His coach has described him as the best defensive lineman at Upper Iowa and a fine young man. Larry was employed as a sectionman in Cedar Rapids during the summer.

We regret to report that Amana Section Laborer Gottlieb Christen, who retired on June 30, died Dec. 6. He is survived by his wife and a son, Ronald of Walford, Iowa. Sympathy is extended to his family.

Best wishes for a speedy recovery to Cedar Rapids Switchmen L. R. Tesar and P. H. Gallo, who are both recuperating at their homes following a stay in the hospital.

Section Foreman L. E. "Bum" Fulton of Monticello, Iowa, retired on Nov. 30 after 49 year of service. During that time, Mr. Fulton was section foreman at Strawberry Point, Monticello and Atkins, and had also been an extra gang foreman for several years. Mr. and Mrs. Fulton plan to continue making their home in Monticello. We extend sincere good wishes for a long and happy retirement.

Congratulations to Cedar Rapids Switchman and Mrs. Larry Wagamon on the birth of a son, Larry Alan, on Dec. 7.

We welcome three new employees who have recently started work on the Iowa Division: Yard Clerk D. M. Huff in Cedar Rapids; Yard Clerk G. L. Teachout in Marion; and Switchman L. K. Henkes in Cedar Rapids.

Services were held in Perry for Mrs. Marguarette Colton, who passed away recently. Both Mrs. Colton's father, John Heinzelman, and her brother, Gerald "Bud" Heinzelman, are former Milwaukee employees.

MAKES LAST RUN.

D&I Engineer Harry C. Atchison (second from right) is shown with Traveling Engineer A. J. Cini (from left), Master Mechanic R. E. Magnuson and Fireman Mike Bihun as he prepared to make his final run from Savanna to Bensenville before his retirement in November.



D & I Division

Esther Nast, Correspondent

Superintendent's Office, Savanna

The Savanna Chapter of the Milwaukee Road Women's Club commenced their last quarter activities during the month of October. The meeting was held in the Knights of Columbus Hall. Mrs. Albert Lahey, president, presided. Forty-five members attended the organization's Christmas luncheon on Dec. 11 at the Indian Head Restaurant. Mrs. Charles Bertholf and Mrs. Jesse Brock were the hostesses. A short business meeting followed in the Knights of Columbus Hall. The officers for 1973 are: President Mrs. Alyson Frederick; Vice President Mrs. Frank Kehl; Secretary Mrs. Lester Mitchell; and Treasurer Mrs. Jesse Brock.

Mr. and Mrs. Deneen B. Bogue observed their Golden Wedding Anniversary on Sept. 3. They were guests of honor at a buffet dinner in the home of their daughter, Mrs. William Brosard. Mr. Bogue is a retired Savanna Yard switchtender. In addition to their daughter, they have one son, Virgil of Sunnyvale, Calif., and nine grandchildren.

Retired Savanna Yard Clerk John Parker and his wife, Bessie, celebrated their Golden Wedding Anniversary on Nov. 20. They were guests of honor at a dinner given by their children at the Indian Head Restaurant. Their children are: Betty, wife of Savanna Yard Engineer Don Miller; Mary, wife of Savanna Car Department Employee Don Nichols; Joe, chief caller in Savanna Yard; Jim, Savanna section employee; and Ruth Ann Kasbohm. All of whom live in Savanna.

Retired Signal Maintainer and Mrs. Fred Standish of Lanark, Ill., celebrated their Golden Wedding Anniversary with an open house in their home on Thanksgiving Day.

Retired Nahant Yard Engineer Harry Hadaway and Mrs. Mabel Armstrong

were married on Nov. 30 in the chapel of the United Methodist Church in Clinton, Ill. Mrs. Hadaway was a reporter with the Rock Island *Argus* until her retirement last May. The couple will reside in Milan.

Miss Patricia Jean Boyd and Gregory Grant Bahr, a Savanna switchman, were married on Sept. 22 in St. John's Catholic Church in Savanna. Parents of the happy couple are Savanna Roundhouse Electrician and Mrs. Preston Boyd and D&I Division Storekeeper and Mrs. Elmer Bahr.

Connie Engaldo and J. Pierre Bonjour were married on Dec. 9 in First Presbyterian Church in Savanna. The couple will live in Savanna where both are employed at the Savanna Army Depot. Parents of the couple are Savanna Car Foreman and Mrs. Carl Engaldo and the Eldon Bonjours of rural Savanna.

Clarence Notz of the Savanna Roundhouse retired on Dec. 9. We wish you many happy retirement years Clarence.

An open house on Sept. 23 celebrated the Golden Wedding Anniversary of Mr. and Mrs. Frank A. Natt of



Retired Savanna Yard Clerk John Parker, and his wife, Bessie, celebrated their Golden Wedding Anniversary on Nov. 20. They are presently making their home at 903 Chi Ave. in Savanna.

1908 Chicago Ave. in Savanna. Mr. Natt is well known on the Milwaukee Road, having been located in the Savanna Depot during the years before his retirement while employed by the Railway Express Agency.

Savanna Car Department Employee and Mrs. Frank A. Matuska became the parents of a daughter, Kelly, on Sept. 21.

Bob and Mary Ohlsen of Bensenville welcomed their first child, Lisa Marie, on Oct. 1. Congratulations from all your Savanna friends.

