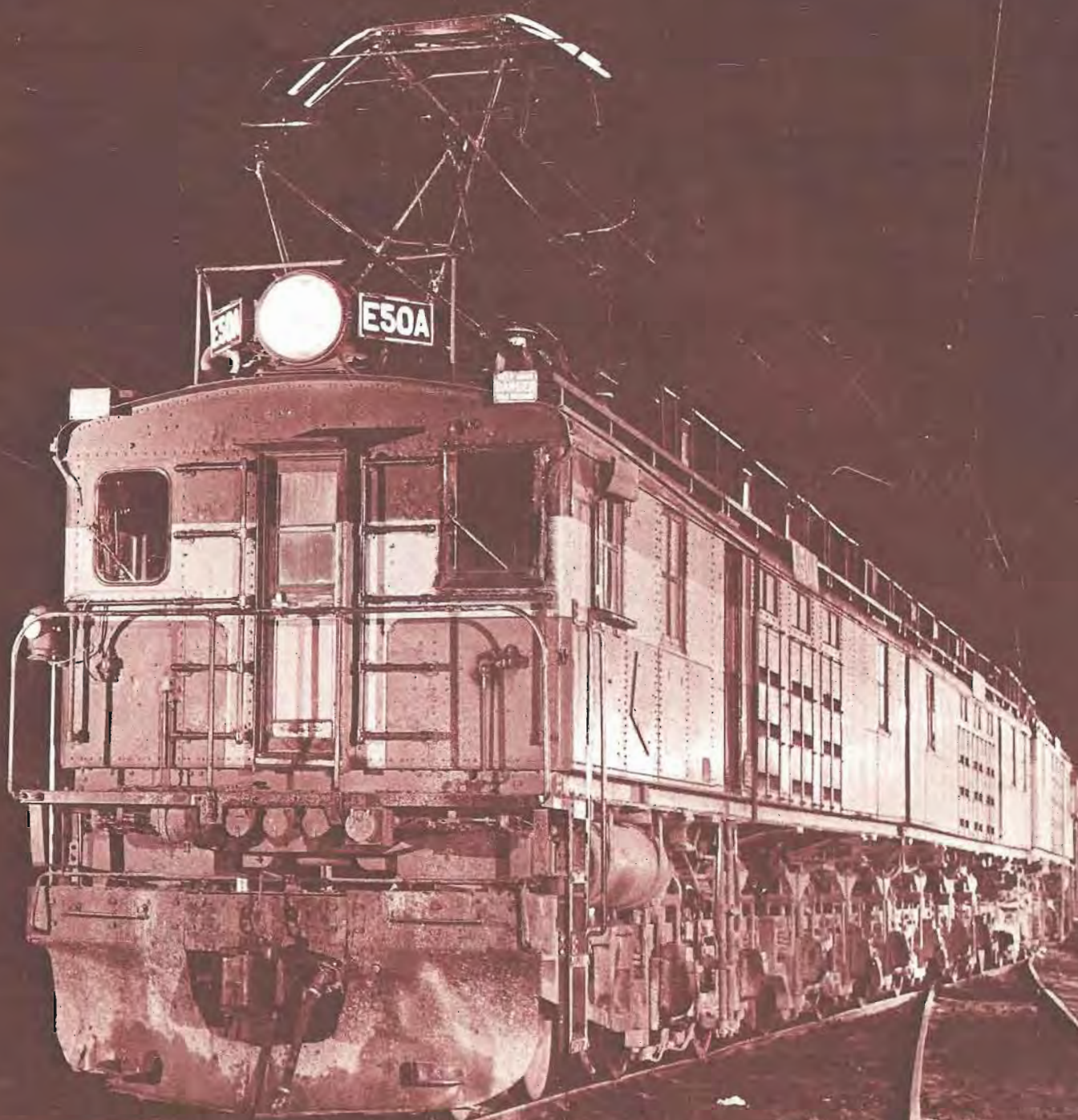


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

july
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august
1973



A Message From The President:



W. L. Smith

John Fell, editor of our magazine, asked me to make some comments about some of the changes that have taken place in recent months, and give some indication of what may be in store for the next few months. This is perhaps an opportune time to do so because the month of July represents for me the completion of my first year with the Milwaukee Road.

Maybe one way to focus on this general consideration of where have we come from and where are we heading is to look at our company from the perspective of the Milwaukee Road Objectives. Last January, when the Corporate Planning function was established, we felt we should put into writing a statement of basic objectives. This is the way they were put down:

Milwaukee Road Objectives

Provide the level and quality of total service necessary to retain existing positions in transportation markets, and provide a base to profitably expand the railroad's participation in existing and in new markets.

Maximize utilization of assets, eliminating those not required for present and future needs, and concentrating available resources toward activities that have present and future strategic purpose.

Establish and maintain a responsibility budgeting and control system encompassing all departments and subsidiaries to provide proper control of all activities.

These statements are probably not in themselves particularly surprising or earthshaking, nor are they in any way meant to be unique. But, I think it is important to set forth what it is we as a company are trying to do because it helps bring together the thoughts and efforts of many people—often widely scattered—in order to recognize and help direct total company activity toward the broad goal of profitable growth. Also, from this statement of objectives the emphasis on certain types of activity and on the means of carrying them out becomes more apparent and, I hope, more understandable.

The first objective emphasizes our overall position in the marketplace. It identifies certain important things that we must do. First, we must retain our present revenue base. We have a broad revenue base in several significant commodities and industries in growing parts of the country—the Pacific Northwest, the Upper Midwest, and, with our recent entry into Louisville, the Southeast. While holding our present revenue base is step one, closely tied to it is a second important activity—improving our volume in presently handled commodities and

with present customers. A third activity is devoted to entering new markets and attracting business not now handled. It is this three way effort—retaining present revenues, building on them, entering new markets—that makes up our marketing effort. "Marketing" is not just an activity of the traffic department. Everyone who contacts a customer directly or indirectly, or anyone who has a hand in our service, is directly involved in the success of our overall marketing efforts. Emphasis on building our freight revenue base is the essence of the first Milwaukee Road Objective.

The second objective concentrates on utilization of assets. Central to this is control of costs and knowing that we are getting the most from our invested dollars, like any company, we have a limit to our resources and funds available for use. Therefore, we must concentrate in areas and activities which offer the greatest opportunity for profitable growth for Milwaukee Road. I would like to emphasize one point here. Control of costs does not necessarily mean cost cutting. It often means the opposite. It does mean we have to continually review how and why we are spending each dollar to be sure that the expense is still a valid one—maybe it should be less, maybe more. The words "strategic purpose" are important. The process of questioning whether each part of the plant is contributing to the whole recognizes that our company lives in a continually changing economic environment. We have to be aware of changes affecting us and plan accordingly. An example of this, of course, is the discontinuance of a losing branch line. If a line no longer generates enough revenue to pay its expenses, it should not be kept. Expense dollars associated with that line should be redirected to strengthen and upgrade the contributing parts of the plant. Again, our purpose is to concentrate our investment for plant and equipment in those areas and activities where we can participate most effectively to the benefit of our customers and our company. There is a direct tie-in between objective one (improving market position) and objective two (improving utilization of assets).

The third objective is a little more of a nuts and bolts statement. It recognizes the importance of measurement and control as essential parts of successful planning. Planning gives basic direction to any activity; measurement is the means of knowing whether a goal was achieved and an objective reached. Objectives state what we are trying to accomplish, and specific plans outline a means to get there. But both are ineffective unless we can determine if we got there, or, if we did not—then, why not?

I recall a story told at a planning seminar about Christopher Columbus. His voyage was used as the worst example of planning in the history of the world. When he

(Continued on page 5)

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The Milwaukee Road Magazine is published for active and retired employees of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company, to whom it is distributed free. It is available to others at \$1.00 per year. Retired employees may continue to receive it without cost by sending their address to the circulation department, 824 Union Station, Chicago, Ill. 60606.

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SPECIAL SUPPLEMENT

The Milwaukee Electrification
—A Proud Era Passes

THE COVER

Alco—GE boxcab E-50 AB, the first electric freight locomotive to be delivered to the Milwaukee in 1915, is shown in the yard at Avery, Idaho during the Spring of 1972. E-50 AB, formerly numbered 10200 AB, is now in storage in Deer Lodge, Mont. Photo by Richard Steinheimer.



transport briefs

Temporary Help for N.E. Rails Gains Support

The House of Representatives is considering legislation that would provide temporary financial aid to keep the Penn Central Railroad running. The Penn Central has announced its intention to shutdown Oct. 1 unless it can get more cash to meet debts. The Senate has already passed the bill, which would give the Transportation Department an emergency fund of \$210 million to hire essential freight and passenger service from bankrupt railroads that otherwise would cease operating. The Nixon administration has also announced support for the legislation aimed at temporary continuation of service. Senator Vance Hartke (D., Ind.), the bill's sponsor, said it would "infuse into the ailing Midwest and Northeast rail system just enough blood to keep the system from dying while a cure is researched and then applied." The Penn Central currently owes \$109 million in government-guaranteed loans, Sen. Hartke said. He said if any part of that debt can't be paid by the railroad, forcing the government to repay the lender, a service contract with the Penn Central would require it to provide an equal value of freight-handling to make up the default. Meanwhile, the Interstate Commerce Commission is hearing the proposal by Penn Central trustees that the company be liquidated effective Oct. 1 if federal help is not received. The reorganization plan filed by trustees calls for the sale of railroad properties to others and retention and restructuring of the company's non-railroad assets.

AAR Urges Fuel Production Requirements

A railroad industry spokesman has told a Nixon administration committee that mandatory requirements are needed for the production of an adequate amount of distillate fuel oil to meet national needs next fall and winter. R. R. Manion, AAR vice president of operations and maintenance, reported the fuel shortage has seriously affected the railroads and emphasized that the railroads are a significant factor in the distribution of other fuels such as coal and liquefied petroleum gas.

Senate Approves Freight Car Bill

The Senate-passed Rolling Stock Utilization and Financing Act, better known as the freight car bill, would provide up to \$2 billion in federally guaranteed loans for rolling stock acquired by railroads. Approval by the House is still required before provisions of the act could be set up. Under conditions of the act, Congress could also authorize establishment of a government corporation 2-1/2 years after enactment. The corporation would control a national pool of free-running freight cars, and would be set up in the absence of successful efforts by railroads to establish a private corporation to run a national freight car pool.

If a private corporation were started, Congress could, after 7-1/2 years and with either Interstate Commerce Commission or Department of Transportation advice that a car shortage still existed, establish a government corporation to control cars. The proposed legislation would also provide for a greater governmental role in freight car utilization policies and finance national car information systems.

Veterans To Meet Oct. 6 At Pfister Hotel In Milwaukee

The Milwaukee Road Veteran Employees' Association will hold a reunion at the Pfister Hotel in Milwaukee, Wis., on Saturday, October 6. Tickets for the event are \$10 per person and include the cost of registration, lunch, "Switch Shanty" session, banquet dinner and entertainment.

Guest speaker for the event will be Milwaukee Road President Worthington L. Smith. Edwin O. Schiewe, retired vice president and general counsel, will act as toastmaster.

This is the first reunion held by the Association in four years, and, according to Joseph W. Macht, general chairman of the organization, a lot of enthusiasm is developing among the retirees at this opportunity to renew old acquaintances.

Reservation forms for the reunion will be mailed to Association members in late August. The forms should be returned by Sept. 21 for those desiring hotel accommodations. For those who do not need accommodations, the forms may be returned as late as Oct. 1.

The cost of rooms at the hotel range from \$16.50 to \$18.50 for one person and from \$21.50 to \$23.50 for two persons.

For Chicago-area veteran employees, there will be a special train returning to Chicago after the banquet. It will leave Milwaukee at 10:15 p.m., with a stop at Glenview, Ill., and arrive in Chicago at

11:45 p.m. The special will make connections with West Line Suburban Train 243, which will depart Union Station at 12:15 a.m., and North Line Suburban Train 141, which will depart at 12:25 a.m.

In most cases, Milwaukee Road veteran employees, both retired and active, can obtain free or reduced-rate transportation on Amtrak passenger trains by presenting their Amtrak Rail Travel Privilege Card at the

Operating Department Realigns Divisions to Improve Efficiency

Fred A. Barton, formerly superintendent of the railroad's LaCrosse Division was appointed superintendent of the newly created Chicago Division on August 1, according to an announcement by Milwaukee Road President Worthington L. Smith. Mr. Barton's headquarters will be in Bensenville, Ill.

Ronald L. Tewell, formerly superintendent of the Chicago Terminal-Terre Haute Division, was appointed superintendent of the IHB, of which the Milwaukee Road is part owner.

Francis H. Ryan, formerly superintendent of the Milwaukee Division, was appointed superintendent of the LaCrosse Division with headquarters in LaCrosse, Wis.

Norman H. McKegney,, formerly

ticket office where they desire to board the train.

Membership in the Milwaukee Road Veterans' Association is open to all active and retired Milwaukee Road employees, who have or have had at least 20 years of service with the railroad. Dues are \$4 for new members and \$3 per year for membership renewal. Requests for new membership applications or for further information concerning the upcoming reunion should be directed to: Ashley Wilhite, Secretary-Treasurer, Veteran Employees' Association, The Milwaukee Road, 848 Union Station, Chicago, Ill. 60606.

superintendent of the Milwaukee Terminal Division, was appointed superintendent of the restructured Milwaukee Division, with headquarters in Milwaukee.

Mr. Smith explained that the above appointments are occasioned by a rearrangement of the division structure in the operating department to effect improved efficiency.

The newly-created Chicago Division embraces the former Chicago Terminal—Terre Haute Division, extending between Bensenville, Ill., and Louisville, Ky., and the section of the former Dubuque and Illinois Division between Bensenville and Savanna, Ill., including Savanna Yard. The new division also includes the lines between Savanna and East Moline, Ill.; and between Kirkland and DeKalb, Ill.

The restructured Milwaukee Division embraces the former division of that name as well as the former Milwaukee Terminal Division.

The railroad's Iowa Division now includes all of its former territory plus those portions of the former Dubuque and Illinois Division between LaCrescent, Minn., and Green Island, Iowa and between Savanna, Ill., and Kansas City, Mo. Division headquarters will remain in Perry, Perry, Iowa.

The section of the former Dubuque and Illinois Division between Marquette and Mason City, Iowa, is now assigned to the Iowa, Minnesota and Dakota Division, with headquarters at Austin, Minn.

Notice to Company Pension Plan Participants and Beneficiaries

A number of years ago, Congress passed what is known as the Federal Welfare and Pension Plans Disclosure Act. Among other things, it requires that a pension plan description and an annual report be filed with the U. S. Department of Labor in Washington, D. C., and that copies of these reports be made available for inspection by plan participants.

This is to notify company pension plan participants and beneficiaries that they are entitled to examine copies of the plan description and the latest annual report filed by the Chicago, Milwaukee, St. Paul and Pacific Railroad Company (The Milwaukee Road) at the office of the company's Corporate Secretary, Room 256 Union Station, 516 West Jackson Boulevard, Chicago, Ill. 60606, during normal business hours.

Copies of these reports may also be obtained by writing the Corporate Secretary at the above address.

George Flynn Named To Tokyo Sales Post

George F. Flynn was appointed director of sales in Tokyo, Japan. He succeeds Earl E. White who retired on July 1 after nearly 50 years of service with the railroad.

Mr. Flynn, who previously served as director of sales in Tokyo, from Feb. 1, 1968 until July 30, 1969, has been manager of foreign freight sales, with headquarters in Chicago, during the interim.

A native of Miles City, Mont., Mr. Flynn joined the railroad there following studies at the University of Montana. He later held numerous traffic department positions at various locations on the railroad.

Prior to becoming assistant manager of foreign freight sales in Chicago in 1967, he was district manager of foreign freight sales in Seattle. In that capacity, he was instrumental in formulating many of the rates, rules and routings which have proved successful in increasing the railroad's import/export traffic. He opened the Milwaukee Road office in Tokyo in 1968.



Chairman William J. Quinn (right) and Clarence Sochowski, North Central Regional Director of the Savings Bond Division, U. S. Treasury Department, are shown displaying a Minute Man Flag, which was presented in Chicago recently to the employees of the Milwaukee Road. The Minute Man Flag is the Treasury Department's highest award and each of the two large gold stars on the lower left corner of the flag represent five years of 50 per cent or more employee participation in the U.S. Savings Bond Program. Following the 1973 U. S. Savings Bond Drive on the Milwaukee Road, employee participation in the payroll deduction plan for the purchase of Bonds rose to 68 per cent compared with 64 per cent in 1972.

A Message From The President:

(Continued from page 2)

started out he didn't know where he was going, when he got there he didn't know where he was, and when he got back he didn't know where he had been. Perhaps Columbus is being used a little badly, but it makes the point. It is our purpose, yours and mine, to do all we can in a fast changing environment—and in one over which we cannot always control some of the major factors affecting us—to attempt to move the company forward, not in the Columbus style, but to the greatest degree with purpose, and with the basic objectives in mind.

I would like to make a comment about change because changes always concern people. First of all, I believe strongly in the idea that change for the sake of change is of no value. Changes are of value only if they contribute to the effectiveness of Milwaukee Road internally or externally. Changes should be measured against the basic objectives we have been talking about. That is, does the change contribute toward reaching that objective?

The second point is that changes have always been going on. They have to because the environment in which we operate changes continually. But, the restructuring of functions or placing different emphasis on activities should be viewed as evolutionary—to meet or anticipate new conditions—not as revolutionary.

Each functional part of Milwaukee Road plays an important part. The Milwaukee Road, as you know, is

made up of the railroad and its subsidiaries—Milwaukee Motor Transportation Company, the Bremerton freight car ferry, Milwaukee Land Company and its subsidiary, the Washington, Idaho and Montana Railway. Each of the components, the railroad and its subsidiaries, must be self-sustaining and each is in effect a Profit Center. Each unit does contribute profitably to the company, with the exception of the car ferry to Bremerton, which is why steps are underway to dispose of it. The objectives of Milwaukee Road, of course, apply equally to the subsidiaries as well as the railroad.

Each person, regardless of job assignment or location, whether employed by the railroad or a subsidiary company, in a very real way can affect the profitability of our company because everyone has a direct control over some portion of either revenues or expense. For this reason, I believe we all share a basic common interest even though we have different responsibilities and authorities. That common interest is in contributing to the strength and growth of the Milwaukee Road.

I hope a discussion of basic objectives helps advance this common interest, and helps explain the thinking behind some of the changes or activities you see going on.

Washington L. Lauch

Retirement Eligibility Requirements Revised

President Nixon has signed into law a bill which revises certain eligibility requirements for annuities under the Railroad Retirement Act, extends the present temporary railroad retirement benefit increases through Dec. 31, 1974, and lowers the railroad retirement tax rates for employees. This legislation also amended the Interstate Commerce Act to provide new procedures for obtaining faster freight rate increases.

Effective October 1973, later in some cases, railroad employees will pay the same in railroad retirement taxes as employees covered under the social security system. The railroads will pick up the difference between the former employee-employer rate of 10.6 per cent and the new employee rate of 5.85 per cent. These rates apply to earnings up to \$900 per month in 1973 and \$1,050 per month in 1974.

Age annuities awarded to male employees retiring July 1, 1974, or later, at ages 60-64 on the basis of 30 years of service will no longer be reduced for early retirement. These will now be full annuities, the same as for females. However, such reductions in annuities will continue for male employees who retire before July 1974. The provision for reduction in the annuities of male or female employees who retire between ages 62-64 with less than 30 years of service is unchanged.

