

**THE
MILWAUKEE ROAD
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

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•
april
1973



Milwaukee Road seeks merger with B. N.

On March 9, the Milwaukee Road filed a petition with the Interstate Commerce Commission seeking to reopen the Burlington Northern merger proceedings for inclusion of the Milwaukee Road in the Burlington Northern system.

The B. N. was formed in 1970 by the merger of the Chicago, Burlington & Quincy; the Great Northern; the Northern Pacific; and the Spokane, Portland and Seattle railways. In approving that merger, the I.C.C. left room for the possible inclusion of other railroads over a five-year period.

Both the Milwaukee and the B. N. serve virtually the same territory between Chicago and Seattle.

William J. Quinn, chairman and chief executive officer of the Milwaukee Road, stated: "We have been convinced for some time that the interests of the Milwaukee, its security holders, and employees and the public it serves, require that it be included in a strong transcontinental railroad system.

"Inclusion with the B. N. will cre-

ate a new system which will offer improved and more efficient service to the shipping public with minimal adverse impact on any other carrier."

Louis W. Menk, chairman of the Burlington Northern, said, on March 16, that the B. N. is "prepared to participate with the Milwaukee in a joint study to determine the terms on which the Milwaukee might be included and the manner in which the property might be consolidated so as to best serve the interest of the public, our shareholders, and our employees."

Three years ago, the Milwaukee filed a petition for inclusion with the Union Pacific or Southern Pacific, as a condition to approval by the I.C.C. of the acquisition by either of those lines of the Rock Island. As yet, however, no hearings have been held on the Milwaukee's petition.

An I.C.C. law judge recently issued the third and final volume of his recommendations stemming from the Rock Island case. He suggested an almost total restructuring of the western railroad map, but left out the

Milwaukee.

Mr. Quinn said that the Milwaukee does not plan to withdraw its petition for inclusion in the Union Pacific or Southern Pacific merger proceedings with the Rock Island.

"We want to keep all of our options open and be as flexible as we can, but I think inclusion in the Burlington Northern can be accomplished much quicker and with fewer obstacles than inclusion in the Union Pacific or Southern Pacific, particularly in the present posture of that proceeding."

Mr. Quinn said that the Milwaukee could fit into any of the surviving systems proposed by the I.C.C. law judge (the B. N., the U.P., the S.P., or the Santa Fe).

"We have no reason to look for delays and we don't think that anyone in the railroad industry wants to embark on a time schedule like the Rock Island case, which has been pending for more than 10 years."

Mr. Quinn also said it is expected that suitable protection for Milwaukee employees will be arranged and announced as soon as possible.

Phase out of electrified operations announced

The Milwaukee Road will phase out its remaining electrified operations in Montana, Idaho and Washington in favor of fully-dieselized service throughout the railroad system, according to an announcement by William J. Quinn, chairman of the board, and Worthington L. Smith, president.

The decision came on Feb. 20 after exhaustive studies carried out by the railroad over the past several years.

The phase-out announcement does not signal immediate discontinuance of all electrified operations, but the start of a program which will require a period of time to complete.

"From a dollars and cents point of view, the railroad had no alternative, but for other reasons it was a difficult decision to reach," they said. "Even though electrified operation has actually been in an unofficial phase out stage in recent years, the fact remains that it has been an important part of the Milwaukee Road image, and there is a tremendous amount of sentimental interest in it.

"When first installed, the Milwau-

kee's electrified system was vastly superior to steam operation, and even to the diesel power of several years ago. It served us extremely well. Given 1973 facts, however, with highly efficient and versatile diesel locomotives available for both main line and branch line service, compared with the aging electric locomotives confined to main line only, the decision was inevitable."

Messrs. Quinn and Smith observed that continuing electrified operation indefinitely would mean not only electrifying the 212-mile segment known as the "gap," but also replacing the entire existing electrified complex with a modern, high-voltage system and purchasing new electric locomotives.

"In effect," they said, "it would be like electrifying from scratch, and our studies indicated that such an undertaking would be unwise."

The railroad's use of electric locomotives has been decreasing over the years and is now confined largely to secondary trains and helper service in conjunction with diesels for long

trains moving over the heavier mountain grades. The faster time freights have been powered primarily by diesels for a number of years.

"Because of the extent to which electrified operations have already been cut back, the decision to phase out the system completely over a period of time is of negligible significance from the environmental point of view and will have relatively little impact on the company's system-wide diesel fuel requirements," they stated.

All employees now working in electric power substations or engaged in the maintenance of electric locomotives and the overhead power supply system have been notified of the phase out decision. A task force has met with the affected employees and explained the move and the adjustments that will be required. The task force is now in the process of formulating the remaining decisions with respect to maintenance and operation, locomotive requirements, disposal of electric facilities and related matters.

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THE COVER

Louisville—The Milwaukee's gateway to the South and Southeast. Two of the railroad's distinctive orange and black diesel locomotives pull the first train across the Kentucky and Indiana Terminal Railroad's Ohio River bridge and into Louisville on March 1. Cover photo and story on page 10 by Rod Clark, assistant manager-public information.



MARCH • APRIL, 1973

transport briefs

DOT, ICC Take Stand Against Nationalization

The Department of Transportation and the Interstate Commerce Commission have taken firm stands against nationalization in their reports to Congress on the Northeast railroad problem. The two agencies had this to say about nationalization: DOT—"Rail nationalization is unnecessary and would solve little, except perhaps hide some of the short-term Northeast rail problems under the bed of the federal budget. Experiences elsewhere have made it abundantly clear that nationalization only means increasing subsidies and declining resource efficiency, something our nation can ill-afford." ICC—"We are not convinced that government ownership of rail facilities is the best answer. We think that the American people will prefer that solution which calls for the least government involvement and which leaves the greatest possible degree of control in the hands of the private sector."

STA Called Solution to Car Supply

Calling for a "three-pronged attack on the freight car problems," William H. Van Slyke, executive director and chairman of the Association of American Railroads Car Service Division, told a House subcommittee that enactment of the Surface Transportation Act (H. R. 5385) would prevent future car shortages. He said that the STA's three key provisions--loan guarantees for rolling stock and for plant modernization, and assistance in developing a rolling stock information service--would enable the industry to keep in step with future traffic demands better than with a government rolling stock authority as proposed in a Senate freight car bill.

Fuel Rationing Bill Passed by Senate

A bill giving the President standby authority to ration petroleum products, including crude oil, has been passed by the Senate. The legislation must pass the House before the President would have the power to impose the controls at his discretion. The President now has the power to ration gasoline and other petroleum products in case of a national emergency, but the new bill would permit him, during a fuel shortage situation, to establish priorities of use and systematic allocations of petroleum products before an emergency occurs.

Veteran Employees Association to hold Reunion

The Executive Committee of the Milwaukee Road Veteran Employees Association has announced that a reunion for members of the association is being planned for early September in Milwaukee, Wis. The association's last reunion was held in July 1969. More details will be provided in the May-June issue of the Magazine.

Milwaukee Supports Manning of Guard-Reserve

The Milwaukee Road has added its support to a national program to encourage employee participation in the National Guard and Reserve forces. In supporting the program, the railroad agreed that "employees' job and career opportunities will not be limited or reduced because of their service in the Guard or Reserve," and that "employees will be granted leaves of absence for military training in the Guard or Reserve without sacrifice of vacation."



Chicago, Milwaukee, St. Paul and Pacific Railroad Company
Annual Report 1972

**A brief account of the highlights
of The Milwaukee Road's operation in 1972**

An average of 14,130 people were employed by the railroad during 1972.

Their wages and salaries amounted to \$166,460,094.

The railroad also contributed \$16,721,501 for railroad retirement taxes and unemployment insurance.

The cost of health and welfare benefits for employees amounted to \$8,895,265.

During 1972 the railroad's investment in property used in transportation service, including materials and supplies and cash, after full allowance for depreciation amounted to \$570,427,750 representing an investment of \$40,370 for each employee's job.

Sources of Revenue

	Frts. Revenue Assignable to Frt. Service	Percent of Grand Total
FREIGHT TRAFFIC		
Lumber or Wood Products, except Furniture	\$ 45,911,326	14.7
Food or Kindred Products	40,880,808	13.1
Farm Products	38,771,489	12.4
Transportation Equipment	28,770,069	9.2
Pulp, Paper or Allied Products ..	27,819,167	8.9
Chemicals or Allied Products ..	15,842,161	5.1
Primary Metal Products	15,344,362	4.9
Coal	9,157,521	2.9
Misc. Mixed Shipments, except Forwarder and Shipper Assn. .	9,081,669	2.9
Clay, Concrete, Glass or Stone Products	8,550,510	2.7
Nonmetallic Minerals, except Fuels	7,488,526	2.4
Waste or Scrap Materials	6,618,215	2.1
Machinery, except Electrical ...	6,010,275	1.9
Ordnance or Accessories	4,674,751	1.5
All Other	27,249,102	8.7
Total Freight Traffic	\$292,169,951	93.4
OTHER FREIGHT SERVICE		
Switching	\$ 7,808,703	2.5
Demurrage	3,145,546	1.0
Joint Facility—Net Cr.	1,971,543	.6
All Other	825,624	.3
Total Other Freight Service \$	13,751,416	4.4
Total Freight Traffic	\$305,921,367	97.8
PASSENGER TRAFFIC	\$ 5,731,462	1.8
OTHER PASSENGER SERVICE..		
.....	\$ 1,178,838	.4
Total Passenger Service ...	\$ 6,910,300	2.2
GRAND TOTAL	\$312,831,667	100.0

We took in

Railway Operating Revenues \$312,831,667 + 17,080,622
Other Income \$14,407,319 + 5,039,216
Total \$327,238,986 + 22,119,838

We paid out

Railway Operating Expenses \$265,410,661 + 22,297,476
Taxes and Rents \$54,204,167 + 4,126,528
Interest \$ 6,725,300 - 2,800,393
Total \$326,340,128 + 23,623,611

Results of Our Operations

TOTAL PROPERTY VALUE

The value of property used by our company in transportation service, includes materials and supplies and cash, after full allowance for depreciation.

\$570,427,750

EMPLOYEES

Transportation—Train, Engine and Others	5,427
Maintenance of Equipment and Stores	2,710
Maintenance of Way and Structures	2,571
Professional, Clerical and General	2,933
Executives, Officials and Staff Assistants	489
Total	14,130

divided by

equals

INVESTED IN EACH EMPLOYEE'S JOB

\$40,370

Freight Car and Locomotive Programs

Through the acquisition of new motive power and freight cars and the continued upgrading of its existing locomotive and freight car fleet, the Milwaukee Road substantially improved its service to shippers during 1972.

A total of 50 new diesel-electric locomotives were acquired during the year, including four 3,600 h.p. units, 41 3,000 h.p. units and five 2,300 h.p. units.

A program to upgrade 18 1,750 h.p. locomotives to 2,000 h.p. was undertaken and completed at the Milwaukee Shops, further augmenting the motive power fleet.

A total of 1,295 additional freight cars, including 656 boxcars of various types, 350 covered hoppers, 284 cars for handling automobiles and automobile parts and five tank cars, have been added to the railroad equipment fleet during 1972. Among these are new cars acquired under the company's 1972 budget, as well as others leased from various sources.

A total of 778 freight cars of various types went through the car rebuilding program at Milwaukee during 1972 and returned to service in like-new condition. In addition, major modifications were made on 251 cars during the year to adapt them to special service, and 48 cabooses were completely rebuilt and refurbished.



Units of Equipment Owned and Leased

At the close of 1972 our railroad owned and leased a total of 35,397 separate pieces of rolling stock consisting of locomotives, freight cars and passenger cars.

LOCOMOTIVE UNITS

DIESEL—Freight	121
Passenger	23
Multiple Purpose	418
Switch	194
ELECTRIC	38
TOTAL	794

FREIGHT CARS

Box and auto	17,276
Gondola and hopper	8,587
Flat	5,179
Others	3,492
TOTAL	34,534

PASSENGER CARS

Coaches	69
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Ten Year Payroll Summary

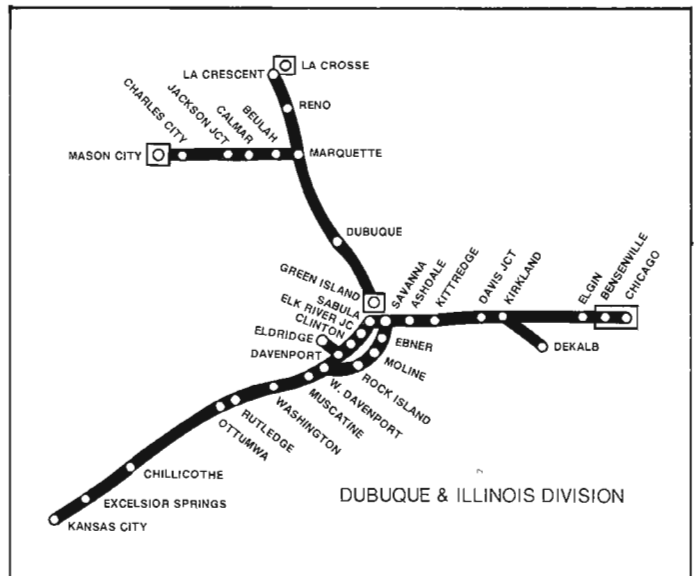
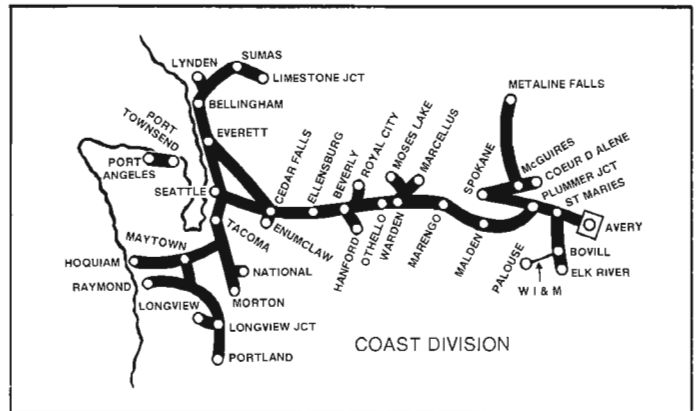
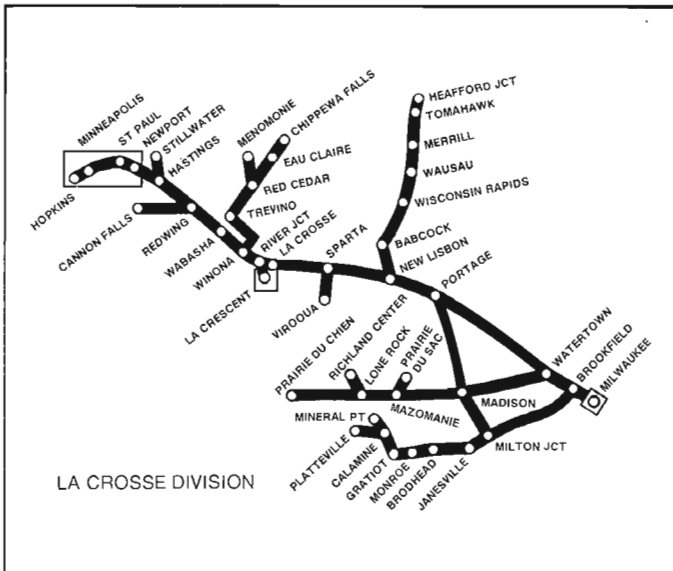
YEAR	TOTAL WAGES	AVERAGE WAGES PER HOUR WORKED	WAGE SUPPLEMENTS		AGGREGATE LABOR COSTS		
			PAYROLL TAXES	HEALTH AND WELFARE BENEFITS	AMOUNT	AVERAGE PER EMPLOYEE	AVERAGE PER HOUR WORKED
1963	\$112,643,912	\$3.329	\$ 9,412,272	\$3,283,233	\$125,339,417	\$ 7,424	\$3.704
1964	115,765,619	3.442	9,802,397	4,207,092	129,775,108	7,634	3.858
1965	118,776,619	3.653	10,197,336	4,539,841	133,513,796	8,079	4.106
1966	123,281,577	3.793	11,515,053	4,611,812	139,408,442	8,464	4.289
1967	121,812,537	4.017	12,165,512	4,621,477	138,599,526	8,848	4.571
1968	128,590,553	4.190	13,478,562	5,418,475	147,487,590	9,532	4.806
1969	136,880,939	4.398	14,288,053	5,600,690	156,769,682	10,026	5.037
1970	139,893,739	4.781	14,837,868	6,774,336	161,505,943	10,910	5.520
1971	149,927,206	5.344	15,086,689	7,022,141	172,036,036	12,113	6.132
1972	166,460,094	5.859	16,721,501	8,895,265	192,076,860	13,594	6.760