William C. Glisson has the new rank of colonel and had the insignia of rank pinned on his shoulders by Major General F. M. Davis and by his father, retired D&I 1st District Engineer Guinn B. Glisson of Schiller Park, in promotion ceremonies at Carlisle Barracks, Pa. Colonel Glisson was assigned to the Army War College faculty there in June. He is currently Chief of Curriculum Development in the Department of Research and Studies at the Army's senior school. He earned his bachelor's degree from the University of Omaha and his master's degree from the University of Texas. The infantry officer is a combat veteran of both Korea and Vietnam.

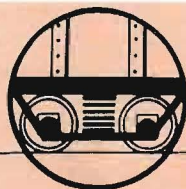
D&I Division Storekeeper Elmer Bahr was seriously burned in September and spent many weeks in the Burn Center Unit of (Iowa) University Hospital in Iowa City. The accident occurred when Elmer was preparing to cook steak over charcoal outside his home. I am happy to report that Elmer is recovering and has returned home.

Retired Police Lt. Harold Hersey is home again after spending many weeks in University Hospital in Iowa City.

Milton Clark, assistant to the superintendent in Savanna, became a "Century Rider" last fall by riding his bicycle 100 miles in one day. Milt, along with 96 other cyclists, participated in the century ride sponsored by the Two-Tyred Wheelmen of Madison, Wis., which is affiliated with the League of American Wheelmen. The ride began and ended at Madison, Wis., with the route going through Mazomanie, Sauk City and Lodi, Wis.

Duane Orr, assistant superintendent in Milwaukee, died on Sept. 8. He was the son of Mrs. Edna Orr and the late Savanna General Yardmaster Fred Orr. Funeral services were in Savanna with burial in Savanna Township Cemetery. He is survived by his wife, Pauline; two sons, Greg and Steve; and his mother.

Retired D&I 1st District Telegrapher Floren F. Fox died on Sept. 19 in Freeport, Ill. Funeral services were conducted in Lanark with burial in the Lanark Cemetery. He retired in 1968 after 47 years with the Milwaukee. He



Carloadings

JANUARY-DECEMBER 1972 compared with same period in 1971

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1972 over 1971	TWELVE MONTHS		INCREASE	
		1972	1971	1972 over 1971	% of increase
10.5%	Lumber	57,742	55,738	+2,004	+ 3.6%
9.6	Grain	74,676	64,990	+9,686	+ 14.9
7.2	All other paper or allied products ..	77,113	70,207	+6,906	+ 9.8
6.3	Motor vehicles	29,097	26,650	+2,447	+ 9.2
3.8	All other wood products (incl. plywood)	28,077	28,061	+ 16	+ .1
3.6	Coal	72,045	70,781	+1,264	+ 1.8
3.4	Canned fruits, vegetables or seafoods	20,179	20,037	+ 142	+ .7
3.2	Stone, clay or glass products	29,922	29,325	+ 597	+ 2.0
2.9	Grain mill products	51,650	51,341	+ 309	+ .6
2.8	All other transportation equipment ..	30,534	29,064	+1,470	+ 5.1
2.6	Industrial chemicals	18,592	16,091	+2,501	+ 15.5
2.6	All other primary metal products ..	15,327	13,661	+1,666	+ 12.2
2.5	Non-metallic minerals	43,580	43,472	+ 108	+ .2
2.3	Primary iron or steel products	22,541	22,340	+ 201	+ .9
2.2	Freight Forwarder & Shipper Assn. traffic	22,682	20,445	+2,237	+ 10.9
2.0	Waste or scrap material	28,915	23,862	+5,053	+ 21.2
1.3	Petroleum, natural gas or gasoline ..	16,422	14,089	+2,333	+ 16.6
1.3	All other machinery, except electrical	8,649	7,379	+1,270	+ 17.2
1.2	Electrical machinery or equipment ..	12,927	12,024	+ 903	+ 7.5
.8	Farm machinery or equipment	9,469	9,378	+ 91	+ 1.0
.3	All other farm products	7,961	7,874	+ 87	+ 1.1
.1	Metallic ores	4,592	1,247	+3,345	+268.2
.1	Small packaged freight shipments (LCL mdse.)	359	260	+ 99	+ 38.1
6.5	All other carload traffic	69,372	64,330	+5,042	+ 7.8
79.1	Total Increases	752,423	702,646	+49,777	+7.1%
	loading of these commodities DECREASED in 1972 over 1971	TWELVE MONTHS		DECREASE	
		1972	1971	1972 under 1971	% of decrease
3.3	All other chemicals or allied products	27,129	29,682	-2,553	- 8.6%
3.2	All other food products (incl. sugar)	26,435	26,927	- 492	- 1.8
2.5	Meat, fresh, chilled or frozen	14,816	18,438	-3,622	-19.6
2.4	Pulp or pulp mill products	14,550	15,510	- 960	- 6.2
1.8	Primary forest products	47,531	54,330	-6,799	-12.5
1.6	Fabricated metal products	12,250	12,876	- 626	- 4.9
1.4	Malt liquors	16,125	17,192	-1,067	- 6.2
1.1	Soybeans	9,727	11,979	-2,252	-18.8
1.0	Dairy products	7,585	9,051	-1,466	-16.2
.7	Beverages; except malt liquors	9,369	9,784	- 415	- 4.2
.7	Potatoes, other than sweet	4,928	5,846	- 918	-15.7
.6	Fresh fruits and vegetables	5,567	6,285	- 718	-11.4
.4	Coke oven or blast furnace products	5,674	7,234	-1,560	-21.6
.2	Livestock	1,471	2,364	- 893	-37.8
20.9	Total Decrease	203,157	227,498	-24,341	-10.7%
100.0	Total	955,580	930,144	+25,436	+2.7%

is survived by his wife; a daughter; a son, Floren of Lanark; five grandchildren; one brother; and two sisters.