The 15, 10 and 20 per cent temporary annuity increases will be continued until Dec. 31, 1974. These increases were scheduled to expire June 30, 1973. Railroad management and labor are to make mutual recommendations to Congress, aimed at making these increases permanent and the railroad retirement system financially secure on a long range basis.

Additional increases will be provided railroad retirement annuitants as a result of the estimated 5.6 per cent increase in social security benefits which becomes effective June 1, 1974. Such railroad retirement increases for most employee annuitants will be equal to the dollar amount payable to social security beneficiaries with equivalent earnings. There will be no reduction in their increases

if they are also entitled to social security benefits.

In a separate bill which the President also signed into law, benefits were extended to railroad employees and their families similar to those recently provided under the social security system. Major provisions are as follows:

Full Medicare coverage before age 65 is now available for qualified railroad employees, their spouses and dependent children who suffer from chronic kidney disease.

Survivor annuities are now payable for a child on the basis of a disability which began before age 22, rather than age 18. Monthly benefits payable to young mothers on the basis of caring for disabled children

are consequently being provided some wives and widows previously not eligible.

Survivor benefits for students age 18 to 22 may be extended through the end of the quarter or school semester in which the student attains age 22.

Children's survivor benefits *will not* be terminated by adoption. Previously, their adoption by someone other than a close relative terminated benefits.

The survivor changes are generally retroactive to January 1973. Individuals who were denied benefits earlier, and who believe they might be eligible under the new law, should contact the nearest office of the Railroad Retirement Board.



Patrick J. Walsh (left), Milwaukee Motor Transportation Company, director of safety, receives the National Safety Council's first place award on behalf of MMTC workers from P. Laurin Cowling, MMTC president, at a recent staff meeting.

The award was presented to MMTC for the lowest accident frequency rating in the NSC's category for employee injuries involving commercial vehicles for 1972. This is the third year in a row that the on-the-job safety record of MMTC employees has qualified them for the first place award.

MMTC led the competition with a low casualty rate of 10.60 injuries per million man-hours worked by its employees. This compares with an average casualty rate of 33.48 for all competing units in the trucking industry category.



29 Carloads of Nostalgia

Steam Powers the Old Milwaukee Special

The Old Milwaukee Special, a 29-car old-time circus train bound for Milwaukee's lakefront, made its annual run from Baraboo, Wis., pulled by a coal-burning locomotive and assisted by the Milwaukee Road and its crews.

This is the second year that the Milwaukee Road line from Madison to Milwaukee was used to route the train, and the first time that steam power—provided by Southern Railway engine 4501—was used to move the train on Milwaukee tracks. Last year's run over the Milwaukee Road was done under diesel power for lack of an available steam locomotive that could pull the 1550 tons of circus cars with their cargo of 65 circus wagons and other paraphernalia.

After completing the June 29 trip, the cars and wagons went on display at the lakefront for the Jos. Schlitz Brewing Company's annual Old Milwaukee days festivities.

The Chicago and North Western railroad brought the Special to Madison on the first leg of its trip, where a Milwaukee Road crew caught engine 4501 as it groaned around the curve at junction "A" on the city's north side. Although the engine is operated mainly by a Southern Railway crew, Milwaukee Road Engineer Gene Wisland tried his hand at the throttle and Fireman Tom Farence broke coal on top of the tender.

Gerry Stuckey, assistant general road foreman of engines, and Marty Wangberg, superintendent of air brakes, also rode the cab of the old Mikado type 2-8-2 engine to help

fire it and assist with mechanical functions. Both are veterans of the Milwaukee's past steam operations.

Milwaukee Road Conductor Tim Plumb and Brakemen Robert Barbain and Gary Ferver also boarded at Madison for the 83-mile run to Milwaukee.

The distant warbling of the old locomotive's whistle as it rolled through the green hills and farmland of central Wisconsin drew crowds of spectators eager for a glimpse of the steam-hissing, smoking relic of railroading's past. Though painted in Southern's green and gold colors, the engine is actually owned by Paul Merriman of Chattanooga, Tenn., and the Tennessee Valley Railway Museum. The locomotive, built in 1911, is operated on nation-wide public relations tours by the Southern Railway, and this was its first appearance in Wisconsin. It logged over 8,000 miles while on tour in 1972.

Water stops were made at Watertown and Wauwatosa, where water

MILWAUKEE ROAD Engineer Gene Wisland in the cab of Southern Railway's Engine 4501, which pulled the circus train from Baraboo, Wis., to Milwaukee.

was provided with the assistance of local fire departments. Arriving on time at the Milwaukee depot, the train made a brief stop and then moved to the Bayview District junction where it followed CNW tracks to the lakefront site.

Two diesel units returned the circus train to its year-round home at the Circus World Museum in Baraboo on July 5. Baraboo is claimed

to be the birthplace of the American circus, since the Ringling Brothers began their circus there in 1884.

For the past nine years the Schlitz Brewing Co. has worked with the Circus World Museum to bring the colorful caravan of antique wagons, steam caliope and rail cars to Milwaukee. In a nostalgic re-creation of the past, the circus wagons were unloaded from the train and drawn through Milwaukee streets for the nationally-televised circus parade on the Fourth of July.

Engine 4501, meanwhile, continued on its way to participate in tours and exhibits in other cities. ■





Appointments

Engineering Dept.

Effective July 1

Frank P. Pawlak appointed division engineer, Coast Division, Tacoma, Wash.

John F. Stanley appointed supervisor of bridge maintenance-system, Chicago.

Roy S. Johnson appointed staff engineer, Chicago.

Mechanical Dept.

Effective June 16

Ted M. Tanin appointed manager of personnel, Mechanical Department, Milwaukee.

Operating Dept.

Effective July 23

Chad D. Anderson appointed trainmaster, Milwaukee Division, Milwaukee.

Effective August 1

Fred A. Barton appointed superintendent, Chicago Division, Bensenville, Ill.

Roy H. Love appointed terminal manager, Chicago Division, Bensenville, Ill.

Ronald L. Tewell assigned as superintendent, Indiana Harbor Belt Railroad, Hammond, Ind.

Francis H. Ryan appointed superintendent, La Crosse Division, La Crosse, Wis.

Norman H. McKegney appointed superintendent, Milwaukee Division, Milwaukee.

Frank A. Deutsch appointed terminal manager, Milwaukee Division, Milwaukee.

A. J. Cini assigned as traveling engineer-trainmaster, Iowa Division, Savanna, Ill.

Earl A. Stuebner assigned as traveling engineer-trainmaster, Chicago Division, Bensenville, Ill.

Al E. Smith appointed traveling engineer-trainmaster, Iowa Division, Marion, Iowa.

William J. Westmark appointed

assistant superintendent, Iowa Division, Ottumwa, Iowa.

Edward F. Hatzenbuehler appointed assistant superintendent, La Crosse Division, La Crosse, Wis.

John F. Kiley appointed traveling engineer-trainmaster, Twin City Terminal, St. Paul, Minn.

Jack L. Hummel appointed trainmaster, Milwaukee Division, Milwaukee.

James D. Cowart appointed assistant trainmaster, Milwaukee Division, Green Bay, Wis.

Timothy M. Hansen appointed assistant trainmaster, La Crosse Division, La Crosse, Wis.

Personnel Dept.

Effective June 16

Larry E. McDowell appointed manager-human resource planning, Chicago.

Mrs. Gracita K. Baltazar appointed personnel officer - employment, Chicago.

Effective June 25

Barry K. Cornwell appointed personnel officer - professional employment, Chicago.

Effective July 1

C. Richard Raveling appointed manager of compensation, Chicago.

Effective August 1

Mike Loeser appointed personnel officer-salary administration.

President's Office

Effective May 16

Larry E. Long appointed staff assistant with duties as assigned, Chicago.

Effective June 15

Ms. Ruth J. Trela appointed supervisor-reservation services, Chicago.

Social Counseling Dept.

Effective June 16

Jack W. Mulhollon appointed assistant director of social counseling,

Milwaukee.

Traffic Dept.

Effective June 1

George F. Flynn appointed director of sales, Tokyo, Japan.

Robert J. Bederka appointed sales representative, Grand Rapids, Mich.

James E. Buskirk appointed sales representative, Cleveland, Ohio.

Tom C. Bye appointed assistant manager-pricing; Chemicals, Fuels and Metal Products Profit Center; Chicago.

Wilber J. Yohn appointed assistant manager-pricing; Chemicals, Fuels and Metal Products Profit Center; Chicago.

Edward A. Spalding appointed manager of pricing-food products, Chicago.

Thomas E. Haben appointed manager of government traffic, Chicago.

Effective July 1

Charles K. Dunning appointed manager, international sales, Chicago.

Sam R. Graf appointed manager, international sales, Seattle.

James A. Aller appointed manager international sales, New York, N. Y.

Transportation Dept.

Effective June 1

Richard L. Saeugling appointed assistant superintendent of transportation, Chicago.

Charles R. Shinn appointed assistant superintendent of transportation, Tacoma, Wash.

Ralph W. Poor appointed assistant superintendent transportation accounts, Chicago.

Edward R. Mickelsen appointed manager, transportation accounts, Chicago.

Dan M. Croes appointed manager, TOFC/COFC-Carscope, Chicago.

Robert D. Quillinan appointed assistant manager, TOFC/COFC-Carscope, Chicago.

Lee L. Struble appointed director of transportation equipment, Chicago.

Evan P. Thomas appointed assistant to director-transportation control center, Chicago.

John J. Thomas appointed manager-transportation research, Chicago.



Retirements

Applications Reported During May-June 1973

Alfred S. Bassett, engineer, Harlowton, Mont., entered service 1942, retired Feb. 14.

William F. Birdsell, yardmaster, Milwaukee, Wis., entered service 1947, retired Jan. 22.

Harold B. Broyles, engineer, Malden, Wash., entered service 1937, retired April 27.

James T. Carlson, switchman, Chicago, Ill., entered service 1936, retired March 31.

Ray S. Clark, conductor, Milwaukee, Wis., entered service 1936, retired May 13.

John T. Conlin, district manager-sales, Kansas City, Mo., entered service 1936, retired May 31.

Harvey W. Corbett, chief clerk, Milwaukee, Wis., entered service 1936, retired May 31.

James Crisci, yardmaster, Savanna, Ill., entered service 1941, retired Dec. 10, 1972.

Alex J. Crivello, track foreman, Milwaukee, Wis., entered service 1937, retired June 22.

Kazimierz Czarniecki, carman, Bensenville, Ill., entered service 1962, retired April 30.

Walter H. Daumke, check clerk, Chicago, Ill., entered service 1948, retired Feb. 1.

Merwin C. Fowler, signalman, Milwaukee, Wis., entered service 1940, retired June 15.

Anthony P. Galizia, chauffeur, Chicago, Ill., entered service 1943, retired March 31.

Osar Gillum, buffet attendant, Chicago, Ill., entered service 1937, retired May 29.

Russell L. Gleason, car inspector, Savanna, Ill., entered service 1938, retired Feb. 26.

Augustin A. Grimm, machinist helper, Milwaukee, Wis., entered service 1951, retired May 31.

Ted Gustafson, engineer, Missoula, Mont., entered service 1936, retired April 30.

Michael J. Halucy, freight clerk, Chicago, Ill., entered service 1936, retired May 31.

Walter J. Hamann, general car

supervisor, Chicago, Ill., entered service 1938, retired May 25.

Glenwood B. Hughes, agent-operator, Churdan, Iowa, entered service 1939, retired May 31.

Leo Jansen, laborer, Chicago, Ill., entered service 1953, retired May 31.

Gordon T. Johansen, I.C.C. clerk, Chicago, Ill., entered service 1925, retired Dec. 15, 1972.

Edward L. Johnson, section laborer, Elk Point, S. D., entered service 1936, retired April 9.

Frank A. Kaminski, carman inspector, Milwaukee, Wis., entered service 1947, retired Jan. 10.

Frank J. Kanugh, sheet metal worker, Milwaukee, Wis., entered service 1940, retired June 15.

E. H. Kennedy, carpenter, Chicago, Ill., retired June 28.

Earl G. Kessler, engineer, Janesville, Wis., entered service 1936, retired June 16.

Peter Klisanic, supervisor, Milwaukee, Wis., entered service 1936, retired May 31.

Joseph A. Kowal, clerk, Chicago, Ill., entered service 1939, retired May 11.

Mike Krystofick, welder, Bensenville, Ill., entered service 1947, retired May 29.

Laurence J. Langlois, carman, St. Paul, Minn., entered service 1947, retired May 30.

Leonard C. Lemke, engineer, LaCrosse, Wis., entered service 1938, retired June 3.

William B. Mahometa, electrician, Chicago, Ill., entered service 1938, retired June 15.

Joseph J. Maietta, machinist, Milwaukee, Wis., entered service 1945, retired May 31.

Alvin W. Mangler, engineer, Savanna, Ill., entered service 1944, retired March 31.

Victor E. Massing, engineer, Harlowton, Mont., entered service 1938, retired May 29.

John P. McGinn, conductor, St. Paul, Minn., entered service 1936, retired May 31.

Al L. McGowan, conductor, Mason City, Iowa, entered service 1937, retired April 28.

Wesley S. McKee, general manager-pricing, Chicago, Ill., entered service 1936, retired April 30.

Robert D. McQuinn, clerk, Chicago, Ill., entered service 1936, retired June 1.

Ralph B. Noesen, clerk, St. Paul, Minn., entered service 1947, retired May 22.

Alvin G. Norby, section laborer, Montevideo, Minn., entered service 1943, retired April 30.

Leroy C. Preston, conductor, Malden, Wash., retired April 30.

Robert A. Rathbun, ticket clerk, Milwaukee, Wis., entered service 1945, retired December 1972.

E. L. Rickgaver, engineer, Mitchell, S. D., entered service 1945, retired May 25.

Earl W. Riemer, conductor, LaCrosse, Wis., entered service 1937, retired April 28.

Roman Salinas, car helper, Chicago, Ill., retired May 24.

Floyd E. Schueler, agent, Redfield, S. D., entered service 1947, retired April 13.

Sidney Seidner, engineer, Portage, Wis., entered service 1909, retired April 15.

Walter E. Siewert, engineer, Miles City, Mont., entered service 1936, retired May 29.

Raymond J. Smith, machinist, Tomah, Wis., entered service 1938, retired May 31.

David J. Staley, assistant superintendent-transportation, Chicago, Ill., entered service 1936, retired March 23.

Raymond W. Stuart, engineer, Milwaukee, Wis., entered service 1938, retired June 15.

John M. Thekan, assistant section stockman, Milwaukee, Wis., entered service 1936, retired May 31.

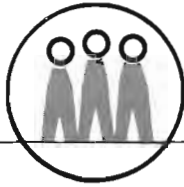
Otis A. Thompson, foreman, Tomah, Wis., entered service 1939, retired May 31.

Joseph J. Tylke, car inspector, Milwaukee, Wis., entered service 1948, retired June 2.

Charles I. Valentine, lieutenant of police, Chicago, Ill., entered service 1937, retired March 31.

Wallace M. VanBuren, sales representative, Chicago, Ill., entered service 1927, retired June 15.

(Continued on page 23)



About people on the railroad

Rocky Mountain Division HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Young dignitaries of the Harlowton Junior Prom included Paula Elkins, daughter of Electrician and Mrs. Allen Tovey, who served as Queen, and John Daggett, son of Trolley Crewman and Mrs. Carl Daggett, who served as Prince.

Retired Locomotive Engineer Alvin Gouyd, 92, passed away after a brief illness. Mrs. Gouyd passed away in 1963. Mr. Gouyd was born in Beloit, Wis. in 1880 and after his marriage in 1904, lived in Whitewater, Wis. In 1907 they moved to Cato, Mont. to work for the Milwaukee. He served on the railroad in Deer Lodge from 1908 to 1911, and later in Avery, Idaho. He retired in 1948 and, since 1956, lived in Harlowton. He is survived by a daughter, Mrs. June Bidlingmeyer, wife of Electrical Maintainer Bill Bidlingmeyer of St. Paul.

Mrs. Anne Keeler, wife of former Roundhouse Foreman Art Keeler of Lewistown, was named "Outstanding Homemaker of Fergus County." Anne won a free trip to Women's Week in Bozeman in June. It was the first time the award went to Fergus County. Mrs. Keeler was selected primarily because



Charles Clinker (right) receives a Certificate of Recognition from Jack Pitel, assistant to the superintendent of safety. Mr. Clinker retired as district safety engineer on the Rocky Mountain Division on April 30 in Deer Lodge, Mont., after 49 years of service with the Milwaukee Road.

of her countless hours of service to the community in a number of organizations. One of her many activities included the Milwaukee Road Women's Club in Lewistown, which features an annual meeting and a dinner for railroad people.

The 1973 Annual Milwaukee Road Women's Club meeting and dinner was held May 5 in Lewistown with 75 local and out-of-town Milwaukee people attending. This writer and his assistant, Ray Grensten of Lewistown, attended. It was surely great to meet so many of the people I had worked with while in Lewistown in the early 1950s. It was a very fine feed of turkey and dressing and the works. Of special note was the attendance of the following retired employees: A. M. Peterson; Mr. and Mrs. Arnold Wirth; Mr. and Mrs. C. K. Hatton; Ray Grensten; Mr. and Mrs. Frank Swan; Mr. and Mrs. Ernie Harper; Mr. and Mrs. Dana Matthews (the Matthews' celebrated their 50th wedding anniversary on June 17); Mrs. Anne Keeler; Elmer Earle; Mr. and Mrs. Arnold Siverson; Mr. and Mrs. Jim Trapp; Mrs. Phil Baxter; Mrs. Mabel Wolters; Mrs. Harry Bennett; Mrs. Lyman; Mrs. Joe Holecsek; Mr. and Mrs. Frank Abel; and Mrs. Mildred Smith. Success for the dinner was credited to Sandy Medders, Janie Traf-ton, and Margy Jakes.

Carman Don Murphy and Lorraine Mager of Harlowton were united in marriage at a Nuptial Mass in St. Joseph's Catholic Church in Harlowton on March 31. The bride was given by her father, Leonard J. Mager. A reception followed the ceremony at Moose Hall. Later, a wedding dance was given for friends and relatives.

Yardmaster James Langston, absent from work for quite some time, passed away recently in Harlowton. He was born in Lennep, Mont. in 1914 and spent most of his life in the area of Harlowton. He served in the Army Railroad Battalion during WW II in central Europe. He was active in the Masons, the American Legion, the VFW, the Moose, and in local politics. He was a very capable railroader and a good man to work with. He is survived by his son, Dennis, an operator in Harlowton, and his wife.

Don Rozelle, son of Trainman and Mrs. Harold Rozelle of Lewistown, has been awarded the \$250 Cassius Williamson Rotary Scholarship. Don, a senior at Fergus High, plans to attend



MILLER-MOORE. Debbie Rae Miller, daughter of Roundhouse Foreman and Mrs. Ray E. Miller of Miles City, Mont., was married to Greg R. Moore on June 1 at the Baptist Tabernacle Church in Miles City. The couple is making their home in Miles City, where Greg is in the construction business with his father.

Seattle Pacific College and major in applied trumpet and voice and minor in music education. His musical achievements are fantastic.