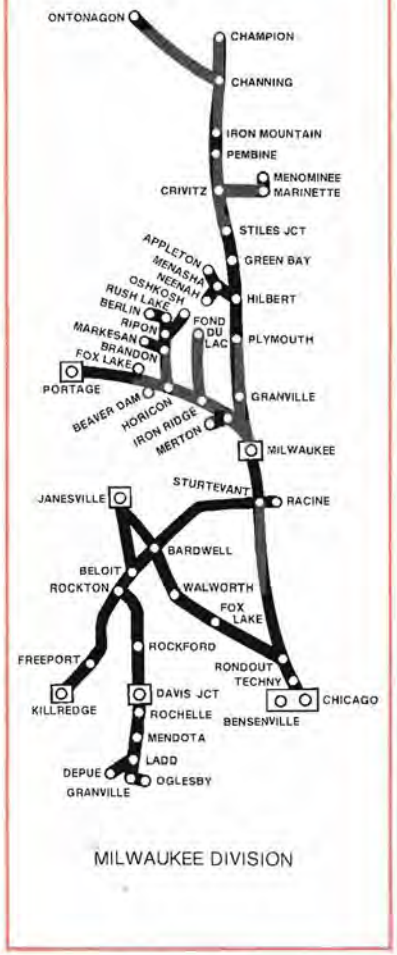
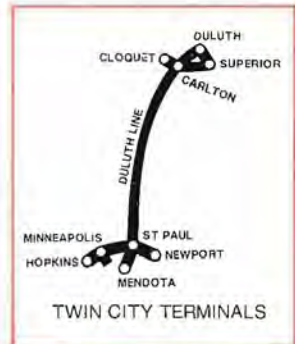
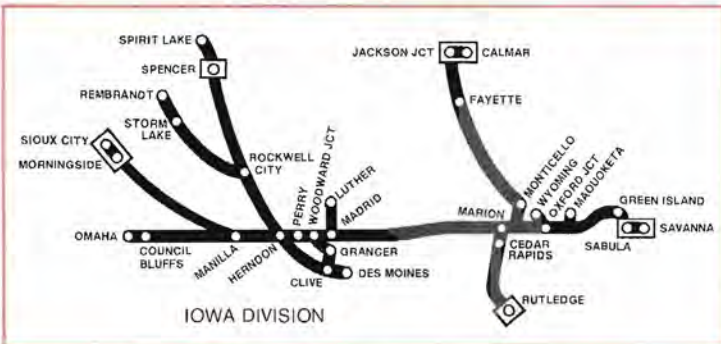
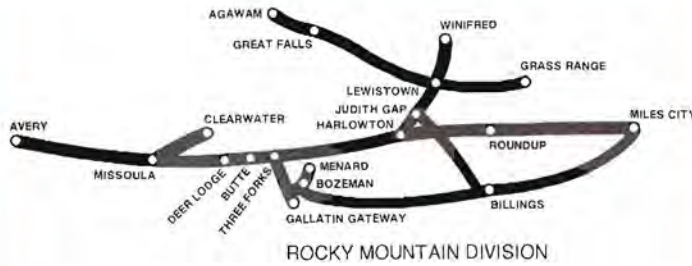
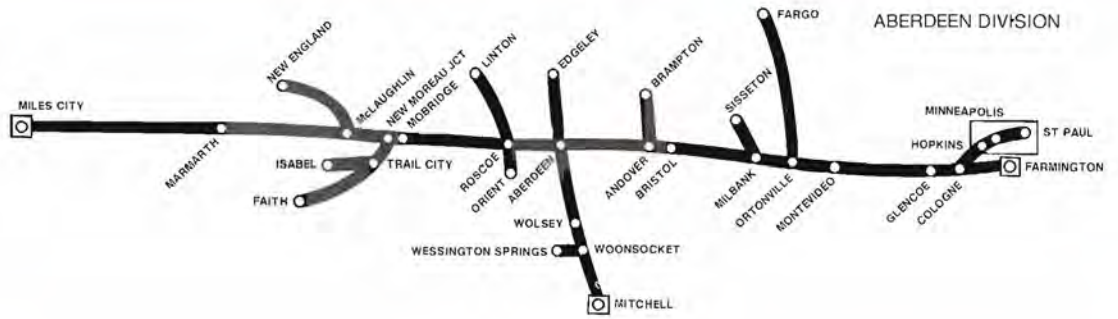
The Milwaukee Road in the states it served in 1972



	Av. Miles of Road Operated in 1972	Average Number of Employees	Total Wages All Employees	Property Taxes
Idaho	233	130	\$ 1,393,997	\$ 136,149
Illinois	683	3,648	42,254,874	1,439,970
Indiana	156	304	3,368,501	240,836
Iowa	1,705	1,328	15,796,877	1,318,735
Michigan	152	99	1,092,521	139,228
Minnesota	1,326	1,529	18,272,046	2,168,482
Missouri	156	270	3,031,893	225,843
Montana	1,218	896	12,032,801	1,043,052
No. Dakota	367	59	531,359	121,531
So. Dakota	1,678	658	7,568,602	422,953
Washington	1,124	1,394	16,336,408	720,151
Wisconsin	1,553	3,662	42,971,969	1,579,110
All Other	22	153	1,808,246	11,983
Total	10,373	14,130	\$166,460,094	\$ 9,568,023
System Payroll Taxes				\$16,721,501
System Income and Misc. Taxes				72,476
Total System Taxes				\$26,362,000

The Milwaukee Road's Operating Divisions





Note: In the individual divisional maps, lines and towns enclosed in box are not part of the divisions with which they are shown.

Employee counseling program established

A social counseling service designed to provide professional counseling help for Milwaukee Road employees and their families has been established through a cooperative effort by labor and management.

The counseling service, which is provided free and on a confidential basis, is presently available only in the Milwaukee, Wis., area. However, it is planned that the service will ultimately be available throughout the system.

Robert C. Hickle, the railroad's newly appointed director of social counseling, said that "probably the principal single cause of family and job related problems among industry employees involves the excessive use of alcohol. The American Medical Association recognizes alcoholism as an illness that affects people in all walks of life. In the rail industry it is estimated that 6 to 8 per cent of the employees are alcoholics, and many of those employees are in managerial positions."

In a recent report, the National Commission on Marijuana and Drug Abuse stated that alcoholism is "without question the most serious drug problem in this country today."

Unfortunately, it is the one problem that has been eclipsed in the public mind by the heavy emphasis by governments and law-enforcement agencies on the scourge of heroin addiction. Too many people still regard the heavy drinker as either a moral degenerate or as a somehow superior person who can "hold his liquor." Too few people see the alcoholic for what he is—the victim of a disease that results in a \$10 billion yearly loss to industry which causes crime, accidents, deaths, broken marriages and job absenteeism.

"I feel that the railroad's counseling program is a sensible alternative to firing or protecting an employee with an alcohol or other behavioral problem affecting his ability to function on the job," Hickle said.

"The most expensive thing we can do is fire an employee. We spend hundreds and literally thousands of dollars each year on employee training programs. If an employee is fired because of a behavioral problem that interferes with his job, how do we know that we are not going to hire a

problem employee to take his place? The answer then is to motivate this individual to seek treatment. If we can do this, the employee will be three or four times as effective as he was before."

Problems affecting an employee's ability to function on the job may be due to any number of behavioral reasons such as financial or marital difficulties, job dissatisfaction, dislike of a supervisor, drug abuse and alcoholism to name a few.

"The key to our entire program is making this employee aware that his problem is impairing his ability to function properly on the job and then motivate him to seek help," Hickle said. "The employee's supervisor, local chairman or friends should refer him to the social counseling office, hopefully before the problem develops to the point where the employee gets into trouble on the job."

The counseling program also relies heavily on self-referral, where an employee learns of the counseling program and seeks help on his own.

"Information concerning employees who voluntarily seek the help of a counselor will not become part of the employee's personnel records, or disclosed to anyone without the employee's written permission," he said.

Milwaukee joins 'Acres for Wildlife'

The Milwaukee Road has enrolled 32,000 acres of rural right of way in South Dakota in that state's "Acres For Wildlife" program. This includes all of the railroad's right-of-way in the state (1,622 miles in length and 100 feet wide), exclusive of that lying within municipalities or under lease.

The enrollment of this acreage means that vegetation growing alongside Milwaukee Road tracks will be preserved for wildlife and will only be disturbed to control noxious weeds or maintain reasonable rules of safety and fire prevention.

Milwaukee Road President Worthington L. Smith formally dedicated the land for wildlife habitat at a luncheon attended by South Dakota Governor Richard Kneip and other state and railroad officials in Pierre, S. D., on Jan. 29.

Mr. Smith said that the Milwaukee Road wants to do its share for

"If an employee is referred to a counselor by his supervisor because of a problem or suspension under rule "G" (being under the influence of alcohol while on duty), the supervisor will be kept informed of the steps taken by the social counseling office toward getting the employee on the road to rehabilitation or helping him solve his problem.

"When outside professional help is indicated, employees will be referred to a doctor or hospital for treatment. The employee's group insurance policy provides coverage for treatment of alcoholism and other behavioral problems requiring outside professional help."

"The railroad is not offering a treatment facility by any means," Hickle said. "There are many visits, of course, between the employee and the counselors, but rehabilitation starts with self-motivation and culminates with outside help."

For further information about the railroad's social counseling program contact Robert C. Hickle, 7441 West Greenfield Avenue, Suite 107, West Allis, Wis. 53214. Telephone: (414) 475-6757. Regular office hours are from 8 a.m. to 5 p.m. Appointments may be arranged for evenings and weekends.

South Dakota's environment. "The Milwaukee recognizes its responsibility to be a good citizen, and we are pleased to have this opportunity to join with other South Dakota landowners in the preservation of habitat for wildlife," he said.

James Sprague, assistant director of the South Dakota Game, Fish and Park Department, presented Mr. Smith with a framed certificate designating the Milwaukee as "Friends of Wildlife." Mr. Sprague said that undisturbed habitat is of paramount importance to the future of wildlife in the state.

Landowners are not compensated for their enrollment but are recognized as "Cover Agents" or "Friends of Wildlife."

The railroad's enrollment of 32,000 acres is the largest single enrollment in the Acres For Wildlife program to date.



LOUISVILLE ENTRY:

ALL ABOARD FOR LOUISVILLE GATEWAY TO THE SOUTH

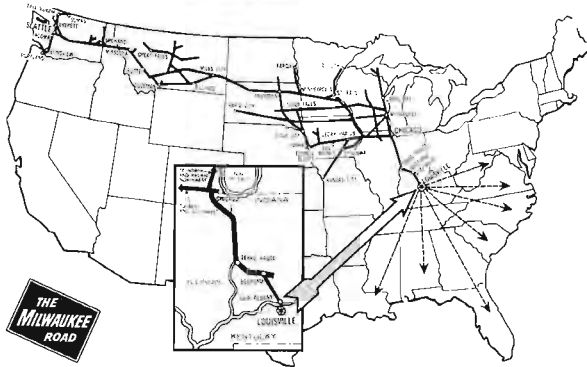
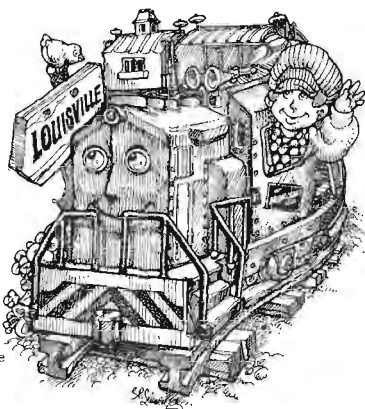
The Milwaukee Road now operates directly into Louisville. This makes us the only transcontinental railroad linking the Pacific Northwest to the important Ohio River Gateway of Louisville. And what does it mean to you?

Most of all, it means a new, direct service route. From and to the Northwest, The Midwest, The Southeast. Bypassing Chicago. Eliminating terminal congestion.

And, all in all, it means a more efficient way of shipping.

All aboard for Louisville... on the Milwaukee Road.

America's resourceful railroad.



THE MILWAUKEE ROAD'S LONG-AWAITED EXTENSION of service to Louisville, Ky., finally became a reality on March 1. When two of the railroad's distinctive orange and black locomotives pulled the first train across the Kentucky and Indiana Terminal Railroad's Ohio River bridge and into the K&IT's Youngstown yard at 10:30 a.m., it marked the culmination of more than four years of persistent effort by the Milwaukee to reach Louisville, and came in spite of several desperate, last minute efforts to keep the Milwaukee from getting there.

But more importantly, it also marked the opening of a new competitive route for shippers between the rapidly growing South and Southeast and the vast markets and resources of the West and Midwest served by the Milwaukee Road.

The Louisville extension, involving the establishment of a vital direct interchange with the Southern Railway at Louisville, will be very important to the future of the Milwaukee Road, giving the Milwaukee a potential 2,686-mile single-line haul from Louisville to its westernmost terminus in Portland, Ore. The direct interchange with the Southern will offer shippers and receivers in the South and Southeast a new and faster service to and from the West and Midwest which saves time by operating directly around the Chicago terminal area.

ABOVE: The Milwaukee Road's first train into Louisville heads into the Kentucky and Indiana Terminal Railroad's Youngstown yard at 10:30 a.m. on March 1. This event marked the opening of a new competitive route for shippers and receivers in the South and Southeast and the vast markets and resources of the West and Midwest served by the Milwaukee.

LEFT: This is one of several Milwaukee Road advertisements concerning the Louisville gateway that are presently appearing in trade and business publications.



A Reality at Long Last

Although the first train arrived in Louisville at 10:30 a.m., regular schedules call for a daily arrival time of 10 p.m. E.S.T. and a daily departure time of 6 a.m. E.S.T. The trains serving Louisville will be extensions of the Milwaukee's present crack transcontinental freights #261 (wb) and #262 (cb).