D&I 1st District Conductor Gordon T. Peterson, Sr., died Sept. 23 in Savanna. Services were held in Savanna with burial in Savanna Cemetery. He is survived by his wife; a son, Gordon, Jr.; a daughter, Helen; a brother, James, a Savanna Car Department employee; and three sisters.

Thomas O'Neal, retired Savanna roundhouse employee, died Oct. 2 in Savanna Hospital. Funeral services were held in Mt. Carroll, Ill., with burial in Oak Hill Cemetery there. He is survived by his wife; two sisters, including Mrs. Harry (Ellen) Brennan of Savanna; and two brothers.

DeLos S. Kringle, father of 2nd District Conductor DeLos (Kris) Kringle, died Oct. 7 in Mercy Medical Center in Dubuque, Iowa. Services were held in Dubuque, with burial in Mt. Calvary Cemetery. He is also survived by his wife, two other sons and two daughters.

Dubuque Dispatcher Robert F. Johnston, 59, died on Oct. 31 in Finley Hospital. He was employed by the Milwaukee Road for 43 years. Services were held in Dubuque with burial in Linwood Cemetery. Surviving are his wife, six daughters, one son and 12 grandchildren.

Retired D&I 2nd District Engineer Charles J. Hughes died on Nov. 6 in Dubuque. He retired in 1959 after more than 45 years with the railroad. Services were held at Holy Ghost Church with burial in Mt. Calvary Cemetery. He is survived by his wife; three daughters; two sons, including W. R. (Mickey), engineer in Dubuque Yard; 22 grandchildren and seven great-grandchildren.



Lee F. Storkel, apprentice machinist in the Toma (Wis.) Shop (right), is congratulated by Frank J. Reese, shop superintendent, upon completion of his apprenticeship. Mr. Storkel completed 400 hours of training at the La Crosse Vocational School, and has established himself as a journeyman machinist in the railroad industry.

Charles Spinoso, retired Savanna Roundhouse employee, died on Nov. 4 in Savanna Hospital. Services were held in St. John's Church in Savanna, with burial in the church's cemetery. "Pete" had worked as a crossing guard at Avenue school after his retirement from the railroad. He is survived by his wife, Lucy; and one son, D&I 2nd District Engineer Joseph Spinoso of Dubuque.

William A. Thulion, 92, died on Nov. 9 in Savanna. Services were held in Savanna with burial in Savanna Cemetery. He is survived by a daughter; three sons, including Savanna Roundhouse Electrician Les Thulion; 12 grandchildren; and 23 great-grandchildren.

Raymond E. Clifton, father of Savanna Dispatcher William Clifton, died on Nov. 30 in a Clinton, Iowa hospital. For many years Mr. Clifton operated an ice cream parlor in Savanna. Services were conducted in Savanna with burial in the Township Cemetery. Also surviving are his wife; another son, Raymond; a daughter, Jane, wife of D&I 1st District Engineer Henry Thayer of Elgin; eight grandchildren; and a sister.

Peter Spinoso, retired roundhouse employee in Savanna, died on Dec. 2 in Savanna Hospital. Services were held in St. John's Church with burial in the church's cemetery. Surviving are his wife; three sons, including Savanna Yard Clerk Pete Spinoso; one daughter; and nine grandchildren.

Mrs. Sylvia Miller, widow of D&I Division Section Foreman George Miller, died in a Clinton, Iowa hospital on Dec. 12. Services were held in Mt. Carroll, Ill., with burial in Lanark Cemetery. She is survived by two daughters; two sons, John, a Savanna Car Department employee, and Donald, a Savanna Yard engineer; three sisters; and one brother, Orville Rogers, a retired Savanna Car Department employee.

D&I 2nd District Engineer Leroy J. Grimes of Dubuque, Iowa, died there on Dec. 21. Services and burial were in Dubuque. He is survived by his wife, Marcella, and his children.

Retired Savanna Yardmaster Laird A. Castle and his wife, Sybil, were installed last November as Worthy

Patron and Worthy Matron in the Savanna Chapter of the Eastern Star Order. They recently returned from a visit to Florida with Laird's brother, Clement.

The Savanna Superintendent's Office force enjoyed a Christmas party at Meeker's Seafood Inn on Dec. 16. Dancing followed the dinner making for a very enjoyable evening.

KANSAS CITY AREA

Cinda Garrett, Correspondent

Office of Freight Agent

Kansas City Freight Agent Bill Auch is leaving us. After 22 years with the Milwaukee Road, he has decided to make a move to Chief Industries, a manufacturer of mobile homes and prefabricated out buildings.

Recently Mr. Auch and I were talking about his leaving. He said he was sure that there would be many things about the railroad he would miss after living with it for 22 years. There are many things about the boss that the railroad will miss too.

As his secretary, I have grown to respect him as both a boss and a friend. He will be sincerely missed by both myself and everyone here in Kansas City.

Mr. Auch is to become manager of Chief Industries' new plant in Russell, Kan. Speaking for everyone in Kansas City and, I am sure, for everyone on the railroad, best wishes to Bill Auch and to his family in their new life and home.