Mrs. Vernon Hutchison, wife of Carman Vernon Hutchison, passed away recently in Harlowton.

Retired Section Foreman and Mrs. Elmer Earle flew to Hawaii with the Senior Citizens group. They reported a most enjoyable trip.

Section Foreman Vic Farrar of Lewistown has been off work for several months because of sickness.

George O'Dore, son of retired Superintendent and Mrs. Jim O'Dore, has been promoted to district manager of sales with headquarters in Billings. He replaced Gene Denny, who was transferred to Kansas City.

Retired Roundhouse Foreman James Trapp was on the committee to welcome and pass out awards to Model T racers who were here on June 28 on a cross-country race. Jim had his restored "T" on display, of course.

Retired Conductor Clifford C. "Woody" Wilson, 78, passed way in Lewistown. Burial was in the veteran's section of Lewistown City Cemetery with military rites at the graveside. He was born in Warren County, Ill., and worked at various places in the U. S. He served in the Army in WW I and came to Montana after his discharge to work on the Milwaukee. He retired



Engineer Vic Massing (center) receives congratulations in a farewell chat with Traveling Engineer Jim Robertson (left) and Trainmaster-Assistant Superintendent Harold Mahoney before his last departure from Harlowton for Miles City and back. Vic, who is retiring, started service as a fireman in 1944 and was promoted to engineer in 1956.

in 1960. He was a member of the American Legion, the Eagles, and Railway Trainmen. His wife preceded him in death in 1962.

EAST END

Ellen E. Roberts, Correspondent

Trainmaster's Office, Miles City

Congratulations to Brakeman and Mrs. Stewart Schmidt on the arrival of a son, Erick Vonn, on May 23. This is the Schmidt's first child.

The local Milwaukee retirees' group held their last party of the season on May 23. Mr. and Mrs. Henry Sandman were presented a card of thanks for serving as host and hostess of the group. Mrs. Earl Farr served refreshments, and retired Yardmaster Swan Nelson of Santa Monica was a guest.

The family of the late retired Roadmaster L. A. (Dutch) Timberman got together recently for a double five-generation picture. Those present were Mrs. L. A. (Violet) Timberman; her mother, Mrs. Margaret Metzger of Tacoma; Mrs. Timberman's son, Duane; her grandson, Lonnie; and great-grandson, Chris. On the other side of the family were Mrs. Duane Timberman; her father, Dutch Dorr; and her grandmother, Mrs. Mable Dorr.

Mrs. Rene Mowry, wife of Brakeman Kenneth D. Mowry, was one of 18 students graduated from the Miles Community College Associate Degree Nursing program. As soon as Rene passes the state boards, she will become a qualified registered nurse.

Mary Helen Zuelke, daughter of Engineer and Mrs. Ray H. Zuelke, received an Associate Degree in Law Enforcement at Dawson College, Glendive, Mont. She works as a security

guard at the Billings airport. The Zuelke's son, Lee, is one of three Custer County High School students attending special schools sponsored by the National Science Foundation. Lee is attending Humboldt State College in Arcata, Cal., studying oceanography and marine life.

Another student in the National Science Foundation program is Bill Freese, grandson of retired Conductor William H. Bartley. Bill is attending Louisiana State University where he will study mathematics, science and astronomy.

Both Lee and Bill have had to pass up the opportunity to participate as delegates to Boys' State in order to take part in the National Science Foundation program.

Rod Slater, son of Conductor and Mrs. Kermit Slater was also chosen as a delegate to Boys' State. While attending, Rod was elected associate justice.

Congratulations to Brakeman L. Warren Schiller on his marriage to Linda Rae Jagiello. The young couple will reside in Miles City, where Warren is employed.

Brakeman Joseph J. Zawada, Jr., a recent Sacred Heart graduate, had the honor of being Mayor of Miles City on May 1 during the 19th Annual Youth Day sponsored by the Elks Lodge. Joseph is the son of Engineer and Mrs. Joe J. Zawada.

At the state convention of the Veterans of Foreign Wars in Whitefish, Mont., Jim Peterson, son of retired Conductor and Mrs. A. T. Peterson, received the "white hat" which is given in recognition for time and effort spent in community projects. Jim was named Miles City VFW Veterans' Administration hospital chairman.

Bruce Hobbs, son of retired Machinist Helper and Mrs. C. J. Hobbs, was named Department of Montana VFW VA hospital chairman.

Congratulations to Lawrence W. Riggs on his marriage to Debra Lee Bowlin. Debra is the daughter of Carman and Mrs. Arthur Bowlin. The young couple will make their home in Miles City, where the groom is employed.

The General Governing Board of the Milwaukee Women's Club sponsored a dinner for retired Milwaukee employees, which was prepared and served by the local chapter with Mrs. Earl E. Steiner as Chairman. Retired Yard Foreman William J. Norton performed the duties of chef in his very capable manner.

Mrs. L. V. Hinrichs of Miles City, member of the General Governing Board, was present. Also present were several past presidents of the club, including Mrs. Earl Farr, who founded



Clason L. Preston (right) receives best wishes from Assistant Superintendent E. J. Lynam (left) upon his retirement May 1 as a conductor on the Idaho district. Mr. Preston started with the Milwaukee as a brakeman in 1950 and was promoted to conductor in 1954. He plans to spend most of his time at home in Malden, Wash., doing woodworking in his basement workshop.

the Miles City Chapter in 1924, and Mrs. Evelyn Keating, past president of the Moberg Chapter.

Mr. and Mrs. O. G. Neuworth of Minneapolis, both former employees of the Store Department there, were visitors in the Miles City area and attended the dinner.

Congratulations to Brakeman Rodney L. Friedt on his marriage to Lee Ann Davidson of Billings. The young couple will reside in Miles City, where Rodney is employed.

Mrs. Bev Lester, wife of Signal Supervisor M. S. Lester, was honored in the weekly Recipe Roundup of the local paper with her picture and a favorite family recipe.

Conductor George B. Gallagher



LAWSON-RALLS. Carolyn Diane Lawson, daughter of Locomotive Engineer and Mrs. Gene H. Lawson of Ellensburg, Wash., was married to Patrick Ralls, son of Mrs. W. J. Ralls and the late "Red" Ralls of Wenatchee, Wash., in the First United Methodist Church in Wenatchee on June 23. They will be making their home in Wenatchee, where they are both employed.

died in Miles City on May 10 following a long period of illness. Mr. Gallagher began his career with the Milwaukee in 1915 in Mobridge. He was working in passenger service at the time of his retirement in 1961. Burial was in the family lot in Mobridge.

Bessie Cole died April 16 following a long illness. Mrs. Cole was the widow of William C. Cole, a retired machinist.

George Bradley died during May in Wisconsin, where he had been living for several years. Mr. Bradley began his career with the railroad in 1916 as a fireman. He was promoted to engineer in 1943 and retired from service in 1955. He is survived by his wife, Marie. Burial was in the family lot in Sparta, Wis.

Speaking of "Women's Lib," the family of retired Yard Foreman W. J. Norton is carrying things just a little bit far—five generations, in fact. *The Miles City Star* pictured Mrs. W. J. (Frieda) Norton with her mother, Mrs. Anna Trauman; Frieda's daughter, Jean Yarger; granddaughter, Judy Birkeland; and great granddaughter, Wendy Lynn Birkeland. Each of the five is the first born child in her family.

Congratulations to Brakeman Nolan Hughes on his recent marriage to Darlene Jill Brost of Brockway on May 26. The young couple will make their home in Miles City, where Nolan is employed.

Extra 3035 West moving from Marmarth to Harlowton on May 29 was dubbed the "Retirement Special."

Engineer W. E. Siewert, making the trip from Marmarth to Miles City, stepped down from the 3035 and retired following 46 years of service. Mr. Siewert started work with the Milwaukee as coal dock foreman in 1926. He transferred to train service as a fireman



Engineer Leon Hainrich is shown with his daughter, Donna, at her wedding reception in Spokane. Donna was married to Charles Fleiger on May 19 and they are living in Colville, Wash.

in 1927 and was promoted to engineer in 1945.

The Extra 3035 West departed Miles City with Engineer V. E. Massing at the throttle, who retired upon his arrival in Harlowton. Mr. Massing started his career with the railroad in the freight house in Harlowton in 1939. He went into train service on April 15, 1944 as a fireman and was promoted to engineer in 1956.

Mrs. Ruth Rehn died May 17 in Pasco, Wash., following a long illness. Mrs. Rehn was the wife of retired Conductor C. Ed Rehn. Burial was in Polson, Mont., where the family made their home following Mr. Rehn's retirement.

Conductor Alvin B. Zuelke died on June 30 following a long period of illness. Mr. Zuelke began his career with the railroad in 1941 as a brakeman and was promoted to conductor in 1944. Burial was in the veteran's section of the Custer County Cemetery with military graveside rites.

Coast Division SEATTLE

Laura K. Schaub, Correspondent
Office of Regional Manager—Sales

FOREIGN FREIGHT SALES:

This office recently welcomed Wendy Moore as the new stenographer. Wendy comes to us after three years at the Peoples National Bank in Seattle. Her mother, Nettie Moore, is an employee of the Milwaukee Land Company.

Irene Carleton, import clerk, and her daughter recently visited the Hawaiian Islands on vacation. Just prior to departing for the Islands, Irene made a weekend trip to Reno with her sister. Lucky girl!

Jack Werner, Jr., import clerk, also spent a week vacationing in Hawaii. Unfortunately, he and Irene just missed each other.

W. F. (Bill) Fogelstedt and his wife had a reunion recently with their daughters, Julie from Phoenix and Gail from Spokane.

LOCAL FREIGHT OFFICE: Lee Hopkins of Miles City, Mont., was appointed assistant agent in Seattle. Lee's wife, Lois, and son, Donald 9, recently joined him here. They are now making their home in West Seattle.

REAL ESTATE DEPARTMENT: A new staff member has been added to the Real Estate Department as of May 1st in the person of Eugene (Gene) H. Fierke. Gene, who is the agricultural and industrial development representative, came to Seattle from Minneapolis. Gene, his wife, Mary, and their son, Jason, are in the process of getting



Mrs. Lee J. Derr, secretary to the regional manager of sales in Seattle, was installed May 8 as president of the Women's Traffic and Transportation Club of Seattle.

settled in their new home in the Magnolia district of Seattle. Also new in the department is Draftsman Gregory D. Walker. Greg and his wife, Linda, are now living in the Wedgewood area of Seattle.

REGIONAL DATA OFFICE: Cora Webster and her husband vacationed for three weeks in the Middle East, where they toured the holy land, spending Easter in Jerusalem.

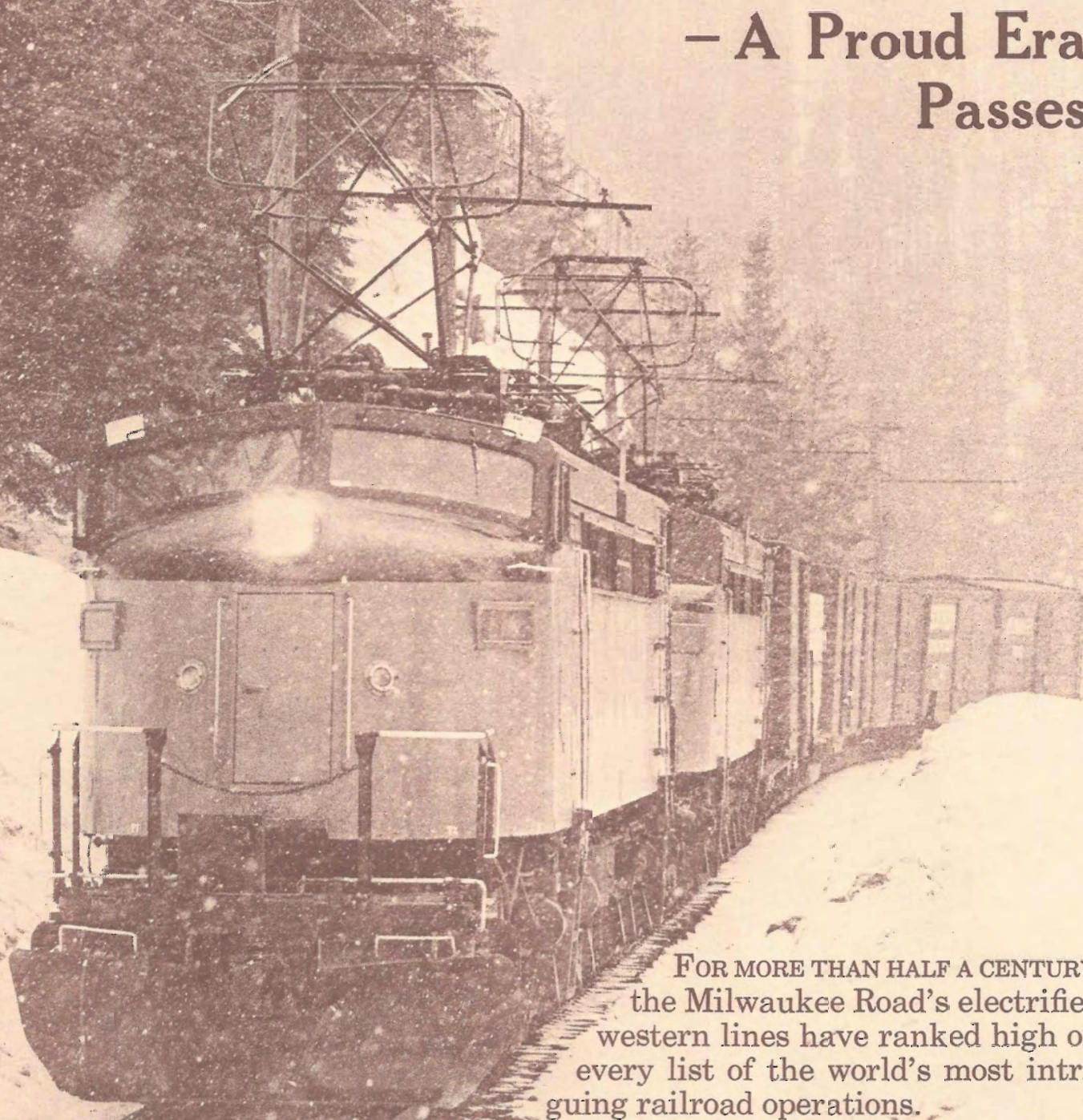
Ida Zehnder and Cora Webster were honored recently with a cake and coffee party to celebrate their completion of 30 years of service with the Milwaukee Road.

Trucia Tureman went to Washington, D. C. as a representative of Olym-



Conductor Harold B. Broyles, who started with the Milwaukee Road as a clerk in 1927, retired May 1 in Spokane. Harold became a brakeman in 1928 and was promoted to conductor in 1939. He was top man on the Idaho seniority district, with 45 years of service.

THE MILWAUKEE ELECTRIFICATION — A Proud Era Passes



FOR MORE THAN HALF A CENTURY, the Milwaukee Road's electrified western lines have ranked high on every list of the world's most intriguing railroad operations.

But on February 20, 1973, after a series of exhaustive studies, and 57 years, two months and 21 days after the mainline trolley wire was first energized, the railroad announced its intention to phase out its remaining electrified operations.



The Milwaukee Road's first electric freight locomotive, No. 10200 AB, shown on display in Butte, Mont., during October 1915. On Nov. 30, 1915, No. 10200 powered the first train

to run under the Milwaukee mainline catenary, from Three Forks, Mont., to Deer Lodge, Mont., a distance of 112 miles.

Initially an unmatched technical marvel, the electrification gained widespread fame as the apparent prototype for a new, electric, era in railroading. That era never arrived, but the Milwaukee Road's electrification, highly successful as it was, became and for years remained an object of intense interest as a unique, working railroad operation.

While the interest continued, the electrification system gradually became something of an anachronism.

In the end, however, two factors which had once been the source of much of the electrification's renown and were once its strongest virtues, technical progress and economics, proved its undoing.

While a definitive technical statement in 1915, the Milwaukee's electrification was rendered obsolescent by vast advances in electrical engineering made since then.

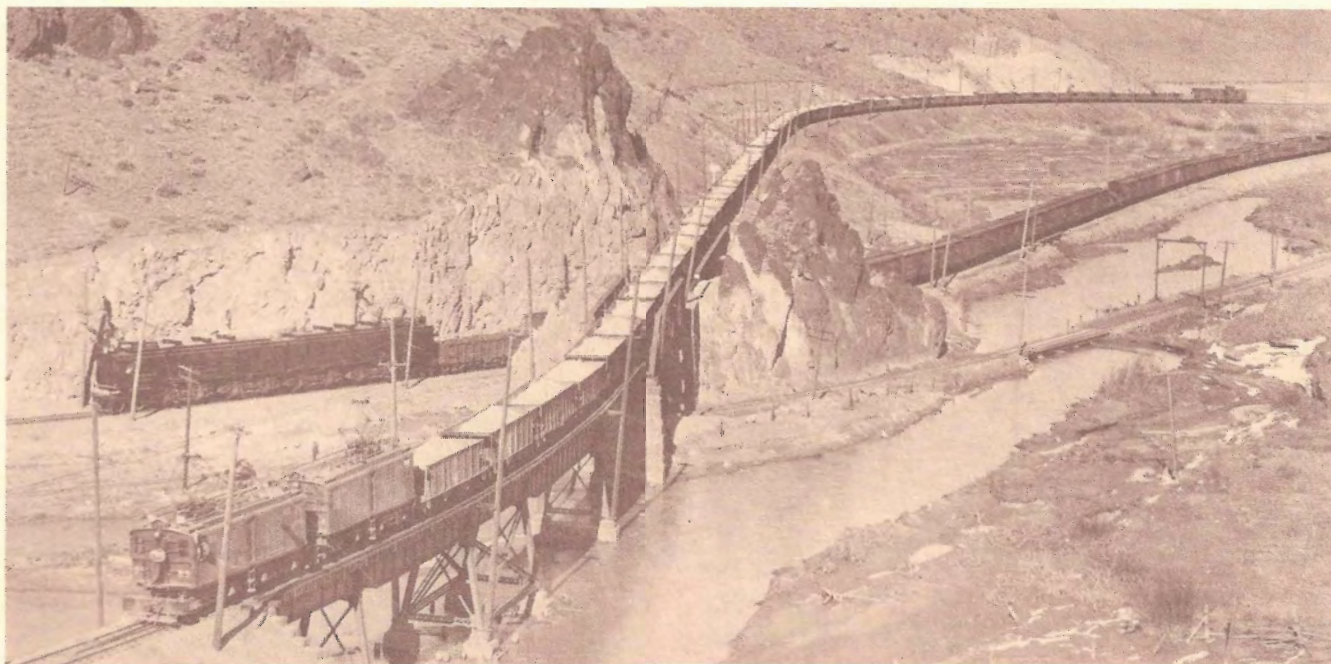
Although electrification was for many years a boon to the Milwaukee's finances, it was becoming a drain on the treasury, because spare parts for its electrical system and locomotives are no longer readily available and the increasingly frequent repairs have been growing more costly and more difficult to perform. But the major economic factor was the need to eliminate operating inefficiencies caused by the separation of the two electrified segments by an unelectrified gap. An in-depth analysis based on a

wide variety of factors indicated that the substantial investment needed to close the gap and acquire new equipment for electric operation would have been economically unwise for the railroad. Switching to fully dieselized operation thus became the only alternative.