Daily #262 arriving at the Bensenville Yard, near Chicago, from the West Coast is pre-blocked, meaning all cars to be dropped off at Bensenville are grouped together. The Chicago-bound cars are switched out, more cars for Louisville are added, and #262 continues around Chicago with a minimal delay on its 2,686-mile trip from Portland to Louisville.

Entry of the Milwaukee into Louisville was one of the conditions imposed by the Interstate Commerce Commission in 1970 in approving the merger of the Louisville and Nashville and Monon Railroads.

Although approved in principle in 1970, the actual entry was delayed by various hearings, rulings, negotiations, litigation and appeals. In fact, it was not until February 28, just hours before the first train was due into Louisville when the United States Supreme Court refused to stay the I.C.C. order setting March 1 as entry day, that the Milwaukee's "Louisville Link-up" was actually ensured.

The protracted litigation that was involved in the Louisville entry prompted Chairman of the Board William J. Quinn to remark "We really rode into Louisville on the briefcases of our company lawyers."

But, despite all the legal difficulties, elation over the Milwaukee's entry wasn't dampened. President Worthington L. Smith, along with K&IT President Joseph J. Gaynor and a K&IT "pilot," rode into the Youngtown

yard on the front of locomotive #967 where they were greeted by about 50 people, including the news media.

During the rest of the day, Milwaukee Road officials inspected existing facilities and looked at potential sites for installations. They saw the Milwaukee's new Louisville freight office receiving the finishing touches. The new office, located at 1409 South 15th Street, will be home base for Leo H. Villwock, newly-appointed assistant district manager of sales in Louisville, and Keith A. Anonson, newly-appointed agent-trainmaster in Louisville.

In the evening, a dinner for the many shippers and receivers in the Louisville area and officials of the Southern Railway was hosted by Mr. Quinn, Mr. Smith and other top officials of the Milwaukee Road.

The primary reason for the delay of the entry was strong opposition from the Louisville and Nashville Railroad which had previously had a virtual monopoly on traffic between Louisville and Chicago.

All the disagreements still have not been settled, but in a ruling on February 26, a three-judge federal court in Louisville allowed the Milwaukee Road to begin service to Louisville while the court considers the remaining issues.

The long trail of applications, hearings, rulings and court orders grew out of the I.C.C. approval of the L&N-Monon merger in 1970. When the L&N requested permission from the I.C.C. to merge with the Monon in late 1968, the Milwaukee Road did not oppose it, but filed a petition with the Commission asking that it be granted access to Louisville as a condition of the merger. The I.C.C. imposed the condition, approved the merger, and left it to the railroads to settle matters. That was September 3, 1970.



Two of the Milwaukee's distinctive orange and black locomotives pull the first train into Louisville across the Kentucky and Indiana Terminal Railroad's Ohio bridge on March 1.

The Milwaukee Road asked for trackage rights into Louisville at a very early stage in the merger proceedings because it was concerned about the effect of the merger of its Indiana lines.

The Terre Haute division was acquired in 1921 when the Chicago, Terre Haute and Southeastern Railway became part of the Milwaukee system. The C,TH&SE was acquired because it served the rich coal fields of southern Indiana and gave the Milwaukee access to on-line coal mines, something it badly needed, and also

because the C,TH&SE provided a direct line around Chicago to the East and Southeast.

The importance of on-line coal reserves dwindled with the coming of diesel power, and since the other primary source of traffic, the limestone quarries near Bedford, had already closed, the division became only marginally profitable.

The line had no major southern terminus, and in recent years has depended largely upon the many interchanges along the line for traffic.

In 1968, the Missouri Pacific

Brown-Forman Distillers Corporation, a major shipper in Louisville, hosted a luncheon for top Milwaukee Road officials after the arrival of the first train on March 1. Shown with President Worthington L. Smith at the luncheon are Robinson S. Brown, Jr., chairman of the board of Brown-Forman (right); and Wayne Franklin, director of traffic for Brown-Forman (left).



gained control of the Chicago and Eastern Illinois Railroad which had a line running from Evansville, Indiana, to Chicago. This line was sold to the Louisville and Nashville.

The Monon Railroad was a relatively small carrier connecting Hammond, Michigan City and Indianapolis, Ind., and Louisville with two lines which crossed in Monon, Ind.

An L&N-Monon merger, combined with L&N acquisition of the former C&EI line, would have completely bracketed the Milwaukee Road's Terre Haute division. Without access to interchange traffic at a major gateway such as Louisville, the viability of the whole Terre Haute division was threatened. In addition, the L&N would have dominated the movement of traffic from Chicago to the South and Southeast and shippers would have been denied the benefits of a competitive situation.

Recognizing that mergers of smaller railroads into larger systems is both natural and desirable as a means of strengthening the entire railroad industry, the Milwaukee Road did not oppose the merger. Rather, a

President Smith talks with the train crew of the Milwaukee's first train into Louisville. Left to right are: Fireman Mike Peterson of Brazil, Ind.; Brakeman Dick Persinger of St. Bernice, Ind.; Engineer Paul Morse of Lewis, Ind.; Conductor Carl Allen of Terre Haute, Ind.; Flagman Edward Watson of Jasonville, Ind.; and Mr. Smith.



petition was filed requesting trackage rights for the Milwaukee from Bedford, Ind., into Louisville as a condition to the merger.

On February 3, 1969, hearings on the L&N-Monon merger were opened by the I.C.C. On April 28, 1969, Curtis E. Crippen, then president of the Milwaukee Road, testified before the Commission on behalf of the Milwaukee's request. The request was supported at that time by public utility commissions in 11 states, by the Southern Railway and the Chicago and North Western Railway, and by 44 prominent shippers.

More than a year later, September 9, 1970, after much research and study, the I.C.C. announced approval of the merger, with certain conditions. "Condition 3" imposed by the Commission was that the Milwaukee Road be granted trackage rights over the L&N from Bedford to New Albany, Ind., and that the L&N agree to sell the Milwaukee a one-fourth interest in the Kentucky and Indiana Terminal Railroad, the line running from New Albany across the river into Louisville. The Commission left it to the railroads to work out the details.

The merger was consummated on July 31, 1971.

During the summer and fall of 1971, negotiations were underway to set the terms under which the Milwaukee Road would enter Louisville. The Milwaukee at this point deter-



Construction of a turn-out in Bedford, Ind., was started in late February to connect the Milwaukee's main line with that of the Louisville and Nashville Railroad. Inspecting the construction are: (left to right) Division Engineer T. H. Paton; R. L. Tewell, superintendent of the Chicago Terminal—Terre Haute Division; B. J. Worley, vice president-chief engineer; L. V. Anderson, assistant vice president-operation; and Roadmaster Nick Munoz, Terre Haute Division.

mined that it would be preferable to be a tenant of the K&IT rather than an owner and declined to purchase the one-quarter ownership. The L&N was required to sell the share under Condition 3, but the Milwaukee withdrew the request, claiming an outright purchase would place too heavy a drain on its working capital.

The L&N balked at a tenancy proposal and insisted on a sale arrangement.

Negotiations reached an impasse over this point, and in November 1971, the Milwaukee asked the I.C.C. to set the terms and conditions of the entry.

A few days later, the L&N filed a

countercharge with the I.C.C. asking that implementation of Condition 3 be postponed entirely pending determination of the Union Pacific-Rock Island merger case in which the Milwaukee Road was involved.

Hearings before an I.C.C. examiner on these issues opened January 24, 1972. During the hearings, the L&N claimed that it no longer was required to grant trackage rights because the Milwaukee had invalidated Condition 3 by declining to purchase part of the K&IT.

The Milwaukee said that the I.C.C.'s intent in Condition 3 was to create competition for the L&N, and that its entry into Louisville was in



LEFT: The sign goes up on the Milwaukee's new office.

BELOW: The automated tie renewal gang pictured here was at work last summer on the railroad's Terre Haute Division, in Indiana, readying the line for heavy traffic in anticipation of the Milwaukee's entry into Louisville.





Milwaukee Road officials on-hand in Louisville on March 1 were: (left to right) L. V. Anderson, assistant vice president-operation; Philip J. Cullen, vice president-sales; Donald M. Wiseman, assistant vice president-sales; R. K. Merrill, vice president-law; Worthington L. Smith, president; George H. Kronberg, vice president-traffic; Glenn F. Reynolds, vice president-market development and pricing; J. T. Hayes, special assistant to president; and D. C. Workman, regional manager sales-Detroit.

no way contingent upon purchase of any part of the K&IT.

The examiner's conclusions were not issued until August of 1972, but in them he agreed with the Milwaukee and recommended that trackage rights over both the L&N and K&IT be granted to the Milwaukee without its having to buy into the K&IT.

He also dismissed the L&N's request for suspension of the entry until the UP-RI case was settled, but said that the I.C.C. would retain jurisdiction over the Milwaukee's Louisville extension for possible modification depending upon the outcome of the Rock Island case.

On January 10, 1973, the I.C.C. adopted the examiner's report and granted the Milwaukee trackage rights into Louisville, setting compensation, terms and an entry date of March 1. The Commission's order was to become effective January 30, after which date no further appeal of the decision could be allowed under law.

But, on January 29, the day before the order was to become effective, the L&N brought suit against the I.C.C. in federal court, and obtained a restraining order from a U. S. district court judge in Louisville suspending the effective date of entry until further hearings could be held.

On February 26, a three-judge federal court convened for the further hearings.

Several complex issues were in-

olved, but the court chose to rule at that time only on the issue of whether the restraining order should be upheld, or whether it should be dissolved and immediate entry allowed.

The L&N was joined as plaintiff in the case by the Baltimore and Ohio Railroad (part of the Chessie System), also part owner of the K&IT. The I.C.C. was the defendant, voluntarily joined the Milwaukee, the Southern Railway, the Public Utilities Commission of South Dakota, the Washington Utilities and Transportation Commission, and the General Committee of Adjustment—Milwaukee Lines East of the United Transportation Union.

At one point, the I.C.C. attorney called the L&N position "foolishness" and claimed it was "sleight-of-hand, legalistic argument" trying to disguise "the fact that it is trying to stifle competition."

In a highly unusual move, the court ruled on the case the same day it heard it. In the decision, the court dissolved the restraining order and let stand the I.C.C. order of January 10 which set March 1 as entry day.

The order allowed the Milwaukee to begin serving Louisville after paying one month's rent, about \$30,000, in advance to the K&IT, and posting a security bond.

The Milwaukee produced the necessary certified checks, complied with the court order, and prepared to run

its first train from Bedford to Louisville.

On February 27, the L&N went back to the judge who had granted the restraining order, and requested that he reinstate the order which had been dissolved by the three-judge panel the previous day.

The judge declined to do so.

The next day, the 28th, the L&N made a final attempt to postpone the entry by appealing the case to the U. S. Supreme Court. But, late in the evening of the 28th, only 16 hours prior to the scheduled arrival of the inaugural train, Justice Potter Stewart turned down the L&N's appeal and allowed the Milwaukee Road to enter Louisville.

The issues of the case are still not settled. The court in Louisville has yet to rule on several aspects of the L&N's suit filed on January 29. Further appeals of that decision are possible and the case could again go before the Supreme Court.

But by 11 a.m., March 1, 1973, the Milwaukee Road's extension of service all the way to Louisville was an accomplished fact. ■

Keith A. Anonson, agent-trainmaster in Louisville (left), and Leo H. Villwock, assistant district manager of sales in Louisville, were assigned to their newly-created positions in connection with the Milwaukee's extension of service to that city. Their office will be located at 1409 South 15th Street, Louisville, Ky. 40210.



THE TERRE HAUTE DIVISION — JOHN WALSH'S DREAM

On July 21, 1921, the Milwaukee Road acquired the Chicago, Terre Haute and Southeastern Railroad under a 999 year leasehold agreement. The acquisition of the C. T. H. & S. E. provided the Milwaukee with direct access to the rich coal fields of southern Indiana. Prior to that time, the Milwaukee obtained the coal needed for its operation from mines on other railroads. On Dec. 31, 1948, the 999 year lease was cancelled and the property of the C. T. H. & S. E. was conveyed to the Milwaukee by deed. The following article is a brief account of the line's early history.

One of the great American dreams, since the days when the country was young, has been to span the continent by a single rail line.

Many rail magnates have dreamed the dream and unsuccessfully poured their lives and fortunes into their hopes, but after 142 years, it still requires travel over at least two lines to go from coast to coast.

However, one railroad—the Milwaukee Road—has come closer to realizing this dream than any other line because ambition and a lust for power drove a Chicago banker into the railroad business. He was John R. Walsh, once the fair-haired boy of all southern Indiana.

Because of Walsh, the Milwaukee Road penetrates deep into the Midwest and at one time terminated at the unlikely town of Westport in Decatur County. No other line starting at the Pacific Coast extended as close to the Atlantic as this. Its length was 2,487 miles.

But Westport lost the honor of having the easternmost direct rail connection with the Pacific, and the line has now been dismantled to Seymour, 26 miles southwest, so that this city is now the outpost of a magnificent dream never quite fulfilled.

This Hoosier tail, which was first attached to the great sprawling body of the Milwaukee Road in 1921, originally was incorporated in 1886 as the Evansville & Richmond Railroad. Like many roads of its day, it reached neither terminal.

Construction was begun at Elnora, Daviess County, and by 1890, the road wandered 102 desolate, uncertain miles over southern Indiana to Westport where the stop was expected to be temporary. Its purpose was to feed the parent Evansville and Terre Haute Railroad, now a Penn Central branch.

Seven years and one receivership later, after the road's name had been changed to the more general "Southern Indiana," Walsh marched onto the stage and immediately became the dashing, if somewhat controversial, hero of southern Hoosierdom.

As the new corporation took control in 1887, Walsh firmly seized the throttle. His plans were ambitious and brave as he plunged into the first of eight whirlwind years of empire building in mining, quarrying and hotel operation—all designed to provide increasing payloads for his railroad.

With one eye on the Bedford limestone quarries and the other on the Linton coal fields, Walsh decided that his road needn't be extended to Richmond. This rendered nearly useless the line east of Seymour and it was reduced immediately to branch line status.

Then Walsh jumped into his amazing improvement program.

He extended the line through the rich Greene-Sullivan County coal fields into Terre Haute, battling his way into Union Station through the courts.

He rebuilt the road's west end with heavier rail and

better roadbed.

He increased the locomotive roster more than 500 per cent and added nearly 6,000 new cars.

At Seymour, he bought an expensive right of way and built into the center of town. He connected Washington, Ind., and Greensburg with a through passenger service by acquiring trackage rights over other roads.

Walsh previously had acquired four limestone quarries and he merged these into the Bedford Quarries Company, which laid out the town of Oolitic.

After a feud with the Monon Railroad, he organized the 12-mile Bedford Belt Railroad, which he leased to the Southern Indiana as one of its largest traffic originators.

Dissatisfied with the local banking situation, he organized the Bedford National Bank in 1899 and became its president.

Seeing the need for an additional hotel, he attempted to buy the site of Bedford's Greystone Hotel, but when he found it unavailable, he built the "stone clubhouses" north of Oolitic instead.

Meanwhile, Walsh was moving into the coal lands, eventually acquiring eight mines and sending four branch lines probing into the fields around Linton. This city, as a result, nearly tripled its population in little more than six years and such towns as Blackhawk, Jasonville, Hymera, Midland and Coalmont sprang into importance.