The "baby department" has been flourishing in the last few months. John Norred, car record clerk in the local office, became the father of a girl in late November. Tom McGraw, train desk relief clerk in the local office, and John Myer, assistant chief of police, both became fathers of boys on the same day in late September.

We in the "Banana Belt" want all of you Northerners up there to know we don't appreciate your weather interrupting our winter. Temperatures in the Kansas City area have ranged from -5° to a burning $+15^{\circ}$ for about the last month. We have had two ice storms

Lyle K. Osborne (left), general yardmaster in Rockford, Ill., and Rockford General Agent J. S. Lawbaugh (right) are congratulated by Assistant Superintendent R. R. Cochran as they both retired Dec. 31. See Jim Boeshaar's column.



with snow piled on top, and power failures galore. Thanks, but no thanks.

Late last September, Warren D. Rhoad, operator in Kansas City's West Wye Tower, had a horrible automobile accident and sustained extensive injuries. Warren is feeling better now. Some of his good friends in Smithville, Mo., had a fund raising event to help him with the financial burdens that accompany a prolonged illness. That's what I call friendship.

One of my "Super Snoops" tells me that John Verron of rail-highway sales in the Kansas City Traffic Office, is being transferred to a district manager of sales position in Denver, Colo. Good luck to John.

That's all folks. Come and visit us some time.

LaCrosse Division

VALLEY DISTRICT

Naomi Cline, Correspondent

Roundhouse Office, Wausau

Roundhouse laborer James H. Maher left for the Army on Oct. 10. A coffee and doughnut hour was held as a send-off and he was presented with a cash gift. Good luck Jim, and keep in touch.

Sympathy is extended to the family of Conductor Kenneth Maas on the death of his mother. Burial was in Merrill, Wis.

Retired Roundhouse Foreman John A. Cline was hospitalized at the end of September for throat surgery and is now home recuperating. Mrs. Hintze, wife of Freight Office Chief Clerk Herbie Hintze, was hospitalized in Wausau for surgery. Our best wishes for a speedy recovery.

Retired Roadmaster Harold Brostrom was also hospitalized, but is now preparing to head south for the winter to recuperate. Mrs. Fowler, wife of retired Engineer Elgin Fowler, was hospitalized during December in Wausau Hospital North for treatment.

Congratulations to Nancy Knetter and Jerome Schilling on their recent marriage. Nancy is the daughter of Conductor and Mrs. Clarence Knetter. The marriage took place at Holy Name Catholic Church in Wausau, with a reception and dance at the Rib River Ballroom.

Wedding bells will be ringing in the new year for Sue, daughter of retired Roundhouse Foreman John A. Cline and your correspondent.

It's a girl for Agent and Mrs. Ron Schmid. Ann Marie joined the family on Oct. 20. She weighed 7 lbs. 4 oz. at birth.

Relief Clerk Doris Boernke retired Dec. 1. Doris started in the store de-



RECEIVES VFW AWARD. George L. Wood, general superintendent of the Car Department in Milwaukee (right), accepts the Veterans' of Foreign Wars Certificate of Merit from John W. Neuman, special agent of the Milwaukee Road Police Department and chairman of the VFW's 5th District "Voice of Democracy" National Script Writing Contest. Mr. Neuman is also commander of the Swanson-Williams VFW Post 726 in Milwaukee.

partment in 1940 and then worked as a relief clerk from 1944 until her retirement. Doris and her husband, Mel, plan on heading south for the winter. Thanks Doris, for being there to step in when needed.

Engineer Dale H. Walker retired recently. Dale started his railroad career as a section laborer in 1926. In the summer of 1928, he made his student trip as a fireman and received his service date in February 1929. He was promoted to engineer in 1946 and was one of the last engineers to take the exam on steam engines. Dale is active in his garden and is also a sportsman, enjoying hunting and fishing. Each winter, Dale dons his snowshoes and goes many miles into the woods packing hay and corn for the deer and squirrels. Some winters he feeds as many as 75 deer.

Retired Conductor and Mrs. Ralph Chamberlain celebrated their 48th anniversary on Nov. 6 with a dinner party. Several out-of-town guests were present.

The Milwaukee Railroad Women's Club hosted their annual get together for the Valley District families and guests at the American Legion Clubhouse in Wausau.

Mrs. Ralph Chamberlain, assisted by Mrs. Melvin Boernke, club president, presented a mock wedding with other club members participating.

Telegraph Operator Mike Lepinski was the pianist for community singing of old-time songs. Honored guests were G. E. Hoff, agent from Minocqua; Edward Hoyle, track department; and Victor Robinson, conductor at Wausau.

Oct. 12, 1972, was the date chosen for the last run of the freight patrol to



Milwaukee Terminal Sectionmen Ira Brown (center) and Filimon Morales are congratulated on their retirements on Nov. 30 by Section Foreman Alex Crivello. Mr. Brown retired with over 25 years with the Milwaukee and Mr. Morales retired with over 15 years of service.

Woodruff. The railroad received ICC permission to abandon service on the 28-mile stretch north of Heafford Junction due to lack of car-loadings and the high cost of maintenance. The maintenance costs can be illustrated by a story told about building the line in 1887, across one of the many sink holes along its route.