Throughout its useful lifetime, the Milwaukee Road electrification served well, but its inception was primarily a product of the need to overcome problems which no longer exist. The more than 3,000 miles of transmission, feeder and trolley wire still strung over 902 miles of Milwaukee Road track in Montana, Idaho and Washington is evidence of how well those particular problems were met in the early 1900s when the project was undertaken.

The entire electrification project, consisting of the trolley and feeder system, poles, transmission lines, electrical substations and locomotives represented an investment of approximately \$23 million, a huge amount of private capital in pre-World War I America.

Its cost today would be several times the original figure, a prohibitively large sum given the present traffic density of the line. But the Milwaukee Road's electrification has long since paid for itself, and has rewarded the railroad many times over for the original investment through years of economical, dependable and almost trouble-free service.



An ore train of the Butte, Anaconda and Pacific Railway crosses over a Milwaukee Road freight near Butte, Mont., about 1916. The successful electrification of the BA&P

Specifically, the Milwaukee Road's electrification crosses five mountain ranges and covers 656 route miles of main line in two separate divisions: 440 miles between Harlowton, Mont., and Avery, Ida., and 216 miles between Othello, Wash., Seattle and Tacoma.

When these sections were placed in full electrical operation (Harlowton to Avery in 1917 and Othello to Tacoma in 1920) they represented the first long-distance electrification in North America and were the longest electrified lines in the world.

Importantly, they also represented the first electrification for solely economic reasons. Other railroads had electrified to eliminate smoke in tunnels and terminals, to increase track capacity or to help conventional trains over difficult grades. But in these cases, electrification was merely an adjunct to the then-prevailing steam power.

When the Milwaukee electrified, it abandoned steam entirely on the electrified sections with the intention of saving money and improving both passenger and freight service.

Besides offering passengers on the famed transcontinental Olympian an unprecedentedly smooth and smoke-free ride through the grandeur of the Belt, Rocky, Bitter Root, Saddle and Cascade Mountains and ensuring dependable schedules year round, the Milwaukee's electrical operation was highly successful economically and led the way for other similar projects around the globe.

In a span of just a few years, due to the Milwaukee Road's innovative efforts and electrical expertise, its electrified main line became the "most widely known section of railroad track in the world . . . be-

greatly influenced the Milwaukee in its decision to electrify throughout the mountains of Montana, Idaho and Washington.

yond question," according to one observer of the period.

Celebrities frequented the prestigious transcontinental Olympian between Chicago and Seattle, providing pictures and quotes for the news and publicity mills of the time.

The earliest electric operation on the Milwaukee Road began in the summer of 1915, when switcher 10000 went into service in the yard at Great Falls, Mont. The small 1,500 volt D.C. switching operation was installed primarily to abate noise and smoke over a four-mile section of track which ran through the town's main business district. Its use was discontinued about 1937.



Thomas A. Edison marvelled at the smooth ride, Babe Ruth posed in the cab with an engineer, and President Warren G. Harding operated an electric locomotive for a stretch, occasioning the installation of a plaque on the side of the cab which read: "Chicago, Milwaukee and St. Paul Ry./To Puget Sound—Electrified/July 2, 1923/Warren G. Harding/President of the United States/Operated Locomotive No. 10305/Westbound Sappington, Mont./to Avery, Idaho."

More importantly, throughout the 1920s, a steady stream of engineers and railway officials from all over the world came to observe this new American engineering marvel. Representatives from at least 17 countries in Asia, Africa, Europe, North America and South America visited the Milwaukee Road's western lines. That they were impressed with what they saw was evident, because almost all of those countries built electrified lines soon afterward and several, notably Brazil, Chile, Argentina, Spain and France, adopted many of the Milwaukee's new techniques.

Although the railroad gained great international fame and publicity for its revolutionary passenger service and technological sophistication, economics remained the primary reason for electrification.

Electrified operation provided great savings over steam operations, and this occurrence came as no surprise to the railroad.

A. J. Earling, president of the railroad from 1899 to 1916, had headed a study group in 1912 which determined that sizeable economies, primarily in the form of greater hauling capacity over the mountains, lower locomotive maintenance costs and better locomotive utilization, would be realized if electrification was undertaken. The 1912 study proved accurate, and by 1927 the electrification had more than repaid the initial investment in operational savings.

Although far-sighted management played an important part, the Milwaukee Road's role as a leader in electrified railroading was to a large degree determined by historical circumstance.

As the last transcontinental line to reach the Pacific, the Chicago, Milwaukee and St. Paul (as it was then called) had at its disposal in the first decade of the 20th Century a vastly different level of technology than was available to earlier transcontinental builders.

By 1909, limited electrifications for terminal and tunnel operations had been proved feasible elsewhere. At the same time, commercial demand for electricity was growing and the vast potential for hydro-electric power in western states was being developed. With this technology available, the possibility of electrical operation was considered as early as 1905 and 1906 while land for the extension was being acquired.

As they planned and surveyed the route, officials and construction engineers learned for them-



The substation and residences at Drexel, Mont. are shown as they looked shortly after their construction in 1916. Twenty-two such installations were built along the electrified portion of track to convert the 100,000 volt A.C. delivered by the power companies to the 3,000 volt D.C. required for electrified operations.

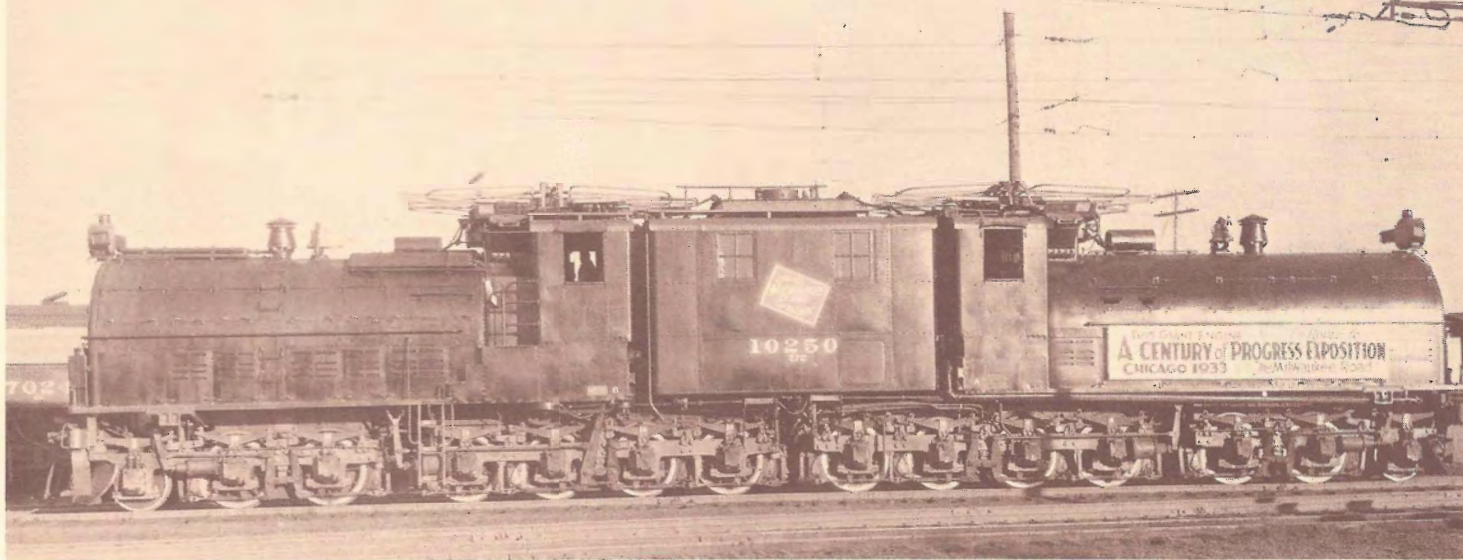
selves the benefits which electrification could provide. The long distances to Midwestern coal supplies, an abundance of hydroelectric potential close at hand, the long, severe winters and difficult terrain all underscored the advantages of electrifying.

As a result of these early considerations, parcels of land were purchased and set aside for possible electrical substations, and flow rights for generating dams were secured, all before the extension was completed.

But construction of the extension as a conventional railroad proceeded. Having the experience of earlier westward builders to draw on, and having the advantage of the Northern Pacific Railroad already close by to bring materials to work crews, construction of the extension proceeded remarkably well. Well-planned and highly organized, the 1,400-mile Pacific extension project was completed in slightly more than three years, from Glenham, S.D., to Seattle.

Limited operations were underway in some places in 1908 and the line was opened from Chicago to Seattle in 1909. However, the problems of operating steam locomotives year-round through the mountains in Montana and Idaho all too soon became apparent.

Steep grades, constant curvature and frequent tunnels made steam operation on the extension trying even in good weather. But long, bitter cold winters, bringing heavy snowfall and temperatures as low as 40 degrees below zero, compounded the difficulties. In cold weather, steam locomotives were extremely difficult to maintain, often suffered significant power losses, and sometimes simply wouldn't run. Even in good weather, mountain grades and curves



Bi-polar No. 10250 shown in its way to the 1933 Century of Progress Exposition in Chicago. Unique in both appearance

and design, the railroad's five Alco-GE bi-polars were the star performers of the passenger fleet for nearly 40 years.

caused steam locomotives to lose a great deal of power.

The success of two other electrification projects in the Milwaukee's territory brought further impetus for electrifying. In 1909, the Great Northern electrified its line through the Cascade Tunnel, and demonstrated the superiority of electric over steam operation in the difficult winter conditions. Of more direct impact was the highly successful electrification of the ore-carrying Butte, Anaconda and Pacific Railroad which connected with the Milwaukee. Watching the BA&P work out the problems of mountain electrification on a small scale, Milwaukee officials became certain that it could be done larger and better.

With electrification thus a very real technical possibility, and with the problems of steam opera-

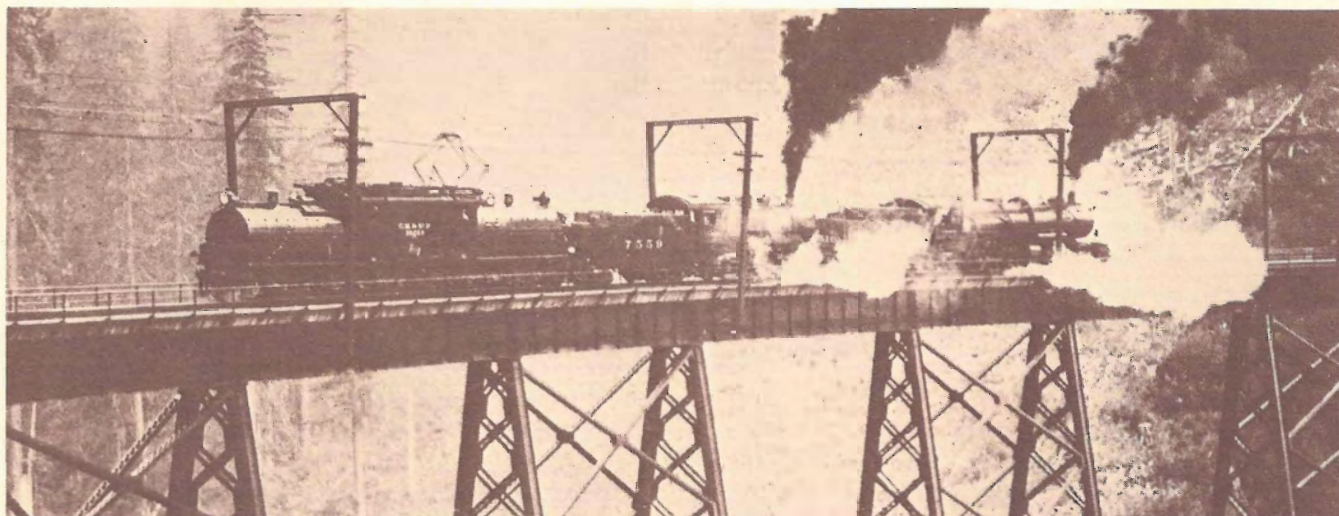
tions all-too-frequently demonstrated, research was begun in 1912 to determine the feasibility of electrification from Harlowton to Avery and the most advantageous system to adopt.

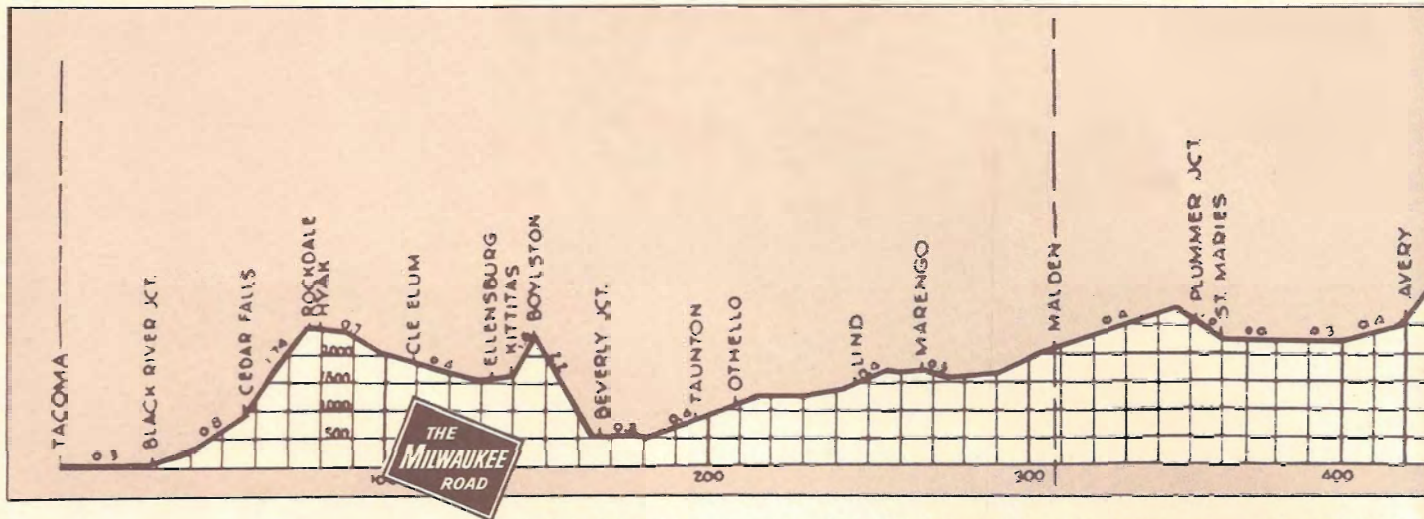
After this exhaustive study of all the factors and possibilities was completed, the board of directors voted to electrify with a 3,000-volt, direct current, overhead supply system.

On the railroad's board of directors at this time was John G. Ryan, president of the Anaconda Copper Mining Company and a director of a local power company. Ryan's interests in these inter-related fields undoubtedly helped sway the rest of the board toward electrifying, and his special expertise and influence helped ensure that it would be done smoothly and efficiently.

One of the most famous exploits of the Milwaukee bi-polars were "tugs-of-war" staged to show the tremendous tractive effort and regenerative braking powers of these electric loco-

motives. The test shown here was conducted on one of the high bridges in Snoqualmie Pass on the railroad's Coast Division about 1925.





THE COAST AND ROCKY MOUNTAIN DIVISIONS OF THE MILWAUKEE ROAD

Late in 1912, the first contract for power supply was signed with the Montana Power Co. Work on the electrification began in April of 1914.

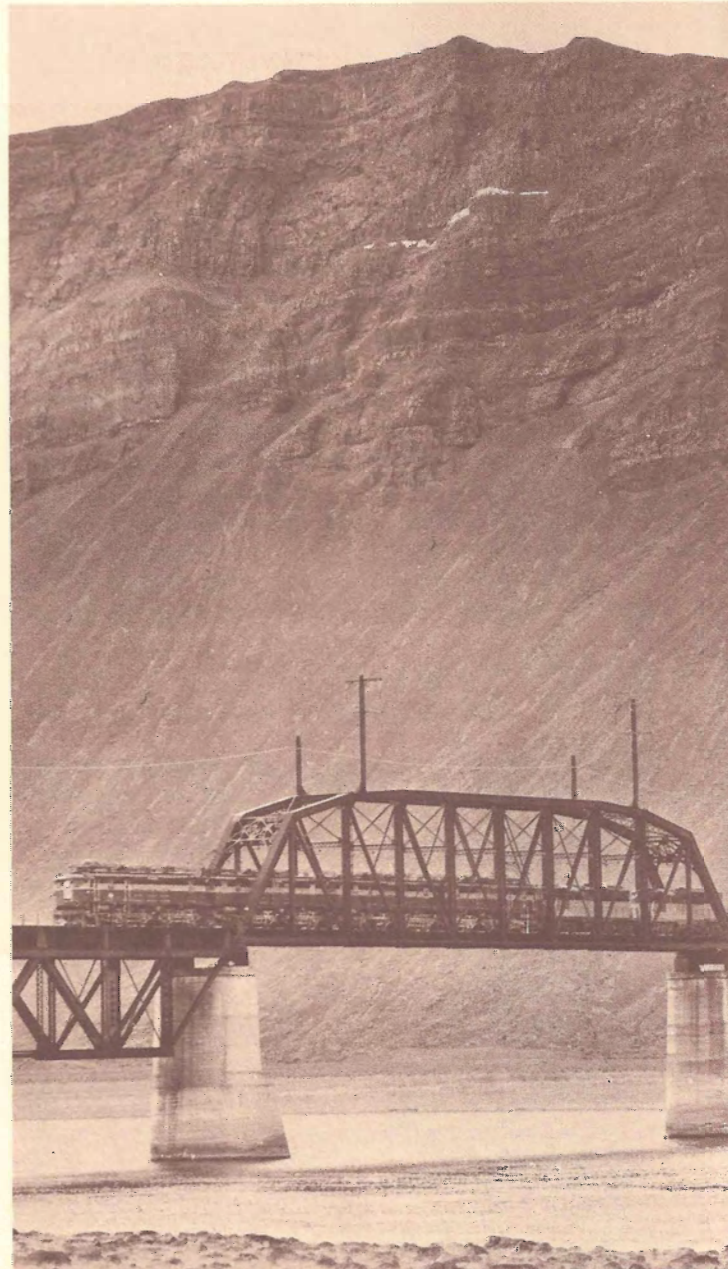
On November 30, 1915, the trolley wire was energized for the first electrically-operated train to run on the Milwaukee Road, a 112-mile special from Three Forks to Deer Lodge, Mont. Electrical operations were gradually extended over the entire line from Harlowton to Avery, and steam locomotives were almost completely supplanted by the end of 1916. Full electrified operation from Harlowton to Avery began in early 1917.

From the outset, the electrification was far more successful than had been anticipated. With this success, authorization was quickly given in 1917 to electrify the Coast Division from Othello to Tacoma, Wash. On this line through the Saddle and Cascade Mountains, tunnels, curvature and snowfall made steam operation difficult for a large part of the year. The steepest grades on the mainline are also on the Coast Division.