Hotels also interested Walsh. About 1898, he bought the Indian Springs Hotel property located on his railroad in Martin County and later attempted to buy the Trinity Springs townsite, three miles away.

Walsh envisioned resorts rivaling French Lick and West Baden and started to build large hotels at both places and a railroad to connect the two.

Walsh also organized the Southern Indiana Express Company to compete locally with the large national companies and about 1903 began to push his railroad into the Chicago area, a goal achieved in 1906.

His ambition still unsatisfied, Walsh began to extend his Trinity Springs line toward Louisville, Ky., and at Blackhawk, on his main line, he began a branch to Indianapolis. Although it was not completed, many miles of the grade are still visible across southern Clay County.

As Walsh enlarged his interests, an occasional eyebrow was raised at his lavish spending. There were further rumblings when he failed to meet railroad payrolls and bond interest, but suspicions melted away under his personal assurance that the problems were only temporary.

Then, late in 1905, the roof collapsed with a roar heard throughout the country.

Walsh's Chicago National and Home Savings Banks failed. In March, 1906, the Federal government charged him with misuse of depositors' funds. All his rail and hotel projects stopped abruptly.

(Reprinted by permission from the INDIANAPOLIS STAR MAGAZINE, August 6, 1961).

Labor, Management initial pact

Tentative agreement reached in contract talks

The National Railway Labor Conference, bargaining agent for the nation's railroads, and a joint committee representing the national railway labor organizations, have announced a tentative two-part agreement which would settle pension, wage, and health and welfare matters through Dec. 31, 1974.

The total package would raise the wages and benefits of over 500,000 railroad workers by about 10.7 per cent during the 18-month agreement. The agreement would become effective on July 1, if ratified by the unions involved and appropriate action is taken by Congress to amend the Railroad Retirement Act. Included would be a 4 per cent wage increase effective Jan. 1, 1974.

Representatives of the parties said the pact had been initialed at a final session in Washington, D.C., after more than two months of continuing talks. The agreement covers virtually all Class I railroads in the United States, except for certain of the railroads that are now in reorganization under bankruptcy proceedings. However, all railroad employees would be affected by the proposed amendments to the Railroad Retirement Act.

All current national railroad agreements run out simultaneously at midnight on June 30, and this marks the first time in the industry's history that an agreement has been reached on all pending issues with all unions engaged in national handling in advance of any deadline.

A major issue in the negotiations has been the status of the railroad retirement system, which covers almost two million retired workers, their dependents and survivors. A need for substantial restructuring to insure solvency of the system was pointed up in the report of the Commission on Railroad Retirement submitted last year, and the settlement proposes that Congress extend the time for such restructuring for 18 months beyond the present deadline of July 1, 1973.

However, the railroads have agreed to pick up, effective October 1, 1973, all current costs of the system in ex-

cess of the amount paid by workers in other industries under the social security system. This will add \$42.75 per month to the paychecks of railroad workers who now contribute the maximum amount to the system. This amount will rise to \$47.50 on Jan. 1, 1974, when contributions to the railroad retirement system are scheduled to go up.

Employees covered by the railroad retirement system now contribute 10.6 per cent of their income up to \$900 per month, while social security participants currently pay 5.85 per cent on the first \$10,800 of their annual income. The railroads now match employee contributions, just as is done under the social security system, but this still has meant that railroad employees pay almost twice as much as contributors to social security.

As part of the new settlement, the railroads also agreed to extend the temporary increases of 10, 15 and 20 per cent in benefits that are now set to expire at midnight June 30 through Dec. 31, 1974. The agreement contemplates that such increases will be made permanent as of Jan. 1, 1975.

In addition, it was agreed that, effective July 1, 1974, all employees covered by the railroad retirement system would be able to retire voluntarily at age 60 after 30 years of service without any actuarial reduction of their annuities. This provision presently applies only to women employed by the railroads.

The agreement also would create a Joint Standing Committee, consisting of members representing the unions and the carriers, to further consider all matters relating to restructuring of the railroad retirement system.

The Standing Committee would report to Congress by July 1, 1974. If it cannot agree on a joint report and recommendations, the unions and the railroads would submit separate reports to Congress by the same date.

The agreement also calls for the railroads to cover the costs of administering a national dues check-off

system for all unions which are parties to the pact.

The agreement also provides that the present National Hospital, Medical and Surgical and Group Life Insurance Agreement, fully paid for by the railroads, will be extended from its present expiration date of Feb. 28, 1974, to Dec. 31, 1974. The railroads agreed to pick up any necessary increase in premium cost for existing benefits during the 10-month extension, and the maximum individual lifetime major medical benefit would be increased from \$50,000 to \$250,000 effective July 1, 1973.

The two operating unions initialing the agreement and the railroads agreed to continue existing provisions for standing committee consideration of work rules, and it was further agreed that other unions and the carriers may also work out standing committee procedures.

The agreement is contingent upon enactment by Congress of legislation amending the Railroad Retirement Act.

The unions were represented in the negotiations by Charles J. Chamberlain, president of the Brotherhood of Railroad Signalmen; Al H. Chesser, president of the United Transportation Union; Charles L. Dennis, president of the Brotherhood of Railway and Airline Clerks; Charles J. Coughlin, president of the Brotherhood of Locomotive Engineers; James E. Yost, president of the Railway Employees Department, AFL-CIO; Harold C. Crotty, president of the Brotherhood of Maintenance of Way Employees, and A. T. Otto, Jr., president of the Railroad Yardmasters of America.

The railroads were represented by the National Carriers' Conference Committee, which is headed by William H. Dempsey.

Computer series concluded in May-June Magazine

Because of space requirements, the third installment of "Computers: What they do on the Milwaukee Road" will be carried in the May-June issue of the *Milwaukee Road Magazine*.

Appointments

Operating Department
Effective March 1

Keith A. Anonson appointed agent-trainmaster, Chicago Terminal-Terre Haute Division, Louisville, Ky.

Traffic Department
Effective March 1

Leo H. Villwock appointed assistant district manager of sales, Louisville, Ky.

Corporate Planning Department
Effective Feb. 1

J. Jacobson appointed special representative-vice president, Chicago.

Finance and Accounting Department
Effective Feb. 1

C. B. Smith appointed director of internal audit, Chicago.

Safety Department
Effective March 1

D. O. Anderson appointed assistant superintendent of safety, Chicago.

500 new covered hopper cars ordered

The Milwaukee Road has ordered 500 100-ton covered hopper cars for use primarily in the movement of grain.

The new equipment, to be built by Pullman-Standard at a cost of approximately \$9 million, will be acquired under a lease arrangement with North American Car Corporation. It will expand the Milwaukee's covered hopper car fleet to 3,936. All of the new cars should be delivered by August.

They will be of the large size in greatest demand for grain traffic, with a capacity of approximately 4,750 cubic feet each, or 3,400 bushels of grain. The 500-car order will increase the Milwaukee's grain-carrying capacity by about 1.7 million bushels.

"Huge foreign grain sales, combined with the needs of the domestic market, have put a heavy strain on our grain car fleet," Worthington L. Smith, president of the Milwaukee Road, said. "This new equipment, along with our programs to improve the utilization of existing cars, should greatly enhance our ability to meet the needs of shippers."

MARCH • APRIL, 1973



Retirements

Applications Reported During January-February 1973

General Office & System Employees

Brandt, B. K. Secretary Chicago, Ill.
Braun, H. B. Clerk Chicago, Ill.
Buschick, H. V. Clerk Chicago, Ill.
Celander, H. W. Asst. Engineer Chicago, Ill.
Crippen, C. E. Vice Chairman of Board Chicago, Ill.
Dahl, S. M. Civil Engineer Chicago, Ill.
De Leshe, R. C. Tariff Clerk Chicago, Ill.
Dempsey, P. L. Asst. Supt. Safety Chicago, Ill.
Eschenbrenner, E. Conductor Chicago, Ill.
Ferestab, W. D. Special Officer Chicago, Ill.
Frazier, J. W. Asst. Engineer Chicago, Ill.
Furlong, M. I. Stenographer Chicago, Ill.
Michalak, M. V. File Clerk Chicago, Ill.
Schmidt, B. G. Secretary Chicago, Ill.
Walsh, F. M. Secretary Chicago, Ill.
Wilson, W. A. Conductor Chicago, Ill.

Aberdeen Division

Buechler, V. J. Sect. Foreman Roscoe, S.D.
Erickson, V. A. Signal Maint. Glencoe, Minn.
Kallander, E. H. Agent Ortonville, Minn.
Nelson, G. A. Fireman Mobridge, S. D.

Chicago Terminals

Andrianowicz, S. Mach. Helper Chicago, Ill.
Beeson, R. F. Section Laborer Chicago, Ill.
Benson, G. H. Frt. Handler Chicago, Ill.
Bolton, R. F. Lineman Chicago, Ill.
Debs, B. J. Clerk Chicago, Ill.
Domazet, V. Car Inspector Chicago, Ill.
Glanz, E. R. Freight Router Bensenville, Ill.
Granger, R. E. Switchman Bensenville, Ill.
Heratschenke, I. Car Cleaner Chicago, Ill.
Hobbs, G. A. Engineer Chicago, Ill.
Hogan, J. W. Check Clerk Chicago, Ill.
Lund, C. Check Clerk Chicago, Ill.
Morris, P. E. Rate & Bill Clerk Bensenville, Ill.
Smith, D. J. Buffer Attendant Chicago, Ill.
Stasick, F. J. Pipe Fitter Chicago, Ill.

Coast Division

Bump, F. L. Carpenter Tacoma, Wash.
McCarney, W. D. Sect. Laborer McKenna, Wash.
Ritchie, L. S. Sect. Foreman Carnation, Wash.
Willoughby, J. M. Track Laborer Tacoma, Wash.
Winegar, O. C. Conductor Cle Elum, Wash.

Dubuque & Illinois Division

Notz, C. G. Pipe Fitter Savanna, Ill.
Sell, C. W. Section Foreman Seymour, Ia.
Thode, L. L. Cashier East Moline, Ill.
Westfall, C. Stenographer Savanna, Ill.

Iowa Division

Heramb, R. E. Section Laborer Rathburn, Ia.
Parker, H. M. Switchman Council Bluffs, Ia.
Peel, L. H. Conductor Perry, Ia.

Iowa, Minnesota & Dakota Division

Bruha, F. H. Agt. Operator Rushford, Minn.
Butcher, A. R. Steno-Clerk Sioux City, Ia.
Flynn, H. H. B.M.O. Operator Sioux City, Ia.
Hevern, B. W. Section Laborer Britt, Ia.
Kramme, P. D. Engineer Mason City, Ia.
Minick, F. Section Laborer Fairmont, Minn.

La Crosse Division

Dziki, W. F. Machine Opr. Watertown, Wis.
Lemanski, F. W. Steno-Clerk Madison, Wis.
McCullough, W. F. Freight Clerk Portage, Wis.
Meracle, R. C. Engineer Madison, Wis.
Smith, F. F. Engineer LaCrosse, Wis.
Walker, D. H. Engineer Wis. Rapids, Wis.

Milwaukee Division

Anderson, E. C. Telegraph Oper. Grays Lake, Ill.
Bennett, D. M. Engineer Milwaukee, Wis.
Dillon, E. L. Engineer Milwaukee, Wis.
Krohn, L. F. Section Foreman Walworth, Wis.
Moffat, C. E. Frt. Conductor Shorewood, Wis.
Muehl, M. B. Engineer Milwaukee, Wis.
Osborne, L. K. Yardmaster Rockford, Ill.
Salamon, J. A. Section Laborer Green Bay, Wis.
Schultz, W. C. Engineer Milwaukee, Wis.
Trepanier, G. E. Yard Clerk Green Bay, Wis.
Van Brocklin, A. G. Sect. Foreman Rockford, Ill.
Weiland, W. F. Trainmaster Horicon, Wis.
Wickman, W. R. Pass. Conductor Milwaukee, Wis.

Milwaukee Terminals & Shops

Anzia, F. X. Lead Clerk Milwaukee, Wis.
Backhaus, H. E. Blacksmith Milwaukee, Wis.
Fisher, L. H. Yard Conductor Milwaukee, Wis.
Gorman, H. W. Sect. Stockman Milwaukee, Wis.
Kolupar, J. Carman Milwaukee, Wis.
Lauzums, O. Switchman Milwaukee, Wis.
Schneiberg, R. A. Mgr. Pass. Enger. Serv. Milwaukee, Wis.
Schneider, M. Blacksmith Milwaukee, Wis.
Serio, L. B. Welder Milwaukee, Wis.
Zuege, C. A. Carpenter Milwaukee, Wis.

Rocky Mountain Division

Burns, P. A. Carman Deer Lodge, Mont.
Crews, W. R. Pipe Fitter Harlowton, Mont.
Damschen, F. A. B&B Form'n Deer Lodge, Mont.
Fenion, A. H. Machinist Deer Lodge, Mont.
Lebert, C. P. Conductor Three Forks, Mont.
Parker, J. L. Brakeman Deer Lodge, Mont.
Rude, E. I. Engineer Butte, Mont.
Wilcox, C. K. Sect. Foreman Great Falls, Mont.

Off Line

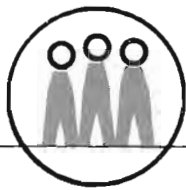
Davis, S. T. Conductor Kansas City, Mo.
Voight, W. D. Tie Inspector Joppa, Ill.

Terre Haute Division

Mosier, L. W. Car Foreman Bedford, Ind.

Twin City Terminals

Alderman, A. Section Laborer Mpls., Minn.
Berry, R. J. Engineer St. Paul, Minn.
Boogren, H. R. Machinist St. Paul, Minn.
Fisher, C. G. Switchman Mpls., Minn.
Hall, G. L. Switchman St. Paul, Minn.
Hentges, H. J. Carman-Welder St. Paul, Minn.
Kuneman, C. J. Switch. Cond. St. Paul, Minn.
Nevetzke, J. E. Cross. Flagman Mpls., Minn.
Pinske, H. A. Truck Driver Mpls., Minn.
Plaster, E. A. Janitor St. Paul, Minn.
Wahl, V. W. Electrician Mpls., Minn.
Walton, F. W. Train Dispatcher St. Paul, Minn.



About people on the railroad

Rocky Mountain Division

HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

Jack Scotson, 52, machinist in Harlowton shops, died in Wheatland Memorial Hospital. Father Michael Jenkins of Trinity Episcopal Church officiated at the funeral services in Harlowton. Mr. Scotson was a World War II veteran, a member of the Masons, and a lay reader of the Trinity Episcopal Church. He was a machinist in the Great Northern's shops in Great Falls before joining the Milwaukee family. His one son, James, is manager of materials at the Harlowton shops.

Carl Wilcox, section foreman in Great Falls, retired Dec. 31. A coffee and cake party was held in his honor at the freight house. He was presented a gift from fellow employees. Carl's service with the Milwaukee dates from 1925 at Alberton, Mont. His retirement marked the end of a railroad family consisting of his father and three brothers, all of whom worked as section foremen on the Rocky Mountain Division. Carl and his wife will continue to make their home in Great Falls.

Judy Jo Stewart, daughter of Harlowton Agent and Mrs. E. W. "Stew" Stewart of Two Dot, and Earl Jess Lasater of Ryegate, Mont. were married Dec. 23 in a candlelight ceremony at the Federated Church in Harlowton. A reception followed the ceremony in the church's fellowship hall.