"First, two long trestles were built; these sank. Then a corduroy of 90-foot trees was made and a fill of sand laid on this. While the fill was being made it began to sink. Six yoke of oxen, three



Claude Willert, assistant engineer on the Milwaukee Division (seated), retired Nov. 30 after more than 33 years with the Milwaukee Road. He was honored at a retirement party on Nov. 10 at the VIP Lounge in Milwaukee. Retirees (left to right) H. L. Martin, former Milwaukee Division chief dispatcher, W. M. Cameron, former Milwaukee Terminals chief carpenter, G. P. Slagle, former Milwaukee Division chief carpenter, and F. V. McLarnon, former Milwaukee Terminals roadmaster, attended the party to wish Mr. Willert a long and happy retirement.

teams of horses and 13 railroad cars were on this fill at the time it broke through the top of the bog. To this day 90 feet down are the remains of the 13 cars, and the oxen and the horses still chained to their scrapers."

Milwaukee Division FIRST DISTRICT

James E. Boeshaar, Correspondent

Rockford (Ill.) General Agent J. S. Lawbaugh and Rockford General Yardmaster Lyle K. Osborne both retired on Dec. 31, with a combined total of 94 years of service with the Milwaukee Road.

Mr. Osborne started with the Milwaukee as a water boy in Elkhorn, Wis. He worked for a time on a section gang before transferring to train service in 1927. He transferred to Rockford in 1937 and was promoted to general yardmaster in 1955. He worked in that



Clarence Liebhauser, gateman at the Milwaukee Depot, and his wife were the honored guests at a party at Covic's in Milwaukee on Dec. 1 to celebrate Mr. Liebhauser's retirement. Mr. Liebhauser retired on Nov. 30 after 44 years with the railroad.

capacity until his retirement.

Mr. Lawbaugh started with the Milwaukee in May 1928 as an agent-teleg-rapher on the D & I Division. He had previously worked in the same capacity



RETIRE AFTER 46 YEARS WITH THE MILWAUKEE. Steve Plizka, passenger carman in the Milwaukee Forge Shop (left), is congratulated by Shop Superintendent V. L. Waterworth as he retired on Oct. 9.

for the Illinois Central; the Chicago, Burlington and Quincy; and the Union Pacific before coming to the Milwaukee. He was promoted to agent in Chicago Heights, Ill., in 1947, and was later transferred as agent to Freeport, Ill., and later to Beloit, Wis. He was transferred to Rockford as general agent in 1959.

Neither Mr. Osborne nor Mr. Lawbaugh have any immediate plans for the future. They will both continue to make their homes in Rockford.

Retired Engineer William Strehlow, who has been ill since last August, was laid to rest during private services on Jan. 15.

SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

The Superior Division was honored by a visit from our new president, Worthington L. Smith. We were very pleased to have the opportunity to meet him, and look forward to his next visit.

Robert J. McCormick was elected to the board of the Green Bay Traffic Club. Agent William W. Kopp was elected first vice president for 1973.

Get well wishes are sent to Yardmaster Patrick J. O'Brien, recuperating at home following several weeks of hospitalization for a heart attack.

Congratulations to Brakeman Donald V. Schadrie and his wife, Lynn, on the birth of a daughter, Michelle Lynn, on Dec. 1. Also to Fireman Roger D. Schroeder and his wife, Alta, on the birth of a son, Corey Alan, on Dec. 28.

Joseph A. Salamon of Stiles retired Dec. 29 after 18 years of service as a section laborer.

Congratulations to Switchman Ronald W. McGregor on his marriage to Sandy Natzke on Dec. 16 at Calvary Lutheran Church in Green Bay. Ron is the son of Orland (Bud) McGregor, operator in Green Bay.

Safety Standings of Divisions and Departments

ENTIRE YEAR — 1972

Rank	Division	Killed	Injured	Casualty Rate
1	Rocky Mountain		4	2.04
2	LaCrosse	1	19	8.08
3	Coast		23	8.61
4	Milwaukee		20	9.46
5	Dubuque & Illinois		22	9.83
6	Aberdeen	1	14	10.17
7	Iowa, Minnesota & Dakota	1	14	10.45
8	Twin City Terminal		19	11.85
9	Iowa		20	14.23
10	Milwaukee Terminal	1	53	15.26
11	Chicago Term-Terre Haute		50	15.31
	Others		13	2.49
	SYSTEM	4	271	9.35

Rank	Department	Killed	Injured	Casualty Rate
1	Electrification			
2	Miscellaneous		1	0.20
3	Stations & Freight Houses	1	3	1.23
4	Signals & Communications	1		1.29
5	Material Division		1	2.56
6	Police		1	3.94
7	Enginemen		20	6.20
8	Locomotive		18	6.61
9	Car	1	22	8.46
10	Track		33	8.67
11	Bridge & Building		5	12.00
12	Sleeping & Dining Car		6	15.31
13	Road Trainmen	1	65	17.66
14	Yard Trainmen		96	38.83
	TOTALS	4	271	9.35

Congratulations to Clerk Gerald T. Magnuson on his marriage to Doreene K. Perkins on Oct. 21. Following a wedding trip to northern Wisconsin, the couple is making their home in Green Bay, where Doreene is employed as a nurse.

Elmer Flom died unexpectedly at the age of 69. Mr. Flom was a section foreman at Cedarburg, Wis., until his retirement in 1968 after 43 years of service.

Milwaukee Terminals REGIONAL DATA OFFICE

Pearl Freund, Correspondent

The Christmas tree in the Regional Data Office was beautifully decorated and lovely to behold.