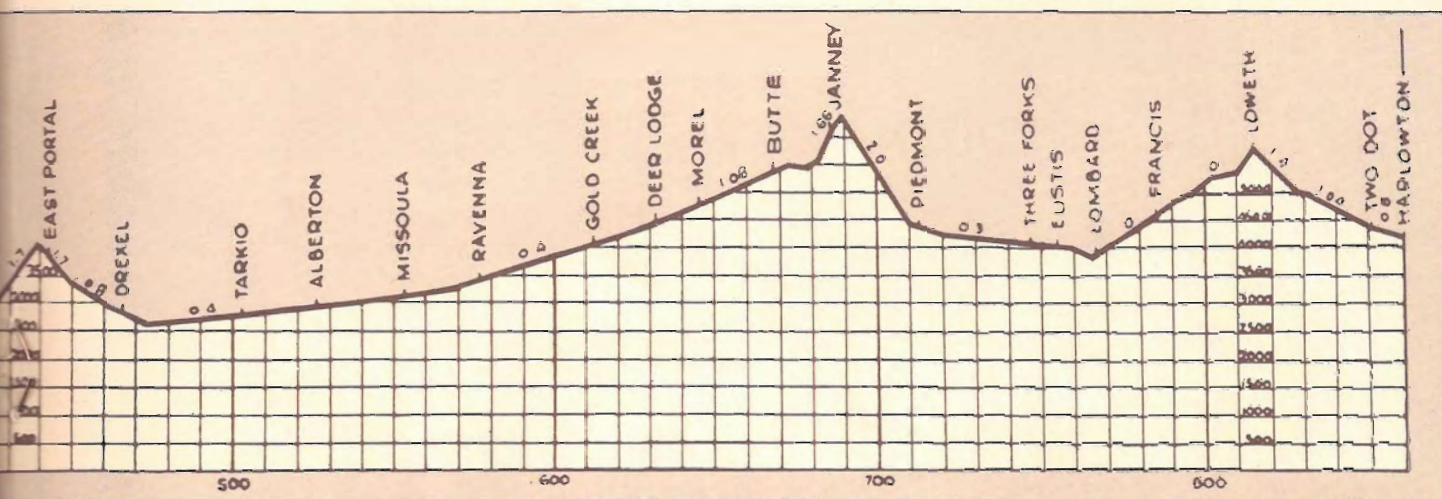
Quite naturally, the same electrical system was chosen, and by the fall of 1919, electrical helper service was started on several of the grades. The line to Tacoma was completely electrified by March of 1920, and the last leg, a nine-mile section from Black River Junction, Wash., into Seattle, was electrified in 1927.

Between the two electrified sections, from Avery, Idah., to Othello, Wash., is a relatively flat 210-mile stretch of track which is not electrified. The "gap," as it is known, was at one time scheduled to be electrified, and electric power for it was once reserved with local suppliers.

The planners' intent to electrify the railroad all the way to the Pacific is also reflected in the present numbering of the substations. Substations are num-



Alco-GE boxcab E-22, one of two such units streamlined for passenger service in 1953, shown in freight service near Beverly, Wash., on the railroad's Coast Division.



MILWAUKEE ROAD, SHOWING THE GRADE AND ALTITUDE PROFILE FROM TACOMA TO HARLOWTON

bered westward, starting with No. 1 at Two Dot, Mont., and continuing on the Rocky Mountain Division to No. 14 at Avery, Ida. Substations 21 through 28 are on the Coast Division between Taunton, Wash., and Tacoma. The allowed for six numbered stations in the gap were never built.

The line through the gap, relatively flat and straight, lacked the immediate operating difficulties of the other two segments. The gap therefore had the lowest priority for electrification, since steam power could do the job well.

Shortly after the Coast Division electrification was completed, the national economy took a downturn. Due to a resulting lack of traffic development on the extension, a concurrent difficulty in obtaining capital, and the fact that through passenger and freight traffic moved over different routes near Spokane, Wash., all plans for electrifying the gap were dropped by 1921.

Traditionally, the "gap" has posed several problems, but the primary one has been locomotive utilization. With electric locomotives restricted to only parts of the 900-mile run between Harlowton and Tacoma, the railroad has been restricted in its operational flexibility. Because of the need to improve flexibility, conversion to all electric or all diesel on the western lines has been discussed for many years but neither had been found advantageous prior to now. Branch line operations on both electrified sections have always been non-electrified.

But in the 1920s, results from the two sections which were electrified were no less than astounding. Immediately, the railroad experienced drastic cost savings and the electrification rapidly began to pay for itself.

At the time of the electrification, fully 14 per cent of the railroad's equipment was doing nothing but hauling coal for steam engines in the West. Most of this equipment was immediately released for revenue service.

Also, the expense of maintaining coaling and

watering facilities for steam engines was eliminated on these sections.

Since the Milwaukee did not have extensive coal resources in the West, the burdensome expense of hauling coal from the Midwest to points in Washington, Idaho and Montana was also greatly reduced.

Following a large forest fire in Idaho, laws were passed prohibiting the use of coal or wood-burning locomotives through National Forest lands. Although a number of locomotives had already been converted to oil burning operation, under electrification the railroad was freed from dependence on oil, the price of which rose sharply during and after World War I. To a large extent it was also spared the expense of storing and hauling fuel oil in this area.

The over-all cost of fuel, comparing the cost of coal burned per ton-mile to the cost of electricity used per ton-mile, was cut by two-thirds. Maintenance costs, always sizeable with steam engines, were cut 75 per cent. In addition, because of the rapid turn-around time of the electric locomotives, their 24-hour-a-day availability for service, and their higher speeds and hauling capacity, locomotive and train crew productivity rose sharply.

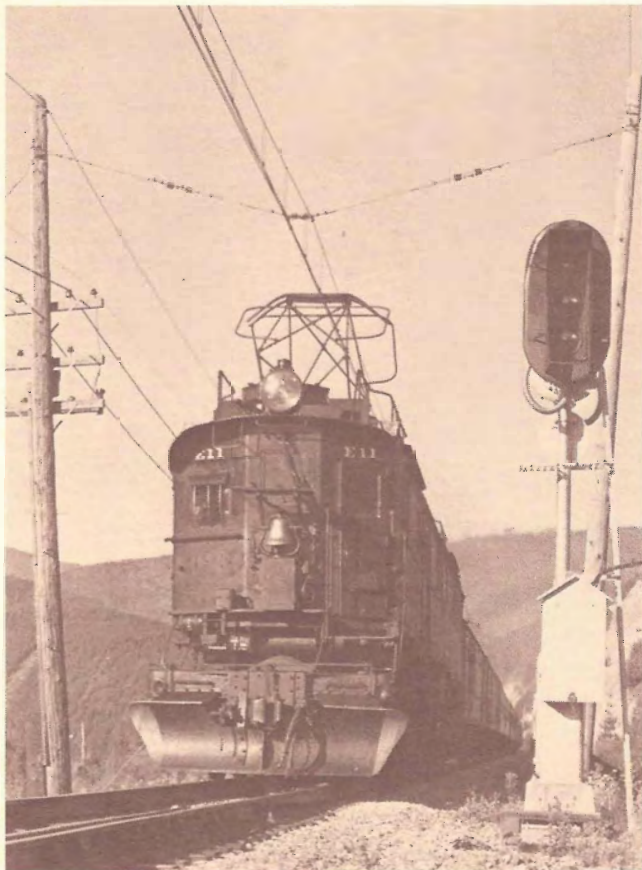
These operational economies allowed the Milwaukee to quickly recoup its investment and have provided ongoing savings that have helped cushion the railroad during some financially difficult times.

Today, the electrical system remains in operation largely as it was built. Wires, poles, signal and electrical equipment have been replaced as needed, but the bulk of the system endures intact.

Electrical power for the system is provided by the Montana Power Company, the Washington Water Power Company and the Puget Sound Power and Light Company.

The power is almost exclusively hydroelectrical-ly generated from dams on various rivers in Montana and Washington.

Electricity from these utility companies is delivered to the railroad at 10 of the 22 substations in



ABOVE: Baldwin-Westinghouse electric E-11 pulls the "Olympian" through the Bitter Root Mountains in 1941. Ten of these locomotives were delivered to the railroad in 1919-20 for passenger service on the Rocky Mountain Division.

BELOW: Little Joe E-77, operating as a booster for a five-diesel through-freight consist, plows its way through a fresh snowfall on the Rocky Mountain Division.



the form of 100,000-volt alternating current. All the substations on each division are connected by a 100,000-volt high-tension transmission line which parallels the track. Through electrical equipment and transformers, the substations convert the current to the necessary 3,000-volt D.C. current.

At 3,000 volts D.C., electricity is fed from the substations into the copper feeder cable which parallels the track. The feeder is connected at frequent intervals to the two copper trolley wires suspended approximately 24 feet above the track from a steel messenger cable. The messenger cable in turn hangs from cross-arms attached to 40-foot poles alongside the track.

Each of the substations is primarily responsible for energizing a certain section of catenary, and intervals between substations were determined by probable power demand on that section of track. They are closer together on steep grades, for example, where power requirements are greater.

To obtain electricity from the catenary, the locomotive is equipped with a device called a pantograph. Spring-loaded, the pantograph rides underneath the wire, collecting energy and feeding it through control devices to the electric motor. When electricity is introduced into the motor, a magnetic field is created, causing the motor's armature to revolve and, usually through gears, propelling the locomotive.

Strictly speaking, the term "electric locomotive" is a misnomer. Locomotive implies a completely self-driven machine, but the electric units contain no energy producing mechanism, only a motor. They convert electrical energy supplied from the wire into mechanical energy which moves the train.

The twin catenary supply system, developed especially for the Milwaukee, was designed to provide a steady supply of energy to the motor and eliminate sparking by ensuring that constant contact between the pantograph and the catenary would be maintained. Secondary tracks, yards and passing tracks normally have only one trolley wire.

To complete the necessary circuit, electricity is returned to the substation through the rails and in some areas through supplementary feeder cables atop the poles.

Of the 22 substations in the two zones, 11 are operated by supervised remote control and one is fully automated.

Although the eight substations on the Coast Division and the 14 substations on the Rocky Mountain Division are interconnected electrically on each division, each substation is equipped with circuit breakers, disconnect equipment and bypass circuits to allow continued operation on other parts of the line if the substation, wires or circuitry in one section should become inoperative.

Included in the railroad's original investment in electrification were 42 electric locomotives, 30 for freight and 12 for passenger service. Ordered from

General Electric Company, which built the electrical components, and American Locomotive Company, which built the mechanical part, these 42 locomotives, each capable of developing 4,050 horsepower, consisted of two semi-permanently coupled cab units. Delivered between 1915 and 1917, they have proved themselves lasting tributes to the men who designed and built them, as well as those who have operated and maintained them. Although changing motive power requirements have brought modification of the units, 23 of the original 84 single units were still available for use when the phase-out was announced.

Subsequent purchases in 1920 and 1950 brought the total number of electric locomotives acquired to 128. As late as 1960, 98 of those units were still operating.

Several of the original units were altered at various times, some having cab and pilot wheels removed for use as non-control units, some rebuilt as shorter freight units, and some redesigned and modified for streamlined passenger service.

Originally designated EP-1 and EF-1, the first GE-Alco units are today used in various combinations of two, three or four cab and cabless units, as switchers, helpers and local freight locomotives with the designations EF-2, EF-3, ES-3 and EF-5.

The first electric locomotive to arrive on the system was No. 10200, proudly heralded by the railroad and the builders as the largest electric locomotive in the world. Not only was it the largest, but it was the first direct current electric locomotive to operate at a potential as high as 3,000 (later 3,400) volts, and the first to employ regenerative braking.

This same unit, perhaps the oldest working locomotive in the country, is still available for service in Deer Lodge, Mont. as No. E-50AB.

Regenerative braking, little understood in 1915 except by electrical engineers, is a technique which simplified and increased the safety of mountain operation, reduced wear on brake shoes and actually recovered electrical power and returned it to the

overhead system for use by other trains.

The Milwaukee has long been proud of this feature. The *Milwaukee Road Magazine* in 1916 described regenerative braking as "a process of producing electrical current within the motors of the locomotive by converting the motors into generators, and the current thus produced being returned to the trolley; and the force of gravity which tends to make the train run away down grade is the power that drives the generators, and the work thus performed operates to hold the train back."

Once on a down grade, the engineer throws a switch in the cab and regeneration takes over. The desired speed is maintained by use of the line current control. The trains are equipped with air brakes, but air is used only while switching into regenerative braking and as a back-up system in case of emergency.

Returning current to the line has proved an economic boon, since 40 to 60 per cent of the power used ascending a grade can be returned while descending. With the numerous grades in the Milwaukee's mountain electrification, the railroad recovers about 12 per cent of the total energy used by its electric locomotives and returns it to the system, powering other locomotives or receiving credit from the power suppliers.

Regenerative braking is now widely used throughout the world and has been a feature of all other types of Milwaukee Road electric locomotives.

A second type of electric used by the Milwaukee Road was the now-famed "bi-polars," Class EP-2. Unique in both appearance and design, the five bi-polars were passenger locomotives with a long record of outstanding service.

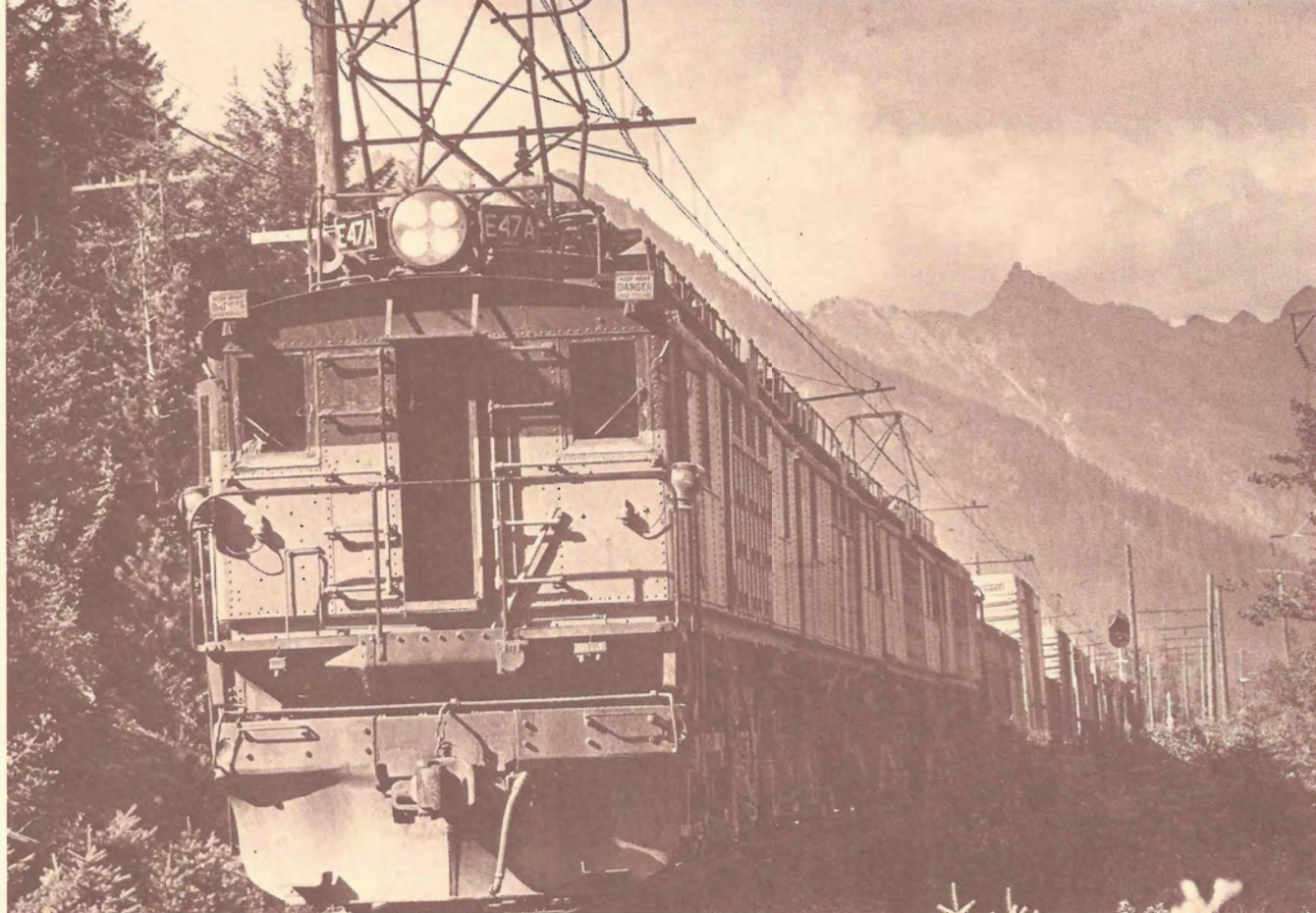
They were gearless electric locomotives, meaning that the armature of the motor was also the driving axle. When current was introduced and the magnetic field forced the armature to turn, it turned the wheels directly, not through gears as was the case in other types of electrics.

Long, low, and multi-wheeled, the bi-polars

The Milwaukee's famed "Olympian," powered by a Baldwin-Westinghouse electric locomotive, is shown at Eagle Nest Tunnel in Montana Canyon (near Ringling) in 1939. The complete absence of smoke and cinders on the railroad's

electrified districts made it possible for passengers to enjoy the luxury of riding in open observation cars through the grandeur of mountain scenery along the route.





Alco-GE boxcab E-47A pulls an eastbound freight through the Cascade Mountains on the railroad's Coast Division near

Hyak, Wash., in July 1970. Photo by Tom Brown.

were once called "centipedes on rails." They were built by General Electric-Alco and were delivered in 1919 and 1920.

The unique appearance of these locomotives made them the star performers of the railroad's electric passenger fleet. The low curved hoods of the massive bi-polars showed up on almost all of the railroad's transcontinental passenger advertisements from the 1920s into the 1950s.

Designed to run at 70 m.p.h. and capable of up to 4,120 horsepower, a single unit could handle a whole train over any grade on the line with smooth, silent, smokeless power.

The simple but rugged bi-polars gave years of almost trouble-free service in the Cascades. A railroad policy change ended their use on the Olympian Hiawatha in 1956, and eventually they were put in storage at the railroad's Deer Lodge, Mont., shops. An attempt to convert the units to freight service was unsuccessful, and as a result, in the early 1960s, four of the units were scrapped. The fifth was donated to the National Museum of Transport in St. Louis, Mo., in 1961.

Probably the most famous exploit of a Milwaukee Road bi-polar was a "tug-of-war" held at Erie, Pa., in 1920.

Fresh off the production line, No. 10251 was coupled nose to nose with two modern steam engines at the General Electric plant. Actually it was to be a pushing rather than a pulling contest since drawbars

of the time would not have been able to withstand the tremendous stress.

From a standstill, the throttles of the steam engines were opened first and the bi-polar was pushed slowly backwards down the track. Then the electric began to draw power. Simultaneously, the throttle of the electric was opened further and the steam engine throttles were advanced to their last notch. With a tremendous effort, the steam engines smoked and pushed and strained, but they came to a complete halt. As the controller of the bi-polar was advanced still further, the steam engines, with drive wheels still churning, were pushed backwards.

In a similar test of regenerative braking, the two steam engines pushed the electric until regenerative braking was switched on. As regeneration was turned to full power, the pushing locomotives slowed down. With throttles wide open, the steam engines could scarcely budge the electric which, besides winning the contest, was returning electricity to the overhead trolley wire.

Similar tests were later held on Milwaukee Road track in the west, with the bi-polars emerging victorious each time.