Carol Syverson, daughter of retired Conductor and Mrs. Arnold Syverson of Lewistown, was named on the honor roll for the fall quarter at Montana State University in Bozeman. She earned a straight "A" average.

Marie McCollum, widow of Engineer William McCollum, passed away in Lewistown in December. Bill died last year. Marie worked at the Yogo Inn in Lewistown as Hostess for many special occasions.

Mabel Wolter, retired secretary in the Superintendent's offices in Lewistown, slipped on ice near her home and broke her arm.

Mellie Hough, 65, of Lewistown, passed away recently. Services were held with Rev. Lawrence Beal of the First Baptist Church officiating. Burial was in Lewistown City Cemetery. Mr. Hough was born June 30, 1907, in

Lewistown and spent his entire life in the area. He never married. He worked many years on the Milwaukee with the B & B crews.

Robert Fulton, machinist at Harlowton shops, had both eyes severely burned when a can of lye blew up as he was removing the lid. He was given emergency treatment and rushed to Billings to a specialist. The accident occurred at the home of his mother.

DEER LODGE AREA

Ona Lake, Correspondent
Superintendent's Office, Deer Lodge

The Milwaukee Women's Club is becoming exceptionally active. They were recently given lessons in karate and are now ready for most any occasion.

A great number of Milwaukee Road employees from Deer Lodge are active in the blood drawing program. One of the most faithful participants is Hermund Larsen, time revisor, who recently was awarded a Seven-Gallon-Pin and has given blood on 56 occasions.

Chief Clerk Harlan Johnson recently underwent surgery in St. James Community Hospital in Butte and is now home recuperating. Filling in for Harlan until he is able to be back on the job is Earl Corneil, trainmaster's clerk.

Chief Dispatcher Charlie Cornwall, 58, passed away very suddenly at his home in Deer Lodge on Jan. 1. Charlie was born on July 31, 1914 in Alberton, where he attended schools. He was married on Jan. 17, 1936 to Cora Bacon in Missoula. During 35 years of service with the Milwaukee Road, he served 10 years as chief dispatcher in Deer Lodge. He is survived by his wife, three sons, Charles E. of Lewistown, Thomas L. of Lovell, Wy., and David M., who lives at home; one daughter, Mrs. Martin Pagliero of Butte; his mother, Mrs. Ida Vey Cornwall of Deer Lodge; a sister, Agnes of Deer Lodge; and 13 grandchildren. Our sincere sympathy is extended to Charlie's family.

Stan Jones, recently superintendent in Savanna, Ill., has been named superintendent of the Rocky Mountain Division with headquarters in Deer Lodge. Mr. and Mrs. Jones and their family are presently in the process of moving to their new assignment.

Newly employed in Alberton is Paul Mattila, who is working as a brakeman. Paul and his wife live in Alberton.

Nadine Peterson, wife of Machine



Rocky Mountain Superintendent and Mrs. John Stuckey are shown as they were presented going-away presents by Division Engineer Ted Streibel (left) on behalf of the Stuckeys' many friends and co-workers on the division at a coffee hour given in their honor. Mr. Stuckey was appointed superintendent of the D&I and Iowa Divisions on Feb. 1. The Stuckeys will make their home in Perry, Iowa.

Operator Harold Peterson, of Deer Lodge, died in Powell County Memorial Hospital in February. Other survivors include sons Todd Daniel and Richard Lane. Funeral services were held in Deer Lodge with burial in Lewistown City Cemetery.

Bill Beaulieu, son of Train Dispatcher Bill and Dorothy Beaulieu, has been named to "Who's Who Among Students in American Universities and Colleges." The award was presented young Bill on the basis of academic achievement, leadership in activities, citizenship and future promise. He was one of 22 chosen from the senior class of 211 students.

Gene Francisco, boardman in Alberton for many years, passed away in a Missoula hospital after a lengthy illness. Gene is survived by his wife, Delma, and daughter, Barbara Wales, who is employed as steno-clerk in the Division Engineer's office in Deer Lodge.

Tom Prata, retired roadmaster in Avery, Idaho, and his wife made a trip to Italy upon his retirement and had a most enjoyable time. While there, they visited with Joe Lombardi who, upon his retirement as section foreman in Avery, returned to Italy to make his home and is now over 90-years-old.

C. R. Widdicombe, section foreman in Ringling and system general gang foreman, has been promoted to assistant roadmaster.

Ross Corneil, son of Chief Carpenter and Mrs. Bud Corneil and brother of

acting Chief Clerk Earl Corneil, was married during the Christmas holidays to Brenda Sims in Dillion, Mont. Ross is a teacher in the Deer Lodge Elementary School.

Steve Jennings, son of Engineer Hap Jennings and Joan Jennings, formerly steno-clerk in the Division Engineer's office, has accepted a teaching position in Wolf Point, Mont. Steve worked in the Track Department on several occasions while completing his schooling.

Bob Smith, audigage operator in Deer Lodge, recently purchased a home in Great Falls, where he moved to fill the position of section foreman there.

Orin Leggett, formerly gradall operator in the Western Region, and his wife have decided to enjoy retirement in Coeur D'Alene, Idaho.

Bill Hall, former traveling engineer in Deer Lodge, and his wife, Janice, former operator here, have purchased a home in Ellensburg, Wash., where Bill is now an employee on the Coast Division. Both will be missed by their Rocky Mountain Division friends and fellow employees.

Bob Cochran, former engineer on the Coast Division, has been appointed traveling engineer on the Rocky Mountain Division. He has moved with his wife, Pat, and children Bill, age 11, Rob, age 10, and Jamie, age 8, to Deer Lodge. They formerly lived in Kent, Wash., and Bob's sons tell him they will be happy here too, when their pet horse arrives.

Another newcomer to Deer Lodge is



B&B Foreman Floyd Damschen and his wife, Irma, were guests of honor at a coffee hour held recently in the Division Engineer's office in Deer Lodge to mark Mr. Damschen's retirement from active railroad service. Mr. Damschen started with the Milwaukee Road on the Northern Montana subdivision in 1926, and has since worked in various locations of the Rocky Mountain Division. He and his wife now make their home in Deer Lodge. The Damschens are planning a trip to Germany this spring to renew family ties and friendships as a retirement gift to themselves.



Elmer Rude (center), engineer on the Butte (Mont.) switch engine for many years, recently retired after nearly 30 years with the Milwaukee Road. Mr. Rude, shown here with his wife and many of his Milwaukee Road friends and co-workers, was presented a tape recorder at a cake and coffee party held in his honor in Butte. Mr. and Mrs. Rude plan to continue making their home in Butte and are looking forward to a trip to Europe in the near future.

John Galiher, chief dispatcher. John was transferred here recently from Perry, Iowa, where he held the same position. John's wife, Lois, and their son, Bill, who is a high school sophomore, will be arriving in Deer Lodge during mid-March. John and Lois also have two sons working as trainmen on the Rocky Mountain Division.

It has recently been learned that David Ehrlich, former chief clerk in Butte, Mont., now residing in Seattle, has undergone surgery. Good wishes for a speedy recovery, Dave. His new address is 4040 N.E. 55th, Apt. No. 1, Seattle, Wash. 98105.

Included on the new employee list in and around Deer Lodge are several handsome, eligible, young bachelors:

Dave Chisum, formerly of Tacoma, is presently employed in Deer Lodge as a dispatcher. Dave worked at various places in Washington as train order operator, including Everett, Kent and Beverly, while attending the University of Washington.

Chris Urban of Wisconsin is also now working as a train dispatcher in Deer Lodge, after completing schooling in his home state.

Dennis Olijnyk of Billings, Mont., is employed as an operator in Deer Lodge. More recently, Dennis has been living in Missoula where he received his degree in history at the University of Montana.

Gene Swallow of Hamilton, Mont., a former employee of the Milwaukee Road, has returned here as an operator. Gene at one time was transferred to Tacoma where he was employed as a wire chief.

It is expected that Operator Jim Walton of Missoula will return to his job soon in Deer Lodge upon recovery

from a broken leg. If Jim doesn't watch it, some gal may catch him while he's disabled—so hurry back, Jim.

Dick Dewald is now working as a brakeman out of Alberton. Dick is the son of Conductor Ray Dewald, also of Alberton.

Russell Romine is another new employee from Deer Lodge, and also works as a brakeman out of Alberton.

EAST END

Ellen E. Roberts, Correspondent
Trainmaster's Office, Miles City

The attraction of the Hawaiian Islands has been increasing greatly in the area. Retired PFI Agent and Mrs. Claude O'Brien, along with Mrs. William L. Cain, departed on Feb. 8 for a 10-day tour of five islands, which they enjoyed thoroughly.

Retired Roundhouse Foreman and Mrs. Arnold B. Running departed on Feb. 19 for a 10-day tour of four Islands. They returned with much enthusiasm and a desire to go back for a longer time. The highlight for Mrs. Running was having her picture taken as Don Ho placed a lei around her neck at his evening show.

Congratulations to Mr. and Mrs. Rodney Clark on the birth of a son on Jan. 25. The new baby was named Bryan Dean. Rod is our operator in Melstone and Peggy our agent in Ingomar. Mrs. Sophie Clar, agent in Roundup, is the baby's grandmother.

Daniel Minkoff, son of Conductor Mike Minkoff and Mrs. W. R. Gluyas, successfully completed the Certified Public Accountant examination and is presently associated with an accounting firm in Rapid City, S.D.

The Ladies Auxiliary to the UTU

took on a project to raise some money which they donated to the Eastern Montana Sheltered Workshop. The workshop enables the handicapped to develop their abilities.

Retired Roundhouse Foreman Harry E. Wood passed away recently in Miles City, at the age of 82, following a long period of illness. Mr. Wood was at one time a "boomer" machinist, and worked at various locations for many different railroads. Following his marriage to Elretta A. Vert in 1920, Mr. Wood settled down to working for the Milwaukee Road in Deer Lodge, Harlowton, Melstone, Marmarth and Miles City. He retired while in Miles City in 1950.

Mr. Wood was active in many fraternal organizations. Shortly before his death, he was honored with a life membership and a 50-year pin in the Eastern Star, where he had been a worthy patron four times.

The children of retired Pipe Fitter Helper and Mrs. Jesse H. Trafton arranged a reception for their parents to honor them on their 60th wedding anniversary. The Traftons are still an active couple in church activities, and while Mrs. Trafton is blind, she has completed 19 afghans in the past two years.

Congratulations to Brakeman and Mrs. Charles Nissen on the birth of a son on Jan. 18. He is their first child. Conductor and Mrs. Elmer V. Nissen are the proud grandparents.

Sympathy is extended to Mrs. Pat M. McLean, whose father passed away Jan. 2, in Billings, Mont.

Congratulations to Brakeman and Mrs. James Kale on the birth of a son on Jan. 8. He is their second son.

Congratulations to the parents of Brakeman Nolan Hughes and Brakeman Curtis Hughes on the occasion of their 25th anniversary, celebrated at their ranch home south of Miles City. Mr. and Mrs. Scott Hughes were married on Jan. 10, 1948, at Lemmon, S.D. Mrs. Hughes was the former Grace Dokter, whose parents reside in Andover, S.D.

Sympathy is extended to the family of Anna Dinius who passed away on Jan. 14. Mrs. Dinius was the widow of Steve A. Dinius, a retired carman.

Sympathy is extended to Conductor and Mrs. Burton G. Flor on the death of Mr. Flor's brother, Clifford, who died on Jan. 14. Clifford Flor was a rancher at the time of his death in the Marmarth area. At one time, he was a Milwaukee employee in that area.

Congratulations are in order on the birth of a daughter on Jan. 22 to Carman and Mrs. Matthew Smith.

Chicago General Offices OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

Sympathy was extended to the family of Nicholas A. Bell, former assistant engineer in this office and previously assistant comptroller for the Chicago Great Western Railroad, who retired Oct. 31, 1962. Mr. Bell died Jan. 27. At the time of his death, he was confined to St. Patrick's Residence in Joliet, Ill. He is survived by his wife, Katherine, and his son, Robert.

Bob Miller, assistant engineer, com-

pleted a course in signal training at the Milwaukee Shops.

Welcome to Geraldine Kapey, stenographer to the assistant manager-capital expenditure accounting. Geraldine came from the office of Interline Freight Settlements. Welcome to Janice Raab, AFE clerk, who came from the office of manager-disbursement accounting.

John "Jack" W. Fraser, assistant engineer, retired on Jan. 24. He started with the railroad in March 1930 and worked in various offices. In November 1957, he joined the staff in the manager-capital expenditure accounting office. A dinner was given in his honor on Jan. 18 at the Cafe Bohemia. Many of his friends and fellow workers joined to wish him a fond farewell and good fishing from his gift—a "jon boat."

Condolences are extended to Jack Fraser, assistant engineer, on the death of his brother, Dave, who died a week after Jack's retirement.

Mrs. Vivian Mortell, former secretary to the manager-capital expenditure accounting, paid us a holiday visit with her two adopted children, Charles Joseph "Joey" and Lucinda Geryllyn "Cindy."

Congratulations to both Bob Janssen and Cy Kisiel on their promotions. Mr. Janssen was promoted to a position in the Engineering Department and Mr. Kisiel was promoted to Budget Engineer in the office of manager-capital expenditure accounting.

Due to some good "detective work" on the part of Mrs. Bernice Gambill, engineer accountant, one of the Milwaukee Road's employees became \$500 richer. Mrs. Gambill recognized the first three digits of the social security number drawing in a local paper as belonging to a railroad employee. After checking it out, she determined that the number belonged to one of our employees, who was not aware of the fact that he was a winner. Nice work Bernice.

Recent hospital patients now recuperating at home are Assistant Engineers Dick Dressler and Dick Kleinfeldt, Sr., and Accounts Clerk Brenda Decker.

ENGINEERING DEPARTMENT

S. M. "Mike" Dahl, engineer of design and specifications; Lyle R. Shellenbarger, assistant to vice president—chief engineer; Loren H. Martin, superintendent track welding; and H. W. "Wes" Celandier were guests of honor at a luncheon in Chicago Union Station's Cross Country Room on Feb. 26 to mark their retirements from the Milwaukee Road.

The luncheon was attended by over 100 of their Milwaukee Road friends and co-workers.



FOUR RETIRE IN ENGINEERING DEPARTMENT. S. M. "Mike" Dahl, engineer of design and specifications; Lyle R. Shellenbarger, assistant to vice president—chief engineer; Loren H. Martin, superintendent track welding; and H. W. "Wes" Celandier were guests of honor at a luncheon in Chicago Union Station's Cross Country Room on Feb. 26 to mark their retirements from the Milwaukee Road. Left to right are: W. E. Fuhr, assistant chief engineer—maintenance; Mr. Dahl; Mr. Shellenbarger; B. J. Worley, vice president—chief engineer; Mr. Martin; Mr. Celandier; and N. E. Smith, assistant chief engineer—structures. See the Engineering Department's column.

A native of Taylor, Wis., Mike Dahl attended the engineering school at the University of Minnesota and later started with the Milwaukee Road in the district engineer's office in Minneapolis in 1929. He was laid-off in July 1930 and reentered the University of Minnesota that fall, where he was graduated with a degree in civil engineering in 1932.