A hot luncheon was served to the office employees on Dec. 19. It was prepared by Lester Carlson, TOFC clerk in the Agency, and mighty tasty it was. Yours truly and Barbara McPhee, tracing clerk, assisted in serving the delicious spread. Barbara Haugen and Robert Nelson were the lucky winners of a gift drawing.

Revising Clerk W. Powell and his family spent the holidays with relatives and friends in his former hometown of New Orleans.

Barbara Dominguez, who left the railroad to be with her family in Mexico City, passed away there. She is survived by her husband, Humberto; two daughters, Philomena and Raquel; her mother, Regina Iglinski; two brothers, Jerome and Chester; and two sisters, Florence and Anne Marie. Burial was in Mexico City.

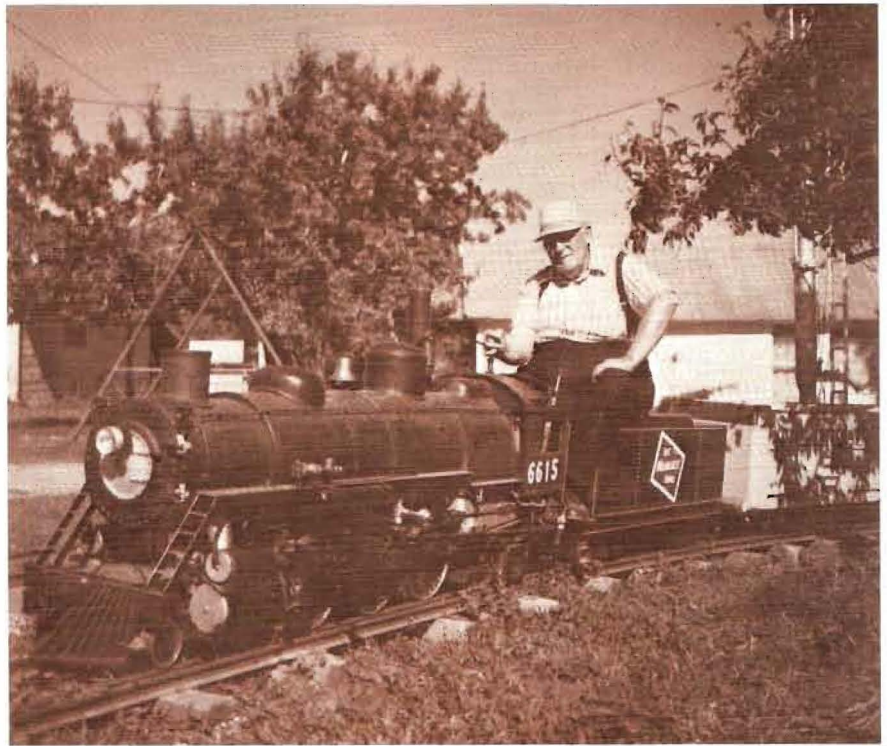
We are also saddened to learn of the death of retired Cashier Max L. Woelfl, who died Dec. 28. He was employed by the Milwaukee for 49 years. He was a member of the Bavarian Society, and G.U.G. Germania Society No. 9. He is survived by his wife, Carolyn; a daughter, Mrs. Richard Gray of Evanston; and two brothers, George and Carl of Milwaukee. Services were in St. Leo's Church with burial in Holy Cross Cemetery.

Sympathy is extended to Revising Clerk Howard Andersen on the death of his mother-in-law, Mrs. Melinda Reed, on Nov. 5.

The Wally Henkels have joined the snowmobile crowd and are hoping that everyone else is thinking "snow".

AGENCY

The employees of the Agency enjoyed a delicious Christmas luncheon on Dec. 22 served by Les Carlson, and



For Niles Saunders of Peshastin, Wash., (above) owning this operating scale replica of a Pacific F-4 is the realization of his boyhood dream to be the engineer of a steam-powered locomotive. Mr. Saunders operates his engine over his own railroad, consisting of 2,500 feet of track that goes through the pear orchard on his Peshastin Valley ranch. For the children in the valley, the railroad (complete with switches, rolling stock, signals and a station) is both Christmas and Disneyland all rolled up in a little train that they can ride for free. Mr. Saunders was employed by the Milwaukee from 1916 until 1925, and by the Great Northern from 1925 until 1945, when he retired from railroading to devote his full time to ranching. His steam engine bears the number 6615, the same as that assigned to the Pacific F-4 his father, David P. Saunders, was engineer on when the picture below was taken. Train Number 17, "The Columbian," is shown in Missoula, Mont. on Nov. 13, 1913. Left to right are Engineer Saunders, Fireman Elmer Hansen and Conductor "Tommy" Thompson.



the menu read like a super smorgasbord. No doubt everyone partook of the feast with gusto. A tree and decorations also lent their sparkle to the occasion.

MUSKEGO YARD AND PASSENGER STATION

Beverly Rattke, Correspondent

Office of Superintendent of Operating Rules

Congratulations to the following families on recent births:

Southwestern Brakeman and Mrs. Wayne Arnold on the birth of a son, Sam, on Sept. 13.

Switchman and Mrs. Al Schill on the birth of a daughter, Denise Marie, on Nov. 21.

Clerk and Mrs. Jimmy LaCroux on the birth of a daughter, Jean, on Nov. 25.

Engineer and Mrs. George Cook on the birth of a son, Scott Francis, on Dec. 4.

Clerk and Mrs. Les Feerick on the birth of a daughter, Nicole, on Nov. 14.

Many happy years of retirement to:

Switchman George Nolan, who retired Nov. 1.