At the same time the five bi-polars were ordered for use in the Cascades, ten passenger locomotives for use in Montana and Idaho were ordered from Westinghouse and Baldwin Locomotive Works, the only electric locomotives not purchased from the Alco-GE combination. The railroad split its order

between Alco-GE and Westinghouse-Baldwin for faster delivery, since the rapidly rising cost of fuel oil used for steam engines then in service was a severe financial drain.

Built for the same high-speed, heavy-duty passenger service as the bi-polars, the EP-3s, as they were designated, had a much more conventional box-cab design.

Although they performed well, the EP-3 locomotives were scrapped shortly after the Korean War due to high maintenance costs and a general decline in passenger traffic.

The present mainstay of the Milwaukee Road's electric power fleet are the "Little Joes," the EF-4 locomotives.

These Alco-GE units, dubbed "Little Joes" after Josef Stalin because they were originally built for use in the Soviet Union, were acquired in 1950.

With the advent of the Cold War, essential equipment going to Russia was embargoed and the locomotives, ordered by the U.S.S.R., were never delivered. Twelve of the units were purchased by the Milwaukee Road, with others going to the Chicago South Shore and South Bend Railroad and the Paulista Railroad of Brazil.

Built for the Russian 5' gauge track, the "Little Joes" were modified for standard American 4'-8½" gauge at the railroad's Milwaukee Shops and put into service. Train heating boilers (since removed) were also added to two of the units for passenger service.

Purchased at very favorable prices, the powerful EF-4s have proved highly versatile and reliable.

Its a busy morning in Avery, Idaho as transcontinental freights 261 and 262 stop to change crews and adjust their power consists. Westbound 261 will drop its Little Joe electric and operate with diesel power for the remainder of its

Each unit develops 5500 h.p. and is capable of running at 70 m.p.h., making them valuable additions to the motive power fleet. But now even the "Little Joes" are nearing the end of their life expectancy.

The fortuitous availability of these units in 1950 may have single-handedly extended the life of the electrification. At that time the original electric locomotives were rapidly wearing out and a policy decision seemed in the offing on whether to invest heavily in new electric units or to broaden the dieselization program to include phasing out the electrics as well as steam locomotives. But the decision never had to be made.

Because of the cost and the wide variety of difficulties involved with it, electrified operation has decreased steadily in recent years. Advances in diesel locomotives have negated many of the one-time advantages of electrified operation.

Use of electric locomotives on the Rocky Mountain Division has for several years been limited to helper, booster and yard service. No electrically powered trains have moved on the Coast Division since 1971.

Electric operations on the Rocky Mountain Division accounted for about 19 per cent of the locomotive miles operated on that division in 1972. Only three per cent of the total locomotive miles operated on the entire Milwaukee Road system in 1972 were electrically operated.

Viewed in this context, the announcement of the decision to phase-out the electrification was not a major change in policy, but was rather official ac-

trip to the West Coast, and Eastbound 262 will add a Little Joe to aid its diesel power in traversing the Rocky Mountain Division. Photo by Tom Brown, August 1971.



knowledge of the inevitability of existing operational realities.

No hard date for the end of the electrification has yet been set. The exact date will depend on several factors, including the availability of diesel motive power to replace the electrics. But Milwaukee Road crews are at work on the Coast Division taking down overhead wires. The scrap value of the metal in the wires is sizeable, and the wires are being kept "hot" to discourage vandalism and theft on sections the salvage crews have not yet reached.

Ironically, the Milwaukee Road's announcement of the end of its electrification came close in time to announcements by several other railroads that they were seriously considering electrifying portions of their lines.

Superficially this seems to put the Milwaukee in the role of bucking the trend of the future. But realistically, the Milwaukee's phase-out is simply the closing chapter in a different era of railroading. The other electrified operations which existed when the Milwaukee's was built, except for the commuter-oriented Long Island Railroad and the Penn Central's high-density passenger corridors, have been long since dismantled because of difficulties similar to those now facing the Milwaukee Road electrification.

New electrifications with highly advanced technology and sophisticated new equipment may well lie ahead for some railroads whose economics and traffic patterns justify the enormous investment.

But for the Milwaukee Road, its electrification is part of the past for which economic justification can no longer be made.

The Milwaukee's electrification, beloved by generations of railroaders, railfans and travelers, will be missed. It has long been a proud part of the railroad's heritage, and its demise will leave a void. But the stories, the lore and the memories will live on long after the last trolley wire is carted off for scrap and the last boxcab shell is broken up.

The electrification has done its job and done it well, and now the job is over. The concession to progress is being made quietly and with dignity.

Those who have been concerned about the fate of the Milwaukee Road electrification in recent years can rest easy.

Its niche in history is secure. ■

Prepared by the Public Relations Department of the Chicago, Milwaukee, St. Paul and Pacific Railroad Company as a special supplement to the July-August 1973 issue of The Milwaukee Road Magazine.



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The Milwaukee Road Magazine

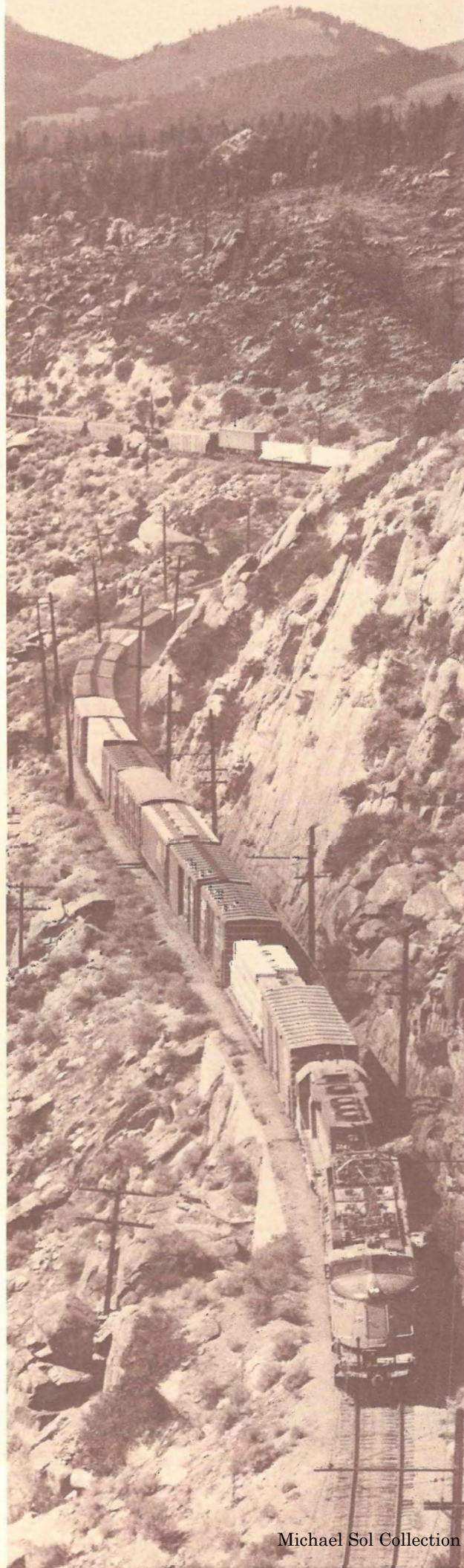


Photo by Tom Brown, 1971.



Conductor Al McGowan (center) receives a retirement gift of fishing tackle from Agent Hollie Stib (left) and Dennis Wilson, local UTU chairman. Al retired on April 28 in Mason City, Iowa, after 34 years of service with the Milwaukee.

pian Lodge #792.

REGIONAL SALES OFFICE: Lee J. Derr, secretary to the regional manager-sales, was installed as the new president of the Women's Traffic and Transportation Club of Seattle on May 8 at the Washington Athletic Club. Lee will begin her club year in September by attending the Traffic Club's International Convention in Montreal. Other officers serving with Lee during this next club year will be Mrs. Douglas Masters, vice president (Seaport Shipping); Janice R. Watts, recording secretary (Burlington Northern); Mrs. Bonnavieve Williams, corresponding secretary (Sid Eland Co.); Mrs. Frank Shelton, treasurer (Frank P. Dow Co.); Mrs. Joan Dunn of Seaport Shipping; Mrs. Arthur Edwards of Time,



Retired Captain of Police and Mrs. Thomas M. Byrnes are honored on their 50th wedding anniversary at a dinner and open house at the Laidlow American Legion Post hall, Minneapolis. The affair was hosted by their sons, Robert, James and Joseph. Joseph is assistant district adjuster, Chicago Terminals. Many of the Byrnes' friends attended the event, including Ruth Lindegren, Mr. Byrnes' former secretary. A 33-year veteran of the Milwaukee Road Police Department, Tom and his wife now live in Sun City, Ariz.

D. C.; and Mrs. Doris Lee Holce of Olympic S.S. Co. were elected two-year trustees. Carry-over trustees are Mrs. Don W. Crenshaw of Pacific Mountain Express; Mrs. Frank Haskins of Olympic S.S. Co.; and Mrs. Hillery A. Schaub of The Milwaukee Road.

News concerning our retired people: Agnes Horak, former Magazine correspondent, who has traveled extensively since she retired from the General Freight Agent's office a few years ago, embarked on another tour on June 29. The 41-day North Cape Cruise aboard the S. S. Statendam will visit 24 ports in 11 countries including Iceland, Sweden, Norway, Finland, Russia, Poland, Denmark, The Netherlands, Belgium, France and England. We know Agnes will have a great trip and we will be anxious to hear all about it after her return on August 9.

Sympathy is extended to the family of Elois I. Herren, who passed away on June 9 in Seattle. Elois retired on Sept. 1, 1961, after many years as a stenographer for the Milwaukee in the Seattle offices. She is survived by her daughter, Mrs. John F. (Maxine) Fuller; two sisters, Natalie E. and Helen H. Nagel of Seattle; three grandchildren; and four great-grandchildren. Memorial services were held on June 14 at St. Paul's of Shorewood Lutheran Church.

Sympathy is also extended to J. C. Paige, retired division freight agent in Bellingham, Wash. upon the death of his wife, Ann, who passed away on May 18. Funeral services were held on May 22 at St. Paul's Episcopal Church in Bellingham.

GENERAL MANAGER'S OFFICE: A belated welcome to Jeanne O'Connor who joined the Milwaukee family as secretary to the general man-



Section Foreman Jim Crivello and his wife, Viola, were guests of honor at a party on June 23 at Covic's in Milwaukee to mark Jim's retirement from the railroad after more than 43 years of service. Jim started with the Milwaukee in 1929 as a truck driver, and, at the time of his retirement, was section foreman on the Humboldt District.

ager in Seattle on April 16.

Mr. H. E. Hurst, former Coast Division engineer with headquarters in Tacoma, was promoted to engineering assistant to the general manager in Seattle, effective July 1.

INTERESTING ITEMS: On June 29, 20 women employees of the Milwaukee Road in Seattle met at the Marine Room of the Olympic Hotel for lunch. They reported the luncheon was a big success, and a warm "Thank You" is extended to Nettie Moore (Milwaukee Land Co.) for getting the group together. There has been a lot of interest expressed for an opportunity to meet and visit with our fellow workers, and Nettie took the initiative to do something about it. A fun time was had by all attending—in fact, such a good time, they have decided to make it a regular thing!

SPOKANE

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Harold B. Broyles, the top man on our Idaho seniority district, retired on May 1 after 45 years of service. Harold started as a clerk in 1927, became a brakeman in 1928 and was promoted to conductor in 1939. Mr. and Mrs. Broyles plan to continue making their home in Rosalia.

Clason L. Preston retired May 1 as conductor on the Idaho seniority district. He started with the Milwaukee as a brakeman in 1950 and was promoted to conductor in September 1954. Clason plans to spend most of his time now at his home in Malden, Wash. doing woodworking in his basement workshop. He has been building up his



Retiring Car Inspector Bill Anfang (right) is congratulated by Car Foreman Max Knospe on his last day on the job. Bill began service with the Milwaukee Road in 1927 in the Store Department. He transferred to the Car Department in 1935. Bill was local chairman for the Brotherhood of Railway Carmen of America in St. Paul before his retirement on June 29. Both he and his wife will continue to live in St. Paul.



MEMBERS OF the Milwaukee Road Railfan Association made a recent tour of the roundhouse facilities at St. Paul, Minn. Representing the Milwaukee Road are J. W. Podgorski, special representative to the superintendent, Mechanical Dept.; General Foreman A. W. McCarthy; Special Officer P. D. Frankenberg, and Assistant Captain of Police S. E. Walker.

equipment over the years waiting for his retirement. Now he intends to put it all to good use.

We now have an additional supervisor on our division, Pat J. Rooney, who has been assigned as trainmaster and stationed at St. Maries, Idaho. We welcome Pat and his family to the great Northwest.

Bob Lynam, son of Assistant Superintendent E. J. Lynam, graduated in June from Eastern Washington State College with a degree in psychology. He plans to work a year or two before continuing his education.

Don Sharpe, Spokane car clerk, recently gave away another daughter in marriage. Linda, daughter No. 5, was married May 19 at St. Joseph's church to Jim Boling. The couple traveled to Hawaii on their honeymoon and are now living in Bonners Ferry. Don and his wife, Mary, have seven girls and two boys—so it looks as though there will be several more weddings before Don can even think of retirement.

Plan Now to Attend The 8th Annual Milwaukee Road Golf Tournament September 9

**Ramsey Golf Course
Austin, Minnesota**

Entries will be accepted until 10 a.m., Sept. 9, at the first tee. For additional information contact Jack True, Superintendent's Office, Austin, Minn. Telephone (507) 433-3481 or AUST 34.

Mrs. Francis Garcia Warren, daughter of Conductor and Mrs. F. R. Garcia, was named a recipient of the Thomas Lough exhibit award presented by the Washington State Association of Radiologic Technologists April 26-28 at the association's 22nd annual convention in Seattle. Mrs. Warren, an X-ray technician at St. Luke's hospital, won the top state honor for an indepth study of a brain tumor. The entries were judged by a panel of doctors. A 1963 graduate of Central Valley high school, Mrs. Warren has been with St. Luke's for 1½ years. She is the area director for the Spokane district of the Association of Radiologic Technologists and the historian for the state organization.

Twin City Terminals

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

Lady Luck favored Carman Francis Newstrom when his name was drawn for the grand prize in a contest sponsored by a local savings and loan company. Mr. and Mrs. Newstrom received an all-expense paid vacation to Hawaii.

Assistant Material Manager Norris Groth's wife, Lillian, died recently

Bridge and Building Shops Foreman Robert C. Hugo (right) is congratulated by Chief Carpenter V. L. Blake at the Twin City Terminal. Bob, who retired on May 2 after more than 35 years of service, was honored at a retirement party on June 8 in Minneapolis and received a matched luggage set and a cash gift from his friends. Bob and his wife will continue to live in Minneapolis.



after an extended illness. She is very much missed as she was well known for her active participation in not only the Milwaukee Women's Club but also her church and other clubs.

Carman Lawrence Langlois retired May 31. His service dates back to December, 1947 when he started as car oiler with the St. Paul Car Department. He and his wife will continue to make their home in St. Paul.

Our sympathy goes to Carman William Carsik on the recent death of his wife.

St. Paul Carman Art Chilko and wife recently returned from a trip to France, Germany, Switzerland and Austria. While in Germany they visited with their daughter and her husband, who is stationed in Frankfurt with the Army, and met their first grandchild, a little girl. Their son, stationed in Greece, came to Germany for a family reunion far from home.

Aberdeen Division

EAST END

Mavis Wallien, Correspondent
Trainmaster's Office, Montevideo

Congratulations to Agent and Mrs. Tom Fasching of Cologne on the birth of their 10th child. Barbara Jean was born on May 30 and weighed in at 9 lbs. 11 oz.

Recent recipients of UTU (C) membership pins were: Frank Wilcox, 65 years; Ed Martinson and Duth Hausauer, both received 60-year pins; and Engineer Ralph Lighter, 55 years.

Pamela Ray McGloin, daughter of Trainmaster's Clerk Ida Ray of Aberdeen, S. D., graduated on May 19 from Notre Dame Law School. Pamela and her husband, who is also a 1973 graduate of Notre Dame Law School, have accepted positions with law firms in Denver, Colo.

Recent deaths include Mrs. Norris Groth, whose husband is in the St. Paul Stores Department; Simon Peter Thompson, who retired in 1958; Matt Medinger, retired safety engineer and car salesman; Mrs. Emil Rhoades,



David Eliason, 23, son of Assistant Roadmaster Joe Eliason, is the winner of the Northeast Team and Arm Wrestling championships. He represented Minnesota in the 12th Annual World Wristwrestling Championships at Petaluma, Cal., on May 19.

widow of the former machinist in Montevideo. We also learned recently of the death of Charles Younglove this past winter.

A new face on the Middle Aberdeen brakeman roster is Brad Jenson. Recently promoted to conductors out of Montevideo West were Elkin Dawson and Marty Christensen. The new East Aberdeen brakeman is Richard Fisher.

A farewell coffee party was given for Chief Carpenter Harlan E. Pottinger on June 29 in the Engineering Office in Aberdeen. Harlan has been on the Aberdeen Division since 1969, and will be reporting for duty at LaCrosse, Wis. on July 1.

IM & D Division

R. D. True, Correspondent
Office of Superintendent

Mr. and Mrs. William Shrader celebrated their 60th wedding anniversary on June 25 in Mason City, Iowa. Mr. Shrader is a retired Milwaukee Road conductor. No reception was held, but we want to congratulate them on their many years of married life. Their daughter, Mrs. Evelyn Lee of San Diego, Calif., was with them in honor of the occasion.

After 34 years of service on the Milwaukee Road, Alden L. McGowan made his last trip as conductor on train No. 63 between Dubuque and Mason City on April 28. He was conductor on the last passenger train to leave Mason City about 15 years ago. A reception was held in the depot at Mason City with many of his friends attending. Mr. McGowan and his wife, Mabel, plan to continue to making their home at 21 19th, S. E., Mason City. They also plan

Carman Ray Molling of the Milwaukee Passenger Air Brake Shop (center) is congratulated on his retirement, on July 6, after 31 years with the Milwaukee Road, by Hank Husting, chief clerk to the shop superintendent (left), and Don Bartz of the Mechanical Engineering Department.



to do some traveling and fishing.

Helmer Griese, engine watchman in Austin, passed away suddenly on May 3. He is survived by a brother and a sister.

SIoux CITY AREA

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

Earl Kerr of Sioux City died July 14 at Sioux City hospital after a short illness. Mr. Kerr worked as a carman at Sioux City prior to his retirement several years ago. He is survived by his wife and one brother. Burial was at Akron, Iowa.

Engineer Ed Rickgauer of Mitchell, S. D., retired on May 25. A coffee and donut party was held in the roundhouse locker room and he was presented with a transistor locomotive radio plus a cash gift. About 30 guests attended.

Phillip West retired Jan. 22, 1973. He had been on disability since June, 1967. He was B&B foreman on the IM&D Division and spent six years as supervisor on the Terre Haute Division and

in the Chicago Terminals. He also worked on the D&I Division.

Roundhouse Foreman and Mrs. Kenneth Casey of Sioux City received word in June that their son "Tom" Casey had passed his National Chiropractic Board exams and is now interning at a Davenport, Iowa, clinic under one of his professors.

Retired Conductor and Mrs. George Robinson, formerly of Sioux City and now of Montgomery City, Mo., celebrated their golden wedding anniversary on June 5 with a special Mass at the Immaculate Conception Church, after which they hosted a family dinner at a local resort. They are the parents of three daughters and 14 grandchildren and one great-grandchild. George retired in 1959.