He was called back to the railroad in 1935 as an instrumentman in Minneapolis, and worked in various other locations on the railroad until his promotion to assistant division engineer on the Milwaukee Division in 1943. He transferred to the Chicago offices as an assistant engineer in 1963, and was promoted to engineer of design and specifications in 1971. He retired from that position after 44 years with the Milwaukee Road.

Mr. and Mrs. Dahl have two children, Mrs. Dwayne (Nancy) Foote of Libertyville, Ill., and Mrs. Richard (Marilyn) Hallgren of Ames, Iowa. The Dahls plan to relax and do some traveling during the first year of their retirement.

Lyle Shellenbarger, a native of Glenwood, Wis., was graduated from the University of Minnesota in March 1930 with a civil engineering degree. He started with the Milwaukee Road as a rodman in the division engineer's office in Mason City, Iowa shortly after his graduation.

He has worked continuously for the railroad, with the exception of a period of time during the depression. He transferred to the Chicago offices in 1940 and since 1967 held the position of assistant to vice president—chief engineer. He retired from that position after 43 years with the Milwaukee Road.

Mr. Shellenbarger and his wife, Hil-dred, have a son, David, who lives in Iowa City, Iowa, and a daughter, Mrs. Stephen (Carol) Slavin of Deerfield, Ill.

A native of Fortville, Ind., Loren H. Martin started with the Milwaukee Road as a stenographer in the Safety Department in 1929, after completing a two-year course at the Illinois Business College in Springfield.

He was laid-off because of the depression in 1931 and reentered railroad service in 1934 in the Track Welding Department. He was promoted to welder in 1936 and to welder foreman in 1942. In 1951, he was promoted to track welding supervisor, and, in 1968, was promoted to superintendent of track welding, the position from which he retired after more than 44 years with the railroad.

Mr. and Mrs. Martin have one son, David of Sun Prairie, Wis. The Martins'



Paul L. Dempsey, assistant superintendent of safety (fourth from left), was guest of honor at a reception in the Safety Department's Chicago offices to mark his retirement after more than 47 years with the Milwaukee Road. Mr. Dempsey started with the railroad as a rodman-clerk in the Engineering Department in Milwaukee in 1929. He transferred to the Safety Department in 1938 and served subsequently as clerk, statistician, and staff representative, until his appointment as assistant superintendent of safety in 1966. Mr. Dempsey is shown here with members of the Safety Department and his grandson. Left to right are: Gordon T. Johansen, retired ICC clerk; Lawrence F. Wickler, district safety engineer; Bill Dunn, district safety engineer; Mr. Dempsey; Dorothy Kentner, ICC clerk; Mr. Dempsey's grandson, Paul; Dale O. Anderson, assistant superintendent of safety; Vi Harrison, retired statistician; Loretta West, statistician; Jack A. Pitel, assistant to superintendent of safety; Denise Michels, assistant statistician; Elroy E. Gilles, district safety engineer; and Charles J. Winters, district safety engineer. Mr. and Mrs. Dempsey will continue to make their home at 5820 Sunrise, Clarendon Hills, Ill. 60514.

home address is Box 151, Oxford, Wis. 53952.

Born in Joliet, Ill., H. W. "Wes" Celandier attended Joliet Junior College, where he completed two years in engineering. He started with the Milwaukee Road in the Bridge and Building Department as a file clerk in September 1935, and held subsequent positions in

that department as a tracer, a design detailer, a building inspector and as an assistant engineer. He retired from that position on Jan. 31 after more than 38 years with the Milwaukee Road.

Mr. and Mrs. Celandier have three children, a son, Kenneth, and two daughters, Mrs. Lois Thorsten and Mrs. Karen Pawlicki.



SLEEPING AND DINING CAR DEPARTMENT HONORS SIX RETIREES. A reception was held in the Sleeping and Dining Car Department's Chicago—Western Avenue offices to mark the recent retirements of employees Robert Cox, E. M. Eschenbrenner, Henry W. Galberth, Van Harper, D. J. Smith, and W. A. Wilson. Shown at the reception are: (left to right) Mr. Eschenbrenner; A. J. Corbett, acting superintendent sleeping and dining cars; Mr. Wilson; Mr. Galberth; J. J. Nolan, chief clerk; Mr. Smith; Mr. Harper; and W. R. Jones, Amtrak operations officer. See the Sleeping and Dining Car Department's column.

OPERATING DEPARTMENT

Ashley Wilhite, Correspondent

Office of Vice President-Operation

Larry W. Palmquist, former general superintendent who retired on Nov. 1, 1960, recently broke his left hip and right leg in an automobile accident in the Twin Cities. Mr. Palmquist, who has been making his home in the Twin Cities since his retirement, reports that he will be confined to the hospital for some time. He is in Room 3484, Northwestern Hospital, 810 E. 27th Street, Minneapolis, Minn. 55407. He would enjoy hearing from his many railroad friends.

We regret to report that W. A. French, 85, district safety engineer who retired in April 1952, passed away during the first week of March in Tampa, Fla.

Matt L. Medinger, 90, who retired as district safety engineer in 1950, died Feb. 20 in St. Paul, Minn. He is survived by a son, Robert L., a clerk for the Milwaukee Road in St. Paul; and by two daughters, Mrs. Eilene Tallbot of San Diego, and Mrs. Irene Jamesen of Vancouver, B. C.

Albert F. Eberling, 86, retired D&I Division conductor and known as "Kid Farmer," passed away on March 11 at the home of his daughter, Mrs. Sylvia Reagan in Fountain Valley, Calif.

Bill French, 85, retired district safety engineer, died March 3 in Tampa, Fla. Funeral services and burial were in Tampa. He is survived by his wife, Lor-



ena, of Tampa; a son, Henry, of Jacksonville, Fla.; and two daughters, Mrs. Elizabeth Ann Blanton of Tampa and Miss Wilma Akin French of St. Petersburg, Fla.

SLEEPING AND DINING CAR DEPARTMENT

Six employees recently retired from the Sleeping and Dining Car Department after many years of service on the Milwaukee Road. They are Robert Cox, E. M. Eschenbrenner, Henry W. Galberth, Van Harper, D. J. Smith and W. A. Wilson.

Robert Cox started railroading with his father as a "gandy dancer" on the Illinois Central when he was 15 years old. He worked for the Pullman Company from 1929 until 1931, when they found out his age and told him to come back when he was older. Mr. Cox started with the Milwaukee Road in 1936 and worked on the railroad's sleeping cars until they were taken off. He retired on Jan. 1, and plans to continue making his home in Chicago.

E. M. Eschenbrenner started his railroad career with the Pullman Company as a sleeping car conductor in 1942. He came to the Milwaukee Road as a sleeping car conductor on Jan. 1, 1969, and retired from that position last Dec. 31. He is now making his home in St. Louis.

Henry W. Galberth began his railroad career as a porter with the Pullman Company in 1929. He transferred to the Milwaukee Road in 1930, and retired on Jan. 1. Mr. Galberth plans to continue making his home in Chicago.



ena, of Tampa; a son, Henry, of Jacksonville, Fla.; and two daughters, Mrs. Elizabeth Ann Blanton of Tampa and Miss Wilma Akin French of St. Petersburg, Fla.



Van Harper started with the Milwaukee Road as a chef in September 1938. During his 35 years with the railroad, he worked as chef on all of the Milwaukee's famous passenger trains. Mr. Harper, who retired on Jan. 1, plans to continue making his home in Chicago.

Dave Smith began his railroading career with the Illinois Central in 1942. He later worked for the C&NW before coming to the Milwaukee in 1945 as a buffet attendant. Mr. Smith, who retired on Dec. 31, plans to continue making his home in Chicago.

W. A. Wilson started with the Pullman Company as a conductor on March 29, 1943. He transferred to the Milwaukee on Jan. 1, 1969, and retired from that position last Dec. 31. Mr. Wilson is making his home in McHenry, Ill.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

Welcome back to Shirley James, general purpose clerk, who was recuperating from a back injury. Shirley was off for about a month.

Congratulations to "Grandpa" Jim Maloney, who now has a 10th grandchild—a boy—born on Dec. 22, 1972.

We were sorry to hear that John Beton's father-in-law died Jan. 20.

For many, many years, the Purchasing Department has been located on the seventh floor in Union Station. On Jan. 5, we were moved to the fourth floor



PIECIAK-CIESIELSKI. Sabina Pieciak, clerk in the Chicago Regional Data Office, and Walter Ciesielski, former employee of the Regional Data Office, were married on Oct. 21 at St. Joseph's Church in Summit, Ill.

in the Station. After about a week-and-a-half, we were all set up in our new quarters in Room 424.

Milwaukee Shops

The Material Division at Milwaukee Shops expressed best wishes for a long and happy retirement to H. W. (Casey) Gorman, sectional stockman at Davis Yard, who retired on Jan. 31, after more than 31 years of service.

Congratulations to "Grandpa" Jerry Johannes, who now has a second grandchild—a grandson this time—born on Jan. 12.

OFFICE OF MANAGER-JOINT FACILITY ACCOUNTING

Jacquelyne H. Hoffman, Correspondent

Vacations started early this year beginning with Cindy Knack's skiing trip to Aspen, Colo.

Richard Superson, chief joint facility examiner, preferred the sun and headed for Miami Beach, Fla. Dick took a day off to visit our former assistant bureau head, Michael Panek. Mike retired last year to Orlando, Fla., but recently moved to a brand new home in Fort Lauderdale.

Jacquelyne Hoffman, major bill clerk, visited Walt Disney World and the sights around Tampa, Fla., including the new home of recent retiree Fern Jolle in Duneden, Fla.

Ann Thomas, assistant bureau head, flew east to New York City and Washington, D.C.

Our condolences to Rose Genualdi on the death of her brother, and to Judy Krystyniak on the death of her father.

We were sorry to lose Anita Palmer,

who is now a secretary in payroll accounting. She was replaced by Rose Nunchuck as secretary to W. J. Bowe.

Welcome back to Robert Royer, who has been on a leave of absence.

FREIGHT SETTLEMENTS OFFICE OF MANAGER-INTERLINE

June Mathisen, Correspondent

Best wishes were extended to Rose DeLeshe of the Revising Bureau on her retirement as a rate tariff clerk. Rose was with the Milwaukee Road for 30 years. Blanche Debs, code clerk in the Interline Bureau, also retired on the same day. She had 20 years of service. Both ladies were honored at a dinner in the Gold Lion Restaurant. A coffee and cake hour for Blanche and Rose was held on Jan. 31. Good luck to you both.

It is with heavy hearts we report the recent deaths of two of our employees. Harry Wallace, lead review clerk, passed away suddenly in his sleep. Harry had 46 years of service. Three weeks later Ronald Zabinski, review clerk and BRAC protective chairman, passed away just as suddenly while playing basketball. He had 21 years of service. Our sincere condolences to their families.

We are pleased that so many of the children of our employees are honored in one way or another. Transit Accountant Joseph Contreras' son, David, is a fine pianist, who plays with the orchestra at school. He has given 10 concerts at St. Benedict's, where he is a sophomore.



Bensenville Car Department Machinist Lewis Nielson (right) is congratulated by Car Foreman J. F. Peterson on his retirement Dec. 1 after more than 50 years with the Milwaukee Road. Mr. Nielson started with the railroad as an engine wiper in October 1922. He and his wife plan to continue making their home in Bensenville.

He is also adept at the violin and flute. His one ambition is to conquer the organ at church. David has also composed a few songs. Another Burt Bacharach in the making? Besides his interest in music, David is the captain of a Chicago soccer team. David's sister, Barbara, does not do too badly either. She came in second among 246 students competing in S.A.T. tests. Quite a family. There are four more siblings at home.

William Kirscher's son, Bruce, 14,



Engineers Ed Houghton (left) and Ige Kaminski (right) are congratulated as they retired from active railroad service on Nov. 30 by Emil J. Haurt, trainmaster-personnel in Bensenville, Ill. Both Mr. Houghton and Mr. Kaminski had more than 45 years of service with the Milwaukee Road when they retired. A retirement party was held at Galewood for Mr. Kaminski, and a party was held in the Bensenville roundhouse for Mr. Houghton. Mr. and Mrs. Houghton plan to continue making their home in Medina, Ill., and Mr. and Mrs. Kaminski plan to continue making their home in Chicago.



Bensenville Carman Harry Schwake (left) is congratulated on his retirement by Jack Bell of the Car Department. Mr. Schwake, who retired on Dec. 1, started with the railroad in June 1925 and worked in various positions in the Car Department until his promotion to carman in 1941. He plans to continue making his home in Bartlett, Ill.

won a citation of excellence for his computer project in a Science Fair, held in Ford City Plaza, in Chicago's Southwest Public High School Competition. Bruce's two miniature computers were built with Dad's guidance. Father and son ran into a snag due to lack of parts for a large computer, which Bruce had hoped to enter. He was representing Hubbard High School and hoped to achieve city and state awards. This will have to wait until next year's fair. Keep building, fellows, we will anxiously await the results.

OFFICE OF MANAGER— EQUIPMENT ACCOUNTING

Karen Konczyk, Correspondent

The 1973 Bowling Tournament champions for our office were: Mike Dragisic for the men's division, with a 629 series; and tied for first place for the women's division, with a 565 series, were Barb Guy and Diane Larson.

Kitty Curry of foreign car records and her fiancée, Ron Capoccio, will be exchanging nuptial vows on April 28 at St. William's Church. A reception will be held at Henrici's O'Hare Inn.

Lester Bunge and Dolly Scholtez, both of the statistical bureau, announced their engagement on Feb. 16. Dolly received an engagement ring on St. Valentine's Day. No wedding date has been set.

Joan Magnuszewski of foreign car records recently entered the hospital to undergo tests. We all hope Joan is feeling better and returns to work soon.

No one received any broken bones

or other injuries on the ski trip to Aspen in January. A group of people from this office went on a week of skiing pleasure in Colorado.

MILWAUKEE MOTOR TRANSPORTATION COMPANY

Milwaukee Motor Transportation Company (MMTC) drivers and mechanics in Kansas City, Mo., and Council Bluffs, Iowa, were honored recently for their safety records. Safety Awards were presented at dinner gatherings to which the wives of the employees were invited. An added treat for five of the wives attending the Council Bluffs dinner was a candle centerpiece, made and presented to each of them by Mrs. Carl Isaacson as a door prize.

Kansas City employees winning safe driver awards were: Richard Taylor, nine years; Edward Klamm, eight years; Joy McCreary, four years; and John Phillips, two years.

The safe driver winners from Council Bluffs were: Ralph Kramer, seven years; Paul Benson, six years; Thomas Grosse, six years; Donovan Grap, 12 years; Waymon Nordstrom, six years; and Ira Sneathen, four years.

Council Bluffs mechanics were presented no-injury awards as follows: Vernon Wycoff, six years; Gerald Larsen, five years; Harvey Wymore, three years; Robert Locken, three years; Kenneth Loose, three years; Dwayne Blackman, two years; Walter Tuttle, two years; and Jimmie Stevenson, one year.

Safe driver awards are given to each driver without a chargeable accident during a 12-month period. No-injury awards are given to each mechanic who



Cecil G. Goff (left), Terre Haute Division switchman with headquarters in Fairhorn, Ill., is congratulated by Assistant Superintendent Ben Webster, on his retirement on Nov. 30, after nearly 30 years with the Milwaukee Road. Mr. and Mrs. Goff and their family will continue to make their home in Crete, Ill.

has performed for a 12-month period without a job related injury, regardless of how slight.