Yardmaster Max Kaczowski, who retired Oct. 8.

C&M Engineer Al Helms, who retired Nov. 30.

Terminal Engineer George Polaski, who retired Dec. 1.

Deer Hunting news from the terminals:

Retarder Operator Don Cieszynski shot a five-point buck mule-deer in Montana.

Fireman Ron Gerke shot a nine-point buck.

Engineer Wayne Jungenberg shot a four-point buck.

Switchman John Novak shot a four-point buck.

C&M Division Brakeman R. Cantwell shot a six-point buck.

It is nice to see Hugo Luethy back on the job in the ticket office after a long illness.

As many of you probably remember, Helen P. Hyde of the ticket office in Milwaukee Depot suffered a stroke last April. She is paralyzed on her left side and is now confined to a nursing home. It would be nice if her old friends would remember her with a card or a letter. Write: Helen P. Hyde, Shorewood Manor Nursing Home, 3710 N. Oakland Ave., Milwaukee, Wis. 53211.

Deepest sympathy to the family and friends of Elmer W. Kelm, 61, red cap in the Milwaukee Depot, who died Dec. 20. He is survived by his wife, Sophie, three brothers and six sisters.

Deepest sympathy to the family and friends of Jerome F. Smigelski, 70,

retired clerk in Milwaukee, who died Jan. 9. He is survived by his wife, Lucy; two daughters, Laurene and Mary Ann; and three sisters. Jerry retired from railroad service in February 1967. He had worked in the Division Engineer's Office both in the Milwaukee Terminal and on the Milwaukee Division and also in the former General Superintendent's Office.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

Congratulations to Dick Andrews on his promotion to AFE and budget estimator to the assistant chief mechanical officer. Dick, who was chief clerk to the shop superintendent, is a familiar figure to many of us in the Car Shops. He was always willing and able to assist anyone in need of advice or information. He had served as chief clerk since January 1963 and will be missed by all of us. Dick has been with the railroad since April 1942, working in the locomotive department and in the test department. Our best wishes go with Dick as he starts his new job.

A promotion to chief clerk for Hank Hustung, formerly a clerk in the Forge Shop. Hank, a former policeman, has been with the Milwaukee since 1968 and comes from a railroad family. Both his father, a retired railroad police department night watchman, and his brother, a retired depot gateman, worked for the Milwaukee Road. All of us wish Hank well in his new assignment.

Welcome to Steve Teisl, our new



SUPERIOR SERVICE AWARD. Keith Huff, section foreman at Roundout, Ill. (right) is presented a 30-Year Superior Service Award by Milwaukee Division Roadmaster Don Ringlbauer in Deerfield, Ill. As the sign on the station indicates, Mr. Huff is "Really on the ball."



George Tomcek, freight carman in the Milwaukee Passenger Shop (right), is congratulated by Assistant Foreman Arnold Grube before his retirement on Dec. 1 after 43 years with the Milwaukee Road. Mr. and Mrs. Tomcek are planning a trip to Hawaii this spring. They plan to continue making their home in Milwaukee.

clerk in the Forge Shop. Steve is the son of Tony Teisl, who works in the mechanical engineer's office. Good luck to you, Steve, on the job!

Welcome back to Frank Hense, assistant foreman in the Forge Shop. Frank had been on the sick list since October 1971. We're glad to have you among us once more.

Dick Peaslee, Jr., carman in the Passenger Shop, came home from his recent hunting expedition with an enviable prize—an 8-point buck. This is Dick's first deer in nine years of deer hunting. Because he has taken a lot of razzing from his co-workers for being an inept deer hunter, we felt this accomplishment was worthy of mention.

Joseph Woldanski, retired Freight Shop foreman, died Oct. 21. Mr. Woldanski is survived by two sons and a daughter. Funeral services were held in Milwaukee, where he made his home since his retirement in 1969.

Our sympathy is extended to the family of Andrew Puschnig, who died on Nov. 3, after a short illness. Mr. Puschnig, a painter in the Passenger Shop, is survived by his wife and two daughters. Funeral services were held in Milwaukee.

We note with sorrow the death of the following retirees:

John Vrabel on Nov. 16. He is survived by his wife, a son, and a daughter. He retired on Oct. 23, 1951.

Adam Engel on Nov. 3. He is survived by four sons and one daughter. He retired on Aug. 31, 1955.

John A. Drischler on Dec. 10. He is survived by his wife. He retired on July 10, 1957.

Marius O. Olsen on Nov. 25. He is survived by his wife. He retired on April 22, 1960.

We are happy to announce the arrival of a new granddaughter for Norb Jablonski, blacksmith in the Forge Shop.



William "Frenchy" Bernier, mechanic's helper in the Milwaukee Forge Shop (left), switches off his machine for the last time before his retirement after 25 years with the Milwaukee. Frenchy and his wife plan to spend their retirement at their new home in West Bend, Wis.

Norb's daughter, Sally Borchardt, gave birth to her first child, a 6 lb. 11 oz. baby girl, on Dec. 27. Sally is secretary to L. P. Tarrence, chief mechanical engineer. Much luck to the happy couple and congratulations to the proud grandpa!

Chicago Terminals GALEWOOD

Eleanor P. Mahoney, Correspondent

The holidays are over but we will always remember the delicious Christmas Luncheon put on by the Regional Data Office under the direction of Rate Clerk Evalyn Wealer on Dec. 20. The food was home-cooked and everyone enjoyed second and third helpings. The Agent's Office invited everyone to a coffee and biscuit treat on Dec. 22.