Retired Engineer Henry Hulst of Sioux City died on June 12 at a South Sioux City, Nebr., nursing home. He retired in 1966 after 24 years of service. He is survived by his wife and two sons, four brothers, five sisters, nine grandchildren and 11 great-grandchildren.

Yardmaster M. L. "Red" Townsend was named Sertoman of the year at

RETIREES AFTER 31 YEARS OF SERVICE.

La Crosse Division Brakeman Albert A. Haas (right) receives best wishes from Brakeman Dave Erickson (left), Trainmaster Bob Schive (second from left) and Conductor Buck Keene after completing his last run to Minneapolis, July 20, on train No. 99. Mr. Haas will continue to make his home in Hastings, Minn.





CLINE-BANDOCK. Susan Cline, daughter of retired Roundhouse Foreman John Cline and Roundhouse Clerk Naomi Cline of Wausau, Wis., was married to Robert Bandoock on June 1 at St. Mary's Church. The reception was held at the Holiday Inn. After a wedding trip to Seattle, Wash., the couple will make their home in Wausau.

Sioux City at the Sertoma Inaugural Ball on June 8. He was chosen for his service to the organization during the past year. Sertoma is a service club, whose main project in Sioux City is that of securing hearing aids for children. We offer our congratulations to Red.

Susan Sabin, daughter of Engineer and Mrs. Kenneth Sabin of Sioux City, became the bride of Craig Gerow in an evening ceremony at the Trinity Lutheran Church on July 13. After a reception at the church, the couple left on a wedding trip to Wisconsin. Susan was graduated from the University of

South Dakota in June and will teach school in Jefferson, S.D., in the fall. The groom is employed at Loes Market in Sioux City.

Nancy L. Anderson and Kenneth L. Keairns exchanged marriage vows at the Riverside United Methodist Church in Sioux City on July 7. Kenneth is the son of Engineer and Mrs. K. P. Keairns of Sioux City. The couple will live in Sioux City.

LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

The Milwaukee Road Women's Club held their annual May Luncheon on May 8 at the Palm's Supper Club. After a short business meeting, corsages were presented to the following charter members of the club: Ms. Mildred Conklin, Mrs. Adella Krueger, Mrs. Amanda Weldner and Mrs. Della Reiche. Charter members not present were Mrs. Pearl Curtis, Mrs. M. Harrington and Mrs. Martha Ziebell.

Susan Cline, daughter of retired Foreman John Cline and Roundhouse Clerk Naomi Cline, was married to Robert Bandoock of Wausau on June 1. The wedding was held at St. Mary's Catholic Church with a reception at the Holiday Inn. The couple honeymooned in Seattle. They plan to make their home in Wausau.

Sympathy is extended to Gene Porter, freight solicitor, on the death of his mother. Burial was in Seattle, Wash.

Congratulations to Sue Lipinski, daughter of Telegrapher and Mrs.



MEYER-LEPAGE. Mary Meyer, daughter of Mr. and Mrs. Ray Meyer, and Larry LePage, son of Car Foreman and Mrs. Ralph LePage, were married June 23 at Holy Name Catholic Church in Wausau, Wis. Both families are from Wausau. A reception and dance was held at the Holiday Inn. After a wedding trip to Hawaii, the young couple plan to make their home in Middleton, Wis.

Michael Lipinski, on winning a Gillick Scholarship. We on the Valley are very proud of her and wish her all the best. Sue was also chosen Honor Girl of the month by the local Kiwanians.

It is a grandson for Foreman and Mrs. Kenneth L. Campbell. Their son, Bruce, worked as a roundhouse laborer for a time but is now employed by "K" Mart in Rockford, Ill.

Retired Clerk Louis R. Hanson of New Lisbon passed away on June 2. Mr. Hanson started out as a fireman in January 1912 but later resigned to



AMESQUITA-BROWN. Bruna Amesquita, daughter of East Moline District Section Foreman M. V. Amesquita, was married to Bruce Brown, son of Mr. and Mrs. Kyle Brown of rural Savanna, Ill., on June 9 at Savanna United Methodist Church.



AKEY-CLANCEY. Carla Akey, daughter of Conductor and Mrs. Carl J. Akey of Wausau, Wis., was married to Kevin Clancey on June 30 at St. James Catholic Church in Wausau. A reception and dinner were held at the Motor Hotel in Wausau. After a wedding trip to Minnesota, the couple plan to live in Wausau where both Carla and Kevin are employed.



HOFFMAN-LONSDORF. Patricia Hoffman, daughter of Mr. and Mrs. Edward Hoffman of Tomahawk, Wis., and William Lonsdorf III, son of Engineer and Mrs. William Lonsdorf, Jr., Wausau, Wis., were married June 30 at St. Paul's Lutheran Church in Tomahawk. A reception and dinner were held at Deer Trail Hall. After a honeymoon trip, the young couple plan to live in Matteson, Ill., where the groom works as a technician at Mercy Hospital in Chicago.

become a clerk. He had 48 years of service with the railroad when he retired in 1960. Burial was in New Lisbon.

Roadmaster and Mrs. Joseph Brunner spent their May vacation visiting their two daughters in California. While there they attended daughter Vickie's graduation from Rio Hondo College at Whittier. She was graduated from the nursing degree program with an Associate of Arts Degree. She has accepted a position in the Intensive Care Unit of General Hospital, Bellflower, Cal.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

Our best wishes go with Frank Hense, assistant blacksmith foreman in the Forge Shop, as he retired on June 29. Frank has spent over 46 years serving the Milwaukee Road as a blacksmith, a welder, a welding instructor, and finally as a blacksmith foreman. He started his railroad career in Dubuque, Iowa, on Sept. 27, 1926. He later spent some time in Bensenville, Ill., but has been in Milwaukee the last 36 years.

Frank and his wife plan to remain at 5827 South Melinda Street during their retirement years. At the moment they are looking forward to a trip to Hawaii which they are planning to take in the near future. Bon Voyage to you both!

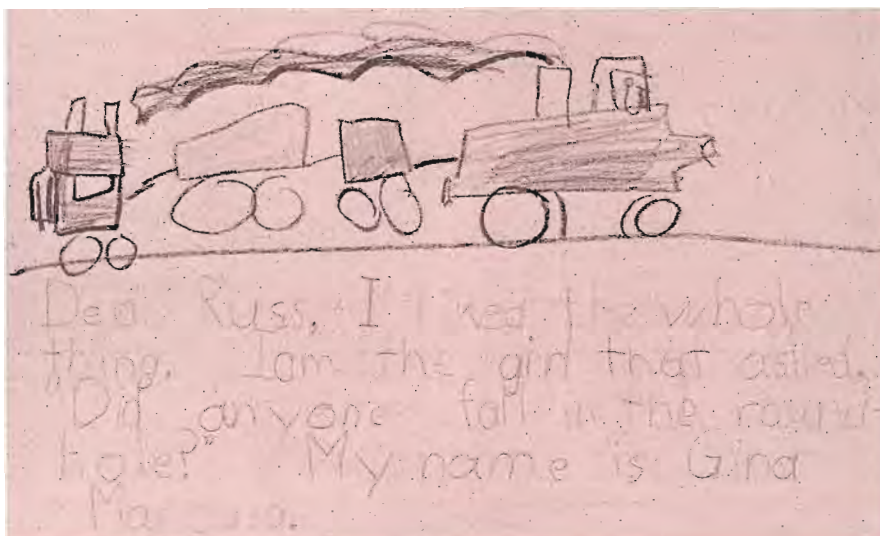
Taking over for Frank is Joe Prelec, Jr., former layout man in the Forge Shop. Joe has been with the Milwaukee Road since Dec. 3, 1936, when he started as a blacksmith helper in the Milwaukee Shops. We congratulate Joe on his promotion and wish him success in his new duties as a supervisor.

Enjoying a trip to Canada at the present are retired Sheetmetal Worker Frank Kanugh and his wife. Frank's last day in the Forge Shop was June 15. During his 10 years with the Milwaukee, Frank served most of his time in the Forge Shop. He and his wife make their home at 2245 South Fifth Place. After their return from Canada, Frank hopes to spend a lot of time fishing.

Two of our employees have completed their apprenticeships as sheetmetal workers. Lawrence Jensen received his Certificate on Feb. 22, and is now working in the Locomotive Shops. Casmier Kochanowski received his Certificate on May 31, and is now working in the Forge Shop. Congratulations to you both!

June 29 saw the retirement of four men from our forces in the Car Shops:

Thaddeus (Jack) Harenda, freight carman, retired from the Forge Shop, ending a 45-year career in railroading.



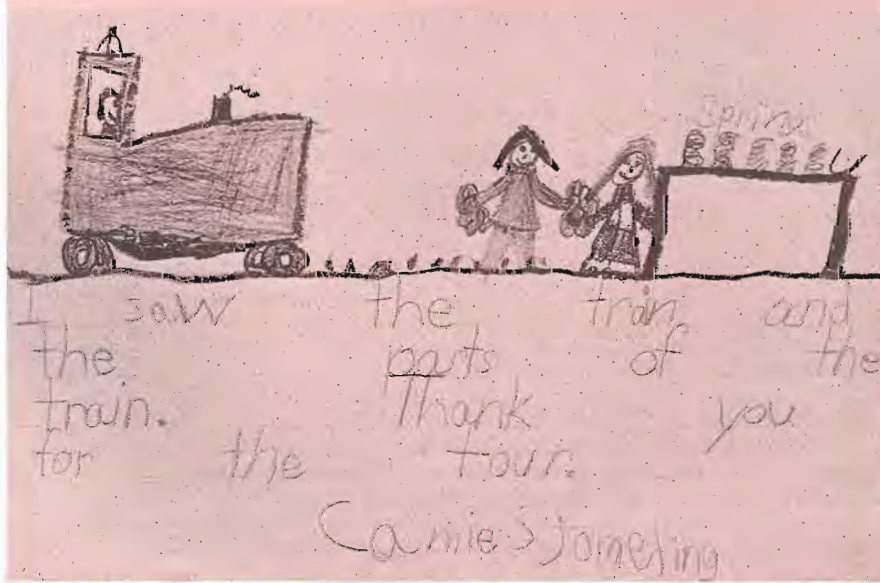
First impressions of railroading inspired these drawings by first grade students who toured company facilities in Sioux Falls, S. D., recently.

Russell Tesar, freight service inspector at Sioux Falls, guided the group of two-dozen children and their parents through the freight office and roundhouse, answering questions posed by the curious students.

"Did anyone fall in the roundhole," asked one girl, awed by the size of the pit under the roundhouse turn-table. Others asked how cars get from one track to another in the freight yard and what the whistle signals mean.

Car Foreman Elmer Albrecht explained the various parts of a boxcar to the group, and they saw Roundhouse Foreman Herman Schumacher readying engines for train time. Arrangements for the tour were made by Agent Lou Fiorello and Mrs. Judy Nelson, teacher of the class from Eugene Field Elementary School, Sioux Falls.

Explaining railroad terminology to the class wasn't always easy, Russ Tesar admits, especially when telling the group about the function of a railroad frog. But the effort was rewarding. "When they left," Russ said, "I personally felt the satisfaction of having spread some of the knowledge of railroad operations to someone outside of 'our world'."





Emil Gursky, carman in the Milwaukee Freight Shop (right), is congratulated on his retirement after 32 years of railroad service by Freight Shop Foreman Ray Siepe. Mr. Gursky, who retired on June 29, plans to continue making his home at 332 East Burleigh Street in Milwaukee.

Jack joined the Milwaukee Road in March of 1928 and through the years has had experience in the Store Department and the Operating Department as well as in the Freight Shop and Passenger Shop. Now, with much leisure time at his disposal, he and his wife plan to spend two or three months at their cottage near Hayward, Wis., and do a lot of fishing. For the present time, they will maintain their home at 3124 East Crawford Ave.

Machinist John Ernst retired from the Air Brake Department in the Passenger Shop. He came to the Milwaukee Road in July 1930. He spent the majority of his service in the Locomotive Shops, coming to the Passenger Shop in October 1970. John and his wife live at 7925 West Ruby in Mil-



John Ernst, machinist in the Passenger Air Brake Shop (center), receives best wishes for a long and happy retirement from Passenger Shop General Foreman Jerry Wendt (left) and Air Brake Foreman Charlie Pollock. Mr. Ernst retired from his job in the Milwaukee Shops on June 29th after 43 years with the railroad.

waukee.

LeRoy Johnson retired from the Forge Shop as a blacksmith welder. His service dates back to July 30, 1945. He spent about five years in the Freight Shop before transferring to the Forge Shop in 1950. LeRoy and his wife plan to continue making their home at 1432C North 15 Street in Milwaukee.

Emil Gursky retired in the Freight Shop with 32 years of railroad service. He was a carman and spent his entire career in the Freight Shop. Emil is living at 332 East Burleigh Street.

We extend our sympathy to George Kissler, carman in the Freight Shop, on the death of his father, Nikolaus P. Kissler, Sr., on July 4.

Ray Molling, carman in the Passenger Air Brake Shop, retired on July 6, after 31 years of service with the railroad. He started in the Passenger Shop on Feb. 5, 1942, and spent all but six years there. From 1960 to 1966, he worked in different locations in Milwaukee as a clerk. Ray and his wife will be residing at 2841 North 24 Place.

LOCOMOTIVE DEPARTMENT

Nancy Stark, Correspondent

Assistant Department Foreman Clarence Wellnitz, president of the Mechanical Foreman's Association, was feted at a party on June 29th in honor of his retirement after 37 years of service with the company. In attendance and giving short speeches, were Messrs. F. G. McGinn, L. W. Harrington, F. A. Upton, K. E. Hornung, E. F. Volkman and retired Manager of Materials Glen Ireland, along with a host of Clarence's friends from as far away as Harlowton.

Other recent retirees included Fred Windau, electrician maintainer, with 42 years service, and Electrician Francis Gorman with 10 years service.

D. A. "Tiny" Fisk, truck shop foreman, passed away on June 15th. He is survived by his wife and three children. Mr. E. Rogowski replaced "Tiny" in



Assistant Blacksmith Foreman Frank Hense (second from left), Freight Shop Carman Jack Harenda (center) and Blacksmith Welder LeRoy Johnson (second from right) are extended best wishes on their retirements at the Milwaukee Shops on June 29th by Shop Superintendent Vern Waterworth, (left) and Forge Shop General Foreman Ray Baum.



Journeyman Machinist John Kaminski (right) of the Locomotive Department in Milwaukee is shown as he was awarded a Certificate of Apprenticeship by Shop General Foreman N. J. Nielsen. The certificate was awarded to Mr. Kaminski by the Milwaukee Road and the State of Wisconsin in recognition of the completion of his apprenticeship as a machinist.



St. Paul Sectionman Glenn Bedard (left) receives a Wise Owl award from Section Foreman John Silva. Glenn was spiking when a metal fragment struck and cracked a lens of his safety glasses. The Wise Owl award is given to railroad personnel who, through proper use of safety equipment, avert probable injury on the job.

the Truck Shop.

Mr. A. W. Hallenberg, assistant chief mechanical officer, presented the May Shop Safety trophy to General Foreman W. J. Weingart and Foreman R. Fligge of the Wheel Shop.

DIESELHOUSE

The addition to the Milwaukee Dieselhouse will soon be completed. Both tracks are in and almost all the equipment is in place. It is planned that the addition will be in operation by August 1st.

The Safety Award program that was initiated at the beginning of the year

has proven to be a big success in the Dieselhouse. The second shift did not have an injury from January thru June and was awarded the trophy for the month of June. The trophy is awarded to the shift in the Dieselhouse that has the best safety record for each month.

Machinist Joseph Maietta, who started with the company on June 24, 1945 has retired on May 31. He plans to spend the many happy years ahead working around his home in Horicon, Wis.

Machinist Hilary Jones, who has been with the railroad since July 1, 1926, recently received a safety award pin commemorating 47 years of service without an injury.

An August wedding is planned for Machinist Apprentice William Werner, who is presently working in the Dieselhouse. His intended bride is Miss Elizabeth Jane Machalik.

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

Former Relief Agent Sheldon "Hank" Beyer, 24, died on May 15. Sympathy is expressed to his parents. His father is Shelly Beyer, former URT representative in Milwaukee, now with GATX in Chicago. Young Beyer had last been with Amtrak as a passenger representative.

Al Mueller, agent at Beaver Dam, passed away unexpectedly on May 25. Sympathy is expressed to his widow.

Newly appointed to fill the agency job at Beaver Dam is Irving H. Meyer.

Kate Brey was transferred to Wau-

pun to relieve him.

Chief Carpenter D. J. Duquaine was transferred to the same position in Aberdeen.

D. L. McClain was promoted from the Terminal to fill the Chief Carpenter spot in the Milwaukee Division.

Retired Conductor E. Chester Holden passed away on July 4th. Funeral services were held on July 9th in Milwaukee.

SECOND DISTRICT

Julie A. Orton, Correspondent
Asst. Superintendent's Office, Green Bay

Switchman Milton A. Giese, 65, retired in May after 44 years with the Milwaukee Road. Milt has been off for the past year because of illness. He will continue to make his home in Suamico, Wis.

Sympathy is extended to the family of Walker A. Hacker, 58, who passed away on April 26 after a long illness. Wally worked as bridge tender in Green Bay for nine years until he became ill in 1970. He is survived by his wife, Dorothy; two daughters; two sons; his mother; and 11 grandchildren.

Brian Schneider, 11, son of Callers Gale and Ruth Schneider in Green Bay, has won a free trip to Disneyland sponsored by Super Valu Stores. Brian left on June 24 from Milwaukee via United Air Lines for four days in California. Other highlights of his trip included a tour of Universal Studios, a visit to Marineland, and a big league baseball game.

Congratulations to the following employees on the arrivals of the new ad-



RETIREES AFTER 50 YEARS WITH THE MILWAUKEE. Jacob Jacobson, special representative to the vice president of corporate planning, is shown with his wife, Ann, at a retirement reception held in his honor recently in Chicago. Mr. and Mrs. Jacobson plan to continue making their home at 5007 West George Street in Chicago.



Robert D. McQuinn, time revisor (fourth from left), is shown with co-workers at the Superintendent's Office in Bensenville, Ill., during his retirement party there June 1. Left to right are: Ben Webster, assistant superintendent; Delores Barton, secretary; Sandy Plessinger, statistician; Bob McQuinn; Robin Grueneich, steno-clerk; Clair Bass, chief clerk; Bernice Heming, assistant time revisor; Don Gurn, time revisor; and Fred Pfeiffer, chief clerk to the assistant superintendent. Bob was joined by his wife at the party and was presented with many gifts by his friends, including a four-piece set of luggage and a cash gift. Bob has more than 45 years of service with the Milwaukee Road and is president of BRAC Lodge 549, Galewood.