OFFICE OF MANAGER— DISBURSEMENT ACCOUNTING

Esther Golden, Correspondent

A warm welcome was extended to Buddy Moore of Bookkeeping, Frank Starzec of Accounts Payable and Joe Rodriguez of Accounts Receivable. Glad to have you all aboard.

Recent visitors to our office include Marie Tuemler, Emily McDyer, Jo Bird and Geoffrey Stickler, all of whom formerly worked in our office.

Our Material Bureau is jumping with joy over the arrival of two new grandsons. Thelma Doyle breathed a sigh of relief when her grandson, Eric Owen Doyle, was born on Feb. 1; and Stella Schremba was able to relax when her grandson, Jeremy John Bobrowski, was born on Feb. 2.

Julia Petersen, our new bond clerk in the Paymaster's Office, will be only too willing to sign up anyone for savings bond deductions, or increase deductions, if so desired.

Helen Buschick of Accounts Payable said a "farewell" to the railroad on Jan. 31 after more than 30 years of service. Helen started with the Milwaukee as a keypunch operator and later came to our office where she remained for 25 years, up to the day of her retirement. Helen, who was very active with a barber shop quartet known as the "Sweet Adelines" plans to continue her singing and traveling.

Get well wishes are sent out to Harry Ciesinski who, as of Feb. 15, was in the hospital recovering from a heart attack.

It is with deep regret that I report the death of Maureen Callahan. In behalf of her family, friends and co-workers, we wish to thank all of you who answered our call for get-well cards when her spirits were extremely low.

Chicago Terminals

GALEWOOD

Eleanor P. Mahoney, Correspondent

We want to extend our very best wishes to Terry Madigan, Bensenville reconsigning clerk, and Frank Dominick, Bensenville relief clerk #1, (both former Galewood employees) for a successful career in their new appointments in the General Superintendent of Transportation's Office in Chicago.

Bill Niles, demurrage and detention clerk, is back with us again after performing services in Bensenville.

Jan Pappas, machine operator, has returned from her leave of absence.

The Regional Data Office reports that Vernon V. Kluck, who was recently transferred from the Milwaukee Regional Office, is the new assistant regional data manager. A farewell party was given in honor of Conrad M. Wencka, on his appointment as assistant agent in Cedar Rapids, Iowa. Both the regional and agent's employees presented him with a monetary gift.

John F. Wagner, retired assistant foreman at the freight house, suffered a heart attack and passed away in his home during February. Our sympathy is extended to his family.

Joe Peretti, regional data rate and bill clerk, started the New Year out with an addition to his family. Jennifer DeAnn was born on Jan. 1, weighing 6 lbs. 13 oz. She is the third daughter in the Peretti Family.

Roger Chorney, chief bill clerk in the regional office, is a new face in there.

The Regional Data Office and the Agent's Office are presently in the process of getting a "New Look" through the application of a fresh coat of paint.

BENSENVILLE

Delores Barton, Correspondent

Andy Abraham is still on the sick list, but states that he is improving and feeling stronger every day.

Jack Cheesebro, son of Trainmaster Vic Cheesebro, attends the University of Minnesota and is on the rowing team. Jack enjoys winter rowing because "the river smells a lot better then." Jack is a senior this year, and will go on to medical school when he finishes.



RETIREES AFTER 47 YEARS WITH THE RAILROAD. D&I Division Engineer George A. Hobbs is congratulated by Conductor Otto Floetl before making his last run to Elgin, Ill., at the throttle of commuter train No. 213 on Jan. 29. Mr. Hobbs, an active Mason, plans to spend much of his free time hunting, fishing and playing golf. He will continue to make his home at 514 West Center Street in Itasca, Ill.

Bill Clerk Paul E. Norris and Chief Yard Clerk E. R. Glanz both retired recently on disability.

Sympathy was extended to the family of Switchman B. J. Skicewicz, who passed away on Feb. 22 after a short illness.

Milwaukee Division

FIRST DISTRICT

James E. Boeshaar, Correspondent

Milwaukee Division Trainmaster William F. Weiland was guest of honor at a gathering of friends and well-wishers at the Pyramids in Beaver Dam, Wis., to mark his retirement on Jan. 20.

Bill started with the Milwaukee Road as a sectionman in Bridgewater, S. D., on May 21, 1923. He was made section foreman in Kadoka, S. D., in 1927, and served as a relief roadmaster and extra gang foreman from 1931 to 1939, when he was appointed roadmaster in Terre Haute, Ind.

Since then, he has served as a roadmaster in Madison, Aberdeen, Milbank, Green Bay and Horicon. He was appointed trainmaster in Horicon in 1967.

Bill recently purchased a new truck for his camper and is expecting to spend the next few months traveling the South and Southwest.

Retired Conductor George Harris, retired brakeman Alex Belau and Conductor Jerome Finnegan died during the month of February. We wish to express our sympathy to their families.

SECOND DISTRICT

Julie A. Orton, Correspondent

Asst. Superintendent's Office, Green Bay

Congratulations to Switchman Robert L. Stascak on his marriage to Sue Mary Srenaski on Jan. 19 at St. Agnes' Church in Green Bay.

Congratulations are also extended to Switchman Ronald J. VanStraten and his wife, Sally, on the birth of a daughter, Holly, on Jan. 22.

Safety Standings of Divisions and Departments

FEBRUARY — 1973

Rank	Division	Killed	Injured	Casualty Rate
1	Dubuque & Illinois		1	2.89
2	Iowa, Minnesota & Dakota		1	4.75
3	Milwaukee Terminal Divn.		3	5.30
4	Coast		3	7.29
5	La Crosse		3	8.13
6	Aberdeen		2	8.38
7	Rocky Mountain		4	13.66
8	Twin City Terminal		4	15.88
9	Iowa		4	19.80
10	Chicago Term. - Terre Haute		13	23.78
11	Milwaukee Division		8	25.61
	Others		6	7.29
	SYSTEM		51	11.24

Rank	Department	Killed	Injured	Casualty Rate
1	Material Division			
2	Miscellaneous		1	1.17
3	Locomotive		1	2.31
4	Stations & Freight Houses		2	3.87
5	Enginemen		3	5.71
6	Track		3	6.78
7	Car Department		3	7.07
8	Signals & Communications		2	16.04
9	Road Trainmen		10	16.30
10	Sleeping & Dining Car		1	22.06
11	Electrification		1	41.07
12	Yard Trainmen		21	51.73
13	Bridge & Building		3	53.27
	TOTALS		51	11.24



FATHER OF THE BRIDE. Bensenville Caller Norm Larsen poses with his daughter, Karen, before her marriage to Wayne Mueller of Lombard, Ill., at St. Alexis Church in Bensenville on Sept. 2, 1972. A reception followed the ceremony at Mr. Dukas in Wood Dale. Karen is a secretary for the C&NW.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoye, Correspondent

We are sorry to report the death of Joseph M. Friedman, retired tinsmith, on Jan. 17. Mr. Friedman was the victim of a freeway accident which occurred on Dec. 27. According to the Sheriff's Department, he was riding alone when his auto struck a bridge abutment under Florist Avenue on the Zoo Freeway. Death was due to internal injuries. Mr. Friedman is survived by his wife, Beatrice, and two daughters. Services were held at the Borgwardt Sons Wauwatosa Funeral Home with Pastor R. C. A. Moore of the Unitarian Church, Brookfield, officiating.

Retired Tinsmith John J. Gaffke passed away on Jan. 16 in Milwaukee. Services were held at Blessed Sacrament Church with interment at St. Adalbert's Cemetery. Mr. Gaffke is survived by his daughter.

Our sympathy is extended to the families of these former employees.

Our condolences to the family of Harry Popek, freight carman welder in the Forge Shop, on the death of his mother-in-law, Mrs. Louise Amond of Oconto Falls, Wis., on Jan. 23. Mrs. Amond would have celebrated her 104th birthday on May 10. She was born on a farm in Oconto County in 1869 and raised there. She had a busy, full life, marrying and raising 10 children, in the same area. In her golden years, Mrs. Amond was a very active person, sewing, knitting and crocheting, visiting friends and relatives, and letter writing. She kept up with current affairs by reading the newspaper daily and watching television. She was an

Forge Shop Blacksmith Harvey Backhaus (center) is congratulated on his retirement by Norm Pfenning, assistant blacksmith foreman (left), and Ray Baum, Forge Shop general foreman. Mr. Backhaus, who retired from his job in the Milwaukee Shops on Jan. 31 after 25 years with the railroad, and his wife plan to make their home at Route 1, Box 108, Cascade, Wis.



avid sports fan, with the Green Bay Packers her favorite football team. Her books of memoirs included a letter from President Nixon on her 100th birthday anniversary.

Mrs. Lillian Roehl, wife of retired Carpenter Frank Roehl, died in Temple City, Calif., on Sept. 25, 1972. Burial was in New Berlin, Wis.

Milwaukee Terminals

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

On Feb. 9, Assistant Manager Vern V. Kluck was honored at a cake and coffee party prior to his departure for the Chicago Regional Office, where he assumes the duties of assistant manager there. He was presented a desk set to beautify his desk and serve as a daily reminder of former associates.

Ray Klapa, revising clerk, departed Milwaukee bound for New Orleans on his vacation in search of warmer weather. While he always enjoys this favorite spot, he found he left some very pleasant weather behind.

Revising Clerk Jerome Hofkes, who

went to Puerto Rico, enjoyed visiting both the old historical places as well as the new resort areas, and returned looking like one of the natives. He always manages to bring back interesting mementos of the trip that lend credence to his delightful stories.

Rick Przyblla is on a month's leave of absence from his job on the mail desk. Marion Peterson is on leave due to illness.

Ron Grimm and five of his buddies have taken a villa in Acapulco to while away their vacations by sunning, swimming and just having fun.

Newcomers to this office are Tom Nagle and Al Foster. Tom has worked on various jobs at the depot and in the Agent's office. He formerly worked for the Grand Trunk before being furloughed. Tom is performing general clerical duties and carload billing. Al Foster, general clerk, states that he is unmarried, 35 and free as a bird. However, we also know that he is ambitious, and is a '66 graduate of State College, New Paltz, N.Y., with a B.A. degree in social studies.

The Casino Night, sponsored by the



RETIREES AFTER 47 YEARS WITH THE MILWAUKEE. Emmitt P. Snee, assistant superintendent of the Twin City Terminals, and his wife are pictured with F. G. McGinn (right), vice president-operations, and D. O. Burke (left), general manager, at a retirement reception held on Feb. 17 at the Minneapolis Athletic Club in Mr. Snee's honor. Mr. McGinn acted as master of ceremonies at the reception attended by more than 100 of Mr. Snee's friends and co-workers.

transportation fraternity Alpha Nu Delta at Hubbard Lodge on Feb. 10, was a night of fun and one to remember.

Joy Zepka, revising clerk, has chosen the route of her husband and transferred to Madison, Wis., where he is managing the Daisy Jewelry stores there. The Zepkas expect to make their home in Madison and Joy hopes to be associated with the Madison Regional office as soon as they are settled.

AGENCY

Tragedy struck the family of Yard Clerk Sylvester L. Krolikowski on Feb. 9, when he and his 7-year-old daughter, Rose, were killed when their car was struck from behind by another auto at a railroad crossing where the Krolikowski car was stopped. Mrs. Krolikowski was still listed in critical condition as of March 1. He is survived by Robert F.; Sr. Mary Margaret; James A.; Elizabeth A.; and his wife, Yvonne. Sylvester served 22 years with the Milwaukee Road, most recently as train clerk at the cutoff. The accident occurred at a Chicago & Northwestern Railway crossing. Services were held in St. Thomas Aquinas Church and interment was in St. Adalbert's Cemetery.

On Feb. 3, Joanne Brower, daughter of John and Patty Brower, became the bride of Marc Powers. The wedding took place at Mount Olive Lutheran Church, with sisters Mary and Carol Brower assisting as bridesmaids. Joanne is a student at Milwaukee County Hospital School of Nursing. Marc, a graduate of Lutheran Concordia College Seminary in Fort Wayne, Ind., is self-employed.

Retired Clerk Myra Louise Bivins, 90, recently died in the Milwaukee Protestant Home.

MUSKEGO YARD AND PASSENGER STATION

Beverly Radtke, Correspondent
Office of Superintendent of
Operating Rules

Deepest sympathy was extended to the family and friends of Yard Clerk Sylvester L. Krolikowski, 55, and his daughter Rose Marie, 7, who were killed on Feb. 9 when their car was pushed into a C&NW freight train at 60th and Beloit Road in West Allis. Mr. Krolikowski's wife, Yvonne, is still in critical condition. Mr. Krolikowski is survived by two daughters; two sons; his mother and father; two brothers and two sisters.

Mail and Baggage Clerk Henry C. (Denny) Deneseus, 60, passed away very suddenly on February 11. He is survived by his wife, Marie; two sons and one brother.



Martin Schneider, blacksmith welder in the Milwaukee Shops (center), receives best wishes for a happy retirement from Shop Superintendent Vernon Waterworth (left) and Forge Shop General Foreman Ray Baum on Dec. 29, his last day of work. Mr. and Mrs. Schneider are planning a trip to Germany in the near future. They will continue to make their home at 4528 North 71st Street in Milwaukee.

LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

The Milwaukee Road Women's Club honored the retired members of their organization at a Thanksgiving Luncheon in George's Restaurant. After the luncheon, the ladies went to their clubrooms for an afternoon of games.

Mrs. Doris Boernke, president of the club, presided over doughnuts and cider, with the tables set in a Thanksgiving motif. Gifts were sent to 15 shut-ins in the area. Many of the members were busy getting ready to head for the warmer climates.

Congratulations to Carla Akey on her recent engagement. Carla is the daughter of Conductor and Mrs. Carl J. Akey. Her wedding plans are indefinite.

Sympathy is extended to the family of Carman and Mrs. Donald Conklin on the death of Mrs. Conklin's mother.

Retired Section Foreman Robert Knickelbein, 61, of New Lisbon, died Jan. 9 after suffering an apparent heart attack while ice fishing. He is survived by his wife, five sons and four daughters.

It's a grandson for Conductor and Mrs. Donald Streeter. Their son, John, is a former Milwaukee Road section hand.

Just in time for Christmas at the home of Car Department Laborer and Mrs. Lyle Streble, was a son — Lyle, Jr., who weighed in at 6 lbs. 9 oz. Lyle, Jr., joins four sisters at home.



RETIREES AFTER NEARLY 50 YEARS WITH THE MILWAUKEE. Trainmaster William F. Weiland was honored by friends and well wishers at a retirement party at the Pyramids in Beaver Dam, Wis., on Jan. 20. Mr. Weiland recently purchased a new truck for his camper and is planning to spend the first few months of his retirement traveling in the South and Southwest.

Welcome back to Brakeman Jerry Omernick. Jerry was off for a few months because of a hunting accident.

Best wishes for a speedy recovery to Conductor Carl Akey. Carl was in the hospital for eye surgery and is now recuperating at home.

Otto Zander, retired carman, was honored at the Christmas Party given by the Employers Insurance Girls Club for the residents of Sunny Vale Manor in Wausau. Otto will be 97 this July and would enjoy hearing from his old friends.