Sympathy is extended to the family of Robert A. Erickson, retired per diem clerk, who died Dec. 12.

H. P. Gallagher is recovering after being hospitalized for three weeks in Pana Community Hospital in Pana, Ill.

Ed Sofka, retired cashier in the Regional Data Office, visited the office to receive a Certificate of Recognition presented to him by W. T. Jepsen, regional manager, on behalf of the railroad, for 52 years of loyal service. Mr. Sofka retired on July 30, 1972.

Mr. and Mrs. Joseph White, parents of Earl and Joe, both Milwaukee Road employees, celebrated their 69th wedding anniversary on Oct. 9. The *Kenosha News* reported, "On Sunday, the White's children, grandchildren and great-grandchildren gathered at their home at 1413 68th St. for a family dinner party celebrating the couple's 69th wedding anniversary and Mr. White's 95th birthday." Joe is rate clerk in the Regional Data Office and Earl is agent in Tokyo, Japan.

Congratulations to Mike English, Regional Data Office machine operator, and his wife upon the birth of their daughter, Laura Colleen. Congratulations also to Louis M. Rosenmeyer, candy house foreman, who became a grandfather again when Kimberly Rosenmeyer was born on Nov. 27.

Louis F. Mack, assistant agent in Galewood, was transferred to Beloit, Wis. Mr. Mack was here only one year and made many friends who are going to miss him. Beloit is his home town where his family is so he will be very happy to be reunited with them.

J. E. Hanscom, assistant agent in Cedar Rapids, Iowa, has been transferred to assistant agent at Galewood effective Jan. 1. Welcome to Galewood.

Barbara Bullock, bill and expense clerk in the Regional Data Office, became the bride of Herman Crum on Dec. 2. A reception for 150 relatives and friends was held in Gary, Ind., where the bride lived. Mr. and Mrs. Crum are now making their home in Chicago. Our congratulations!

Barbara Doolittle, regional data clerk, gave birth to a son, Charles, on Dec. 21, who weighed in at 6 lbs. 13 oz. Congratulations to the proud parents.

BENSENVILLE

Delores Barton, Correspondent

Congratulations are in order for Wrecking Foreman Jordan Brewer and his wife, Judy, on the arrival of Jason Patrick on Dec. 26, who weighed in at 9 lbs. 6 oz.

Congratulations are also in order to Assistant Agent and Mrs. Raymond Rebesco on the arrival of Renee Catherine, who was born at Lutheran General Hospital on Nov. 26. She weighed in at 5 lbs. 13 oz.

Ray J. Quillinan, upon completion of duty on Nov. 27, retired from his clerical job in Bensenville and also from his stewardship of the BRAC. Mr. Eugene A. Mueller has taken over the stewardship position of the BRAC.

Sympathy is extended to the family of retired General Yardmaster Edward H. Berger, 73, who passed away Nov. 8. Mr. Berger is survived by his wife of 52 years, Laura; a daughter, Mrs. Robert Schneff of Elgin; two brothers, Chester and LeRoy of Portage, Wis.; three sisters; and two grandsons.

Sympathy is extended to the family of Douglas M. Davidson, retired engineer, who died on Nov. 24.

Retired Engineer Floyd Rowan died recently. Services were held in Chicago.

Sympathy is extended to Trainmaster Albert V. O'Hara whose mother, Naomi O'Hara, passed away on Jan. 3. Mrs. O'Hara is survived by three daughters; two sons; and 15 grandchildren.

On Jan. 21, retired Engineer Charles Yourkovich and his wife, Rose, celebrated their 50th wedding anniversary with cocktails, buffet dinner and dancing at Palmere's Restaurant and Lounge in Franklin Park, Ill. Mr. and Mrs. Yourkovich were married on Jan. 22, 1923. Charlie has been retired from Chicago Terminal since Nov. 30, 1969. Their 50th wedding anniversary celebration was given by their son. Many guests and friends joined in the celebration.

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J. T. GILLICK SCHOLARSHIPS

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WHO IS ELIGIBLE:

Sons and daughters of Milwaukee Road employees and of deceased or retired Milwaukee Road employees are eligible to apply for a J. T. Gillick Scholarship award, provided the applicant's parent has worked for the railroad for two (2) years and whose compensation from the railroad company is not in excess of \$16,500 per year.

HOW TO APPLY:

Candidates for these awards who plan to enter a university or college in the fall should communicate immediately with the J. T. Gillick Scholarship Committee and ask for an application form. Full details about eligibility requirements and the general conditions under which the scholarship awards will be granted will accompany the application form sent to applicants.

IMPORTANT: CLOSING DATE *Completed applications and all supporting papers must be on*
APRIL 30, 1973 *file with the Scholarship Committee not later than April 30.*

THE COMMITTEE:

The members of the J. T. Gillick Scholarship Committee who will judge the applications and qualifications of candidates for the awards are:

CHAIRMAN:

C. William Reiley, Dean of Administrative Services, Northwestern University

MEMBERS:

Charles C. Caveny, Assistant to President, University of Illinois

Phillip B. Lottich, Dean of Student Personnel, Chicago City College

Charles D. O'Connell, Dean of Students, University of Chicago

Applications and additional information may be obtained from:
C. William Reiley, Chairman / J. T. GILLICK SCHOLARSHIP COMMITTEE / 824 Union Station • Chicago, Ill. 60606