Carloadings

JANUARY-JULY 1973 compared with same period in 1972

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1973 over 1972	SEVEN MONTHS		INCREASE	
		1973	1972	1973	% of
				over 1972	increase
12.7	Grain	50,910	35,799	+15,111	+ 42.2%
10.0	Lumber	36,518	32,974	+ 3,544	+ 10.7
7.7	Motor vehicles	18,697	17,388	+ 1,309	+ 7.5
7.0	Other paper products	46,223	44,924	+ 1,299	+ 2.9
4.0	Other wood products	17,178	14,507	+ 2,671	+ 18.4
3.4	Other food products	17,389	17,253	+ 136	+ .8
3.3	Other transportation equipment	22,056	18,343	+ 3,713	+ 20.2
3.0	Grain mill products	32,381	29,390	+ 2,991	+ 10.2
2.9	Industrial chemicals	14,920	13,649	+ 1,271	+ 9.3
2.7	Primary iron or steel products	17,974	13,402	+ 4,572	+ 34.1
2.7	Stone, clay or glass products	17,890	17,490	+ 400	+ 2.3
2.5	Waste or scrap materials	19,125	16,130	+ 2,995	+ 18.6
2.5	Other primary metal products	9,713	8,947	+ 766	+ 8.6
2.0	Freight forwarder traffic	16,470	12,942	+ 3,528	+ 27.3
1.8	Primary forest products	31,962	21,785	+10,177	+ 46.7
1.6	Petroleum or coal products	11,406	10,601	+ 805	+ 7.6
1.5	Electrical machinery or equipment	8,800	8,186	+ 614	+ 7.5
1.4	Fabricated metal products	8,400	7,272	+ 1,128	+ 15.5
1.3	Malt liquors	10,982	9,029	+ 1,953	+ 21.6
1.3	Other machinery; except electrical	5,979	5,496	+ 483	+ 8.8
.8	Soybeans	6,087	4,622	+ 1,465	+ 31.7
.8	Farm machinery	5,630	5,523	+ 107	+ 1.9
.7	Beverages	6,404	5,995	+ 409	+ 6.8
6.3	All other carload traffic	40,706	36,632	+ 4,074	+ 11.1
83.9	Total Increases	473,800	408,279	+65,521	+16.0%

	loading of these commodities DECREASED in 1973 over 1972	SEVEN MONTHS		DECREASE	
		1973	1972	1973	% of
				over 1972	decrease
2.9	Coal	40,571	42,260	- 1,689	- 4.0%
2.7	Other chemical products	16,382	17,023	- 641	- 3.8
2.4	Canned goods	9,310	9,737	- 427	- 4.4
2.3	Non-metallic ores	23,248	23,690	- 442	- 1.9
2.0	Pulp or pulp mill products	6,318	6,518	- 200	- 3.1
1.4	Fresh meat	8,264	9,599	- 1,335	- 13.9
.7	Dairy products	3,739	4,600	- 861	- 18.7
.5	Potatoes	2,964	3,266	- 302	- 9.2
.4	Fresh fruits and vegetables	2,818	3,355	- 537	- 16.0
.3	Other farm products	2,720	3,289	- 569	- 17.3
.2	Metallic ores	1,559	1,751	- 192	- 11.0
.2	Coke oven or blast furnace products	930	1,077	- 147	- 13.6
.1	Livestock	427	613	- 186	- 30.3
16.1	Total Decreases	119,250	126,778	-7,528	-5.9%

100.0	Total	593,050	535,057	+57,993	+10.8%
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ditions to their families. Switchman Carl Castelic and his wife, Kathleen, on the birth of a son, Carl Matthew, on May 9. Switchman Robert Stascak and his wife, Susan, on the birth of a son, Michael Steven, on May 21. Switchman Tony Wouters and his wife, Holly, on the birth of a daughter, Amy Lynn, on June 12. Brakeman Lloyd Fabry and his wife, Clara, on the birth of a son, Kevin, on June 21.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of Superintendent of
Operating Rules

The Milwaukee Road Bowling Tournament was held April 28 and 29 in Maplewood, Minn. Milwaukee Division Conductor E. Kamperschroer's team "Five Spots" won 3rd place in the team events. Switchman G. Bourassa and Milwaukee Division Fireman K. Burdick won second place in the doubles event. Yardmaster J. Groszkiewicz won first place in all events. On the prize list it was noted that retired Caller Harold Gallmeier also attended the tournament and won some prize money.

Switchman and Mrs. Gerald Wilm are the proud parents of a son, Jamie Jerry, born April 19.

Yard Caller and Mrs. Peter Hicks are the proud parents of a daughter born on June 12. Peter is the son of retired Superintendent of Rules R. L. Hicks.

Switchman Frank Valadez has entered the U. S. Army at Fort Leonard Wood, Mo., for two years.

Engineer Herbert Wisch, who was married on June 23, retired from railroad service on July 1.

Engineer Louis Walters also retired on July 1.

Engineer R. Stuart retired June 16. LaCrosse Conductor J. Hamele passed away June 19.

The father of Switchman Frank Malczewski died on June 7.

The wife of Yardmaster Al Owen passed away suddenly on July 2 at the age of 48. She is survived by her husband and eight children.

Retired Switchman Ken Christopher-son visited Muskego Yard recently and would welcome seeing any of his old friends who visit California. Ken lives at 24938 E. Second Street, San Bernardino, Calif.

Francis M. (Dolly) Johnson passed away on May 14 after a long illness. She is survived by her husband, George, a retired Rock Island employee. Dolly spent all of her railroad career in the Signals & Communications Department in Milwaukee. She started as a steno in 1910, became supervisor's clerk in 1954, and retired in 1959. I had the pleasure of working

with Dolly for about 10 years in the Signals & Communications Department. Dolly was very active in the Women's Traffic Club here in Milwaukee and also worked at many of the Veteran Employees' Reunions.

Chicago Division GALEWOOD

Eleanor P. Mahoney, Correspondent

Michael J. Halvey, check clerk at the Galewood Candy Freight House, retired on May 31 after 44 years of loyal service to Milwaukee. Michael worked all his years at the Candy Freight House. He plans to relax and take it easy from now on. We wish him and his wife many happy years ahead.

Clerk Steve Kalasmiki played third base for the College of DuPage baseball team. The team tied for first place in the "N 4 C" Conference. Steve's batting average was 395 for the conference. Hope he joins our Cubs! He was named to the conference team this season.

We extend best wishes for a speedy recovery to:

Agent Joe Kalasmiki, who recently returned to work after his hospital stay of 15 days.

Chief Clerk Ray Bishop, who is now home and recuperating after surgery.

Station Accounts Clerk Fred E. LaRue, who was in the hospital on July 1.

Machine Operator Jan Pappas, who is on maternity leave expecting her second child.

Ann Zahn of the Regional Data Office, who recently returned to work after her fractured arm healed.

Rate Clerk Evalyn Wealer, who underwent surgery on her back during June.

Sympathy is extended to Emil C. Rackow, retired freight house foreman in Galewood, on the death of his wife, Lillian, during May.

Sympathy is also extended to the family of Max and Joe Zielinski, both freight handlers at the Candy House, on the death of their mother during May.

Kieran C. Mahoney, daughter of correspondent Eleanor Mahoney, received her B.A. Degree from Quincy College in Quincy, Ill., on May 20. Your correspondent attended the ceremonies together with her family and next door neighbors and good friends, the Clarks. "Champ" Clark was chief clerk in the railroad's Engineering Department. Senator Thomas Eagleton was guest speaker at the ceremony and delivered an impressive message to the graduates. He was also presented with an honorary doctoral degree. Kieran is awaiting her assignment for the Peace Corps.

Carmen Rocha retired on June 29

Retirement—It's the Most

by Martha Moehring
Editor of Rails, a newsletter
for retired Aberdeen Division employees

You have no doubt seen the cartoon of the rather obese, elderly gentleman, hunkered down in his easy chair, announcing to his harassed looking wife who is dusting the furniture: "You'll have me around the house from now on, dear. I retired today."

If you've retired recently, you know that picture is out-dated. Woman has long ago changed that relaxed image. Endless is the list of things she wants done around the house and yard, things that have been shoved into the background these many years. Any retired person, be he male or female, finds that his name is added to all the volunteer lists as soon as he turns in his key. There are dozens of civic and charitable jobs waiting for you and it's a rewarding experience usually.

In other words, the world is no longer coming down around your ears just because your working days at the office, have come to an end. Your activities have just begun!

After a year of retirement, I find I look back now and wonder how under the sun I ever had time to hold down a job during those years I was dashing to work in the morning. There is so much activity that time fairly whizzes along, and, on Monday morning, one discovers it's already Saturday afternoon. And, what happened to all the things you planned to do this week? Somehow, you don't mind the round of activity because the pressure is gone, the phone isn't ringing urgently and six people aren't waiting for something that has to be done *right* now, because nobody can wait one more minute.

There are some fascinating hobbies if you aren't a golfer, or a jogger or an avid gardener and prefer a slower pace. Some of the more sedentary interests are those little colored hunks of paper called "stamps." Get involved in that and you're on the way to being an authority on history, geography, biography and a lot of other things. Bird watching will teach you some amazing things about little feathered creatures. You'll wonder how humans can be so slow witted by comparison. Reading can open a whole world for you . . . and I don't mean the abundance of present day lurid tales that clutter up the library shelves. Let the birds have those!

If you have time and can afford it, take some trips and see this delightful country and the colossal scenery it has to offer: the mountains, the waterfalls, the woods, the cool, sparkling streams, the prairies, all have been created for your enjoyment. See them. Someday you'll be asked by your Creator: "How did you like this great world I made for you?" And if you haven't crossed your state line during your entire lifetime, you'll hang your head low.

Gardening is very satisfying, and in the winter, why not try painting? Like Grandma Moses, you might find you can slap up a pretty fair canvas and you could even make a bit of spending money. Then there's re-doing old furniture. The world will beat a rutted path to your door on that one. There's a lot of priceless furniture stashed away in dusty attics that could be made useful and sittable. Wander into the office of your priest or rabbi or minister some day and offer your services. After the initial shock, he'll find dozens of things you can do around the church. You might even end up being an acolyte!

And if you like children, and have a lot of patience, you can have yourself a real purpose for living by choosing a handicapped or retarded child and making it your privilege to teach him the most basic things or just keep him entertained. Most everybody lives close to a senior home and if you have a car, take them for rides. You'll be surprised how just a short sight seeing trip is appreciated when your guest is confined to small quarters day in and day out.

I haven't even begun to give you ideas. But above all, keep alert and active in the interesting activities of this interesting world. Like the squirrel, keep bright eyed and bushy tailed and folks will be sure to comment: "On him, retirement looks good."



R. David Gaskill, son of Assistant Engineer Raymond A. and Louise Gaskill of Bartlett, Ill., has been appointed minister of Sand Lake Parish near Aberdeen, S. D. David, 25, began his new duties on July 1 in the parish, which contains three churches in the towns of Columbia, Houghton and Barnard. He was ordained into the christian ministry in the United Church of Christ on May 27 upon receiving a master's degree from Eden Theological Seminary in Missouri.

after 26 years of railroad service. Carmen started with the Milwaukee as a freight handler in 1947, and in 1962 took over the duties as janitor in the Union Street District. It is with a sad note, however, that upon his retirement he entered the Edgewater Hospital for surgery. We hope that after his hip operation he will enjoy many happy retirement years.

New faces around the Agency Office are Jim Chrysokas and Anne Felton, who is from Faribault, Minn. Both are working as per diem clerks.

New faces in the Regional Data Office belong to Ron Struwe and Irwin Abrams, both keypunch operators. Welcome back to Biller Tina Ostien, who has returned to the data office after a long absence.

BENSENVILLE

Delores Barton, Correspondent

On July 1, General Car Supervisor Walter J. Hamann officially retired after more than 49 years of railroad service. He started with the Milwaukee in the Car Department in 1924, and transferred to the clerical department in 1925. Walter has served in various capacities on the railroad including yard clerk, bill clerk, rate clerk, chief clerk to the assistant agent at Rockford and later at Milwaukee, until his appointment to general car supervisor in the Chicago Terminal in 1963.

A party was held to honor Walter and Helen Hamann at the VFW in Bensenville on May 22. Three of their four children were present at the dinner party. Chicago Terminal Superintend-



Wallace M. Van Buren (right), sales representative in the Chicago sales office is congratulated on his retirement by Van Dunfee, regional manager of sales. Mr. Van Buren, who retired on July 1 after 46 years with the Milwaukee Road, was guest of honor at a reception attended by many of his friends and co-workers in the Chicago sales office on June 15. Mr. Van Buren and his wife, Lydia, plan to move to their new home at 139 North 61st Street, Mesa, Arizona 85205 in November.

ent R. L. Tewell acted as master of ceremony. Walter was presented with a set of golf clubs.

A welcome was extended to Joyce Owens, who has been assigned to the steno-clerk position vacated by Bernice Heming. Bernice was appointed assistant time revisor.

Time Revisor Robert D. McQuinn retired on June 1 after more than 45 years of service with the Milwaukee Road.

Cake and coffee were served throughout the day to those wishing to extend congratulations to Bob.

The highlight of the day was the surprise arrival of Olga McQuinn, commonly known by all of us as his "little woman." Mrs. McQuinn had been invited to help Bob celebrate the day.

Bob was presented with a four-piece set of luggage and a monetary gift from



Euel Kennedy (center), B&B carpenter on Western Avenue Crew "C", is shown with James Flachmeyer (left), assistant chief carpenter, and Harold Schrab, chief carpenter. Euel's friends presented him with fishing equipment and held a luncheon in his honor at Petricca's Restaurant in Chicago. Euel retired on June 27 and plans to do some traveling and then move to Tennessee.

his friends in the Chicago Terminal. In addition, he received several other items given him by various people to "wish him well."

Bob is also the president of BRAC Lodge 549 in Galewood.

Chicago Terminal Fireman James Spain and Linda Washco were married at St. Angela's Roman Catholic Church in Chicago on May 12. After a two-week honeymoon in Hawaii, Jim and Linda made their home in Franklin Park. Jim is the grandson of retired Switchman James Imbler.

Retired Chicago Terminal Engineer and Mrs. Charles Moss celebrated their 61st wedding anniversary on March 23 at their home in Wood Dale, Ill. Charles retired in 1958 after 45 years of service.

Their son, Melvin C. Moss, works in the Bensenville Roundhouse. Sixty-one years of married life is quite an accomplishment—congratulations to the Moss'.

Retired Engineer Mike Tatt, who is

Frank M. Jones (right) staff engineer in the Chicago Engineering Department, retired June 26 after 47 years with the Milwaukee Road. Mr. Jones, his wife, Evelyn, and Vice President-Engineering B. J. Worley are shown here at a reception in his honor on June 26 in Chicago Union Station. Mr. and Mrs. Jones will continue to make their home at 838 Augusta Ave. in Elgin, Ill.





Kieran C. Mahoney, daughter of Magazine correspondent Eleanor P. Mahoney, is greeted at her graduation ceremony by Mr. & Mrs. "Champ" Clark. Kieran received her B. A. Degree from Quincy College, Quincy, Ill., on May 20. "Champ" Clark was chief clerk in the railroad's Engineering Department.



WASHCO-SPAIN. Linda Washco was married to James Spain, Chicago Terminal fireman, on May 12 at St. Angela's Roman Catholic Church in Chicago. Jim and Linda, who will make their home in Franklin Park, took a two-week honeymoon in Hawaii. Jim is the grandson of retired Switchman James Imbler.

now making his home in Florida, recently stopped in for a visit. He tells us that retired Chicago Terminal Engineers Percy Wells and Red Gladden are doing fine and they certainly have plenty of activity, and are enjoying their retirement.

We have been advised that retired Machinist Stanley Piszczor is moving to Armstrong Creek, Wis.

Machinist and Mrs. Erwin Houser vacationed recently in Hawaii and California.

Machinist Joseph Fuentest was recently appointed Portage District Commissioner of the Chicago Area Boy Scouts of America.

On the sick roster is Chief Clerk John Smith, Diesel Foreman Wilburt Hallis and Laborer M. Hasan.

Chicago General Offices

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

Sympathy is extended to W. J. (Bill) Cusack, former manager of Capital Expenditure, on the death of his wife, Isabel, on May 4.

Welcome to Gloria Garcia and Lorelei Dorgan, both clerks in the A.F.E. Accounts Bureau; and to Charles W. Boehm, a graduate of Illinois Wesleyan University, who is an assistant engineer.

Best wishes to Chuck Boehm and his bride, the former Karen Isaacson, who were married on May 26 at Immaculate Conception Church in Waukegan, Ill. They are making their home in Villa Park.

Helen Roche, A.F.E. clerk, retired on June 29 after nearly 46 years of service. A luncheon and reception was given in her honor with many of her co-workers and retired friends in attendance.

Donna Wucki, bill clerk, is enjoying the pollution-free country air with her family in their new "Lake of the Hill" home near Algonquin, Ill.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

Congratulations to Donna Bresnahan of Payroll Accounting on the birth of a daughter, Jean Marie, on May 31.

Cindy Knack is taking a vacation to Albany, Ga. to be with her sister, Linda, who recently gave birth to a son, Jeffery Edward, Jr. Linda formerly worked in D. C. Fish's office.

Leon Gawron, joint facility examiner, recently returned from Las Vegas, Nev. Win or lose, he's not telling.

Our office was well represented at the Railway Employee's Association's annual outing at the Old Orchard Country Club on March 17. Dinner, play and dancing was enjoyed by all.

Vera Noncheck, who retired several years ago from the Misc. Voucher Bureau, recently visited our office. Vera's visit was to say goodbye to her many friends. Her husband was retiring on May 31, and the next day they were beginning their long trek south to their



John Dunne (center) rate clerk in the Chicago passenger department, is congratulated on his retirement by Chester C. Dilley, (left) general manager-passenger services, and Orren R. Anderson, director-mass transit services. Mr. Dunn, who retired on June 30 after more than 49 years with the Milwaukee Road, plans to continue making his home at 241 Walker Place in Mundelein, Ill.

new home in Port Charlotte, Fla.

OFFICE OF MANAGER-DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

Harry Ciesinski is now back at work after his recovery from a heart attack earlier in the year.

Congratulations to Stella Schremba of the Material Bureau, who became Mrs. Zane Yurkis in Las Vegas over the Memorial Day weekend.

The new faces in our office belong to Henrietta Byrd, Miroslav Dragisic, Judy Neace, Dolly Scholtes and Lewis Balom.

Vera Noncek, a retiree of our Miscellaneous Voucher Bureau, recently paid a visit to our office before her move to Florida, where she is now making her home.

Retirements

(Continued from page 9)

George S. Vaughns, porter, Chicago, Ill., entered service 1941, retired April 30.

Gertrude C. Weichbrod, clerk, Chicago, Ill., entered service 1936, retired Feb. 20.

Burl L. Woodson, laborer, Chicago, Ill., entered service 1936, retired May 31.

Richard E. Wright, brakeman, Miles City, Mont., entered service 1942, retired Feb. 4.

Howard F. Zuehl, engineer, Milwaukee, Wis., entered service 1938, retired April 30.



MAGAZINE

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Approximately half of the 500 jumbo covered hopper cars ordered by the Milwaukee Road last spring have been received from the Pullman-Standard Co. and pressed into service in Montana and the Dakotas. The largest single delivery of the new 100-ton grain hoppers was made in early August, when 86 cars in the train shown here were moved from the Bensenville Yards to St. Paul, Minn., for delivery to grain-producing points along the line. It is anticipated that the present high price of grain will bring an early peak in the yearly demand for such equipment. During the first seven months of 1973 grain carloadings on the Milwaukee have been among the heaviest on record, exceeding the same period of 1972 by more than 65 per cent. Each of these cars is valued at about \$18,000 and can carry about 3,400 bushels of grain. The new fleet of bright yellow cars will expand the Milwaukee's grain-hauling capacity by about 1.7 million bushels.