Roundhouse Foreman Norman Higby was hospitalized recently for a checkup and tests. He has since returned to work.



Leonard Serio, blacksmith welder in the Milwaukee Shops (right), is congratulated on his retirement Jan. 2 after 29 years with the railroad by Freight Shop Foreman Don Murphy. Mr. and Mrs. Serio plan to continue making their home at 2769 South Ellen Street in Milwaukee.

Aberdeen Division EAST END

Mavis Wallien, Correspondent
Trainmaster's Office, Montevideo

Pat Maloney recently joined the ranks of the grandpas when his daughter and son-in-law, Margaret and Brad Jenson, presented him with a 7 lb. 4 oz. grandson on Feb. 17. The new baby is named Neill Gregory.

Sympathy is extended to Conductor Bob Hammell, whose wife died suddenly in Las Vegas, Nev., on Jan. 27.

Our sympathy also to the family of Bill Swan, former agent in Glencoe and the tower, who died after suffering a stroke while visiting his son at

Pelican Rapids. Burial was in Ortonville.

The Herman Fandreys are now comfortably settled in their new apartment at 1694 West Glendale Ave., Apt. 553, in Phoenix, Ariz., after selling their home.

Some of the boys who worked on the track this summer are now on a three-month tour of Europe and spending their perspiration-saturated money. The latest to go over are Paul Wallien and Rod Johnson. Jerry Awe left earlier with a group.

Al Beuchler, section foreman in Roscoe, S. D., was honored at a retirement party on Jan. 5 at the Legion Club there. About 100 people gathered to celebrate his 47 years of effort for the Milwaukee Road. We wish him a happy retirement. L. A. Bobby is his successor in Roscoe.

Agent Lynn Van Horn and his wife joined the boys of the Second Marine Division of 1943 days, who have a 30th Anniversary tour going. They have nearly completed revisiting Wellington, New Zealand, Pago Pago, Samoa, Honolulu, etc., where they rested and reorganized after the Guadalcanal battle. They plan to return on March 5.

Clara Glander, wife of retired Agent Paul Glander, died suddenly at her home in Glencoe at the age of 80 on Jan. 17.

Alice Frith, widow of Engineer Harry Frith, also passed away.

Jerry Beck, retired agent in Ortonville, was recently appointed bailiff at the courthouse there following the resignation of Ed Martinson, retired



Agent Frank Bruha (center) of Rushford, Minn., is congratulated upon his retirement from railroad service on Jan. 31 by Roadmaster R. E. Schmit (left) and W. J. Cassidy, supervisor of signal and communications.

conductor, who held that post for some time.

Bill Beckel, retired storekeeper, and his wife, Frieda, who live in Austin, were involved in a highway accident on an icy stretch of highway near Aberdeen. Bill sustained a broken neck and was hospitalized in Aberdeen until mid-December when he was flown to Rochester, Minn., for further treatment.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Services were held in Perry for retired Engineer Bernie H. Olson, who passed away on Feb. 5. Sympathy is extended to his family.

Machinist and Mrs. Frank Fullhart of Perry spoke at the Perry Rotary Club's dinner meeting recently, and shared with the members and their wives experiences and a personal photographic record of their trip by rubber raft through the Grand Canyon. The Fullharts had dreamed of making the trip, down the Colorado River and through the Grand Canyon, and in June, under the sponsorship of the National Wildlife Federation, their dream came true. Mrs. Fullhart remarked that the Colorado River has a speed 25 times that of the Mississippi River, and has 161 rapids to be navigated. The ride took nine days and nights from Lee's Ferry to Lake Mead, and only an hour and a half to fly back to Page, Ariz., where they left their camper. "Never give up your dreams" was the advice Mrs. Fullhart gave.

Services were held at St. Patrick's Catholic Church in Perry for retired Machinist Dennis Sullivan, 91, who passed away on Jan. 23.

Larry Whelchel of Marysville, Wash., spent the weekend in Perry recently visiting with his parents, Mr. and Mrs. Ernest Whelchel, and his grandparents,



RETIREES AFTER 20 YEARS OF SERVICE. Mrs. Clara Westfall, stenographer to the D&I Division Engineer in Savanna, Ill., is shown with the staff of the Division Engineer's office on Jan. 5, her last day of work before retirement. Left to right are: G. Shaw, R. Gilly; K. Hersey; Mrs. Westfall; D. Moore; P. Graham; E. C. Jordan, division engineer; and G. Hayen, assistant division engineer. Many of Mrs. Westfall's friends and co-workers in the maintenance-of-way and operating departments attended a retirement party in her honor at the Black Angus Restaurant in Savanna on Jan. 12.



BIERMAN-AWE. Arnette Bierman of Mansfield, S. D., and Jon Awe, son of Roadmaster Cliff Awe of Montevideo, Minn., were married on Dec. 16 in Aberdeen, S. D. They will make their home in Aberdeen, where Jon is an assistant foreman in the Aberdeen yard.

Mr. and Mrs. Charles Whelchel, and George Lorenzen. Mr. Whelchel was en route to Chicago where he is to assume new duties with the railroad.

Mr. and Mrs. W. E. (Ernie) Failor of Perry were the recipients of a most unusual Christmas gift this year. They received an official invitation and tickets to the inauguration of President Nixon in Washington, D. C. from their son and daughter-in-law, Mr. and Mrs. Ed Failor. Upon their arrival in Washington, they were joined by their daughter, Mrs. Joel Herbst of California, and attended many receptions, concerts and balls. Mr. Failor is a former Iowa Division chief clerk. He retired in 1966 after 50 years of service with the Milwaukee Railroad.

Word has been received from retired Conductor Elmer Fisher of Sun City, Ariz., of the death of Mrs. Vera H. Millard, who died recently in Sun City. Mrs. Millard was an Iowa native and



RETIREES AFTER 40 YEARS WITH THE MILWAUKEE. Section Foreman Val Buechler (right) is congratulated on his retirement by Roadmaster R. E. Toney at a reception held in his honor in Roscoe, S. D., on Jan. 5.



Carloadings

JANUARY-FEBRUARY 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	TWO MONTHS		INCREASE	
		1973	1972	1973 over 1972	% of increase
10.3%	Lumber	8,970	8,466	+ 504	+ 6.0%
8.4	Motor vehicles	5,156	4,852	+ 304	+ 6.3
7.0	Grain	15,075	8,778	+6,297	+ 71.7
3.8	All other food products	4,695	4,297	+ 398	+ 9.3
3.7	Coal	12,246	11,583	+ 663	+ 5.7
3.7	All other wood products (incl. plywood)	4,714	4,103	+ 611	+ 14.9
3.0	Grain mill products	9,236	8,049	+1,187	+ 14.7
2.9	All other primary metal products	2,514	2,373	+ 141	+ 5.9
2.8	All other transportation equipment	5,948	4,829	+1,119	+ 23.2
2.7	Industrial chemicals	3,523	2,615	+ 908	+ 34.7
2.5	Stone, clay or glass products	3,910	3,636	+ 274	+ 7.5
2.3	Pulp or pulp mill products	2,543	2,375	+ 168	+ 7.1
2.1	Primary iron or steel products	4,840	3,132	+1,708	+ 54.5
2.1	Non-metallic minerals; except fuels	4,671	3,525	+1,146	+ 32.5
2.1	Freight Forwarder & Shipper Assn. traffic	3,570	3,552	+ 18	+ .5
1.9	Waste or scrap material	5,364	4,109	+1,255	+ 30.5
1.7	Petroleum, natural gas or gasoline	3,181	2,404	+ 777	+ 32.3
1.4	Primary forest products	9,189	5,469	+3,720	+ 68.0
1.4	Electrical machinery or equipment	1,977	1,829	+ 148	+ 8.1
1.3	Fabricated metal products	1,907	1,861	+ 46	+ 2.5
1.2	All other machinery; except electrical	1,385	1,167	+ 218	+ 18.7
1.1	Malt liquors	2,474	2,016	+ 458	+ 22.7
.8	Soybeans	1,977	1,397	+ 580	+ 41.5
.4	Potatoes, other than sweet	642	578	+ 64	+ 11.1
.2	Metallic ores	253	186	+ 67	+ 36.0
.1	Livestock	96	92	+ 4	+ 4.3
.1	Small packaged freight shipments (LCL mdse.)	46	44	+ 2	+ 4.5
7.4	All other carload traffic	11,365	9,459	+1,906	+ 20.2
78.4	Total Increases	131,467	106,776	+24,691	+23.1%

loading of these commodities DECREASED in 1973 over 1972	TWO MONTHS		DECREASE		
	1973	1972	1973 over 1972	% of decrease	
8.7	All other paper or allied products	12,348	12,686	- 338	- 2.7%
3.7	Canned fruits, vegetables or seafoods	3,328	3,600	- 272	- 7.6
3.2	All other chemicals or allied products	4,566	4,993	- 427	- 8.6
2.4	Meat, fresh, chilled or frozen	2,497	2,823	- 326	-11.5
1.0	Farm machinery or equipment	1,676	1,802	- 126	- 7.0
1.0	Dairy Products	1,076	1,418	- 342	-24.1
.7	Beverages; except malt liquors	1,390	1,547	- 157	-10.1
.4	Fresh fruits and vegetables	542	763	- 221	-29.0
.3	All other farm products	1,048	1,130	- 82	- 7.3
.2	Coke oven or blast furnace products	804	1,117	- 313	-28.0
21.6	Total Decreases	29,275	31,879	-2,604	-8.2%
100.0	Total	160,742	138,655	+22,087	+15.9%



HILL-KILEY. Susan Hill of Cedar Rapids, Iowa, and Kevin Kiley, son of Trainmaster-Traveling Engineer and Mrs. J. F. Kiley, were married recently in the Zion Lutheran Church in Cedar Rapids. A reception was held at the home of the bride's parents. The couple will make their home in Cedar Rapids, where Kevin is a student at Coe College.

moved to Arizona from Perry in 1960. She is survived by her husband, Fred E., a daughter, Joan Archer of Phoenix, and three grandchildren. Elmer also noted that Mr. and Mrs. Bill Lutz came from Mesa to attend the services.

Brad Bates, son of Cedar Rapids

Section Foreman and Mrs. E. L. Bates, recently entered the U. S. Air Force. He is stationed in San Antonio, Texas. Brad's brother, Bill, is a switchman in Cedar Rapids yard.

We welcome Cedar Rapids Switchmen Larry Cooper, James Porter, Dan Rathbun and Hugo Candler, who recently started work for the railroad there.

Congratulations to Cedar Rapids Switchman and Mrs. Rodney Hotz, on the birth of a daughter, Kara Leann, on Jan. 4. The baby's grandparents are Marion Agent and Mrs. Robert Hotz of Springville, Iowa.

Marriage vows were repeated at the Zion Lutheran Church in Cedar Rapids by Susan Hill and Kevin Kiley, son of Trainmaster-Traveling Engineer and Mrs. J. F. Kiley. The couple will reside in Cedar Rapids, where Kevin is attending Coe College.

Word was received that Mr. and Mrs. John P. Weiland, Jr., of Bensenville, are the parents of twins—Matthew John and Laurie Jean, born on Feb. 8. The grandparents are Roadmaster and Mrs. J. P. Weiland of Marion. Congratulations to all the Weilands.

Twin City Terminals

Edna M. Bowers, Correspondent

Car Department Office, St. Paul

A pleasant winter break was enjoyed by Car Foreman F. K. Rodin and his wife while they were on a trip to the Hawaiian Islands during the last week of January.



DAUPHIN-KELLEY. Deborah Dauphin, daughter of Mr. and Mrs. Julius Dauphin of rural Savanna, and Patrick Kelley, son of Savanna Roundhouse Employee and Mrs. Andrew Kelley, were married on Dec. 16 in the Church of God in Mt. Carroll, Ill. The bride is a senior at Moline Public Hospital School of Nursing and the groom is employed by the C&NW in Clinton, Iowa. They plan to make their home in Albany, Ill.

Roundhouse Clerk Douglas Franklin has returned to work again fit as a fiddle after 10 months of recuperating as a result of being seriously injured in an automobile accident.

His work as St. Paul Car Foreman and his hobby of racing snowmobiles have come to a temporary halt as Max Knospe spends time in St. John's Hospital in St. Paul. Our best wishes to Max for continued improvement.

Our sincere sympathy to the family of retired Coach Cleaner Percy Ward who passed away in December. Sympathy is also extended to Carman Tom Flaherty on the sudden death of his brother.

Hawaii attracted another one of our employees—Minneapolis Roundhouse Foreman Vern Crawford and wife vacationed there for two weeks.

Kay Biedrzycki, daughter of Locomotive Department Chief Clerk and Mrs. Paul Biedrzycki, recently became the bride of Ray Reinke. The ceremony took place on Feb. 3 at St. Thomas Catholic Church in St. Paul. The reception dinner and dance were held at the Maplewood Bowl in St. Paul. The young couple will spend the next two years in Kaiserslautern, West Germany, where the groom is stationed with the U. S. Army.

St. Paul Assistant Car Foreman and Mrs. Bob Carlson vacationed on a Caribbean cruise. Their trip included stops at Venezuela, Trinidad, Martinique, Barbados Islands, St. Vincent and other points of interest.



SAFETY FIRST. Rocky Mountain Division Section Laborer Tim Meyers (center) is shown as he was presented a "Wise Owl" award by Division Engineer F. L. Striebel recently at a safety meeting in Three Forks, Mont., for his foresight in protecting his eyes by wearing safety glasses while on the job. Present at the award presentation were (left to right) Section Foreman Peter Droge, Mr. Striebel, Section Foreman Robert Allen, Mr. Meyers, Roadmaster James Frost and Section Foreman Gabe Wada.



Alice Butcher (center), secretary to the assistant superintendent in Sioux City, is congratulated on her retirement by Assistant Superintendent T. E. Witt and his wife. Miss Butcher, who retired on Jan. 31 after more than 49 years with the Milwaukee Road, was instrumental in the organization of the SC&D Division Annual Retirement Dinner, and has been an active committee member of that event for the past 11 years. A party was held in her honor in the assistant superintendent's office on her last day of work, where many of her friends and co-workers extended their best wishes for a long and happy retirement.

I M & D Division

R. D. True, Correspondent
Office of Superintendent

Mr. Frank Bruha, agent in Rushford, Minn., retired Jan. 31 after 46 years of continuous service with the Milwaukee Road. Mr. Bruha became interested in telegraphy in Vienna, S.D., and learned Morse Code and station work there during his school years. His first position with the Milwaukee was in Kinbrae, Minn., starting on May 3, 1927. Frank is an avid sports fan, and during his high school years, was an outstanding basketball player, averaging 18 points per game. He presently participates in bowling—he has a 178 average in the Root River Classic League—and volleyball with the senior citizens' volleyball league. He also has a green thumb and grows some of the finest tomatoes in the valley, which will take up a good deal of his time after retirement.

Switchman Claude Kelly from Austin underwent surgery in Rochester and is presently very much on the mend.

Engineer Keith Jacobson from Austin also underwent surgery in Rochester. We wish you a speedy recovery.

Time Revisor Don Bednar, who has been off because of surgery, was in the office recently, and is anxious to return to work.

SIoux CITY AREA

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

Congratulations to Tariff Clerk and Mrs. Ron Clarstrom of Sioux City on the birth of their second child, Mark, on Jan. 15.

Friends and co-workers of FSI Inspector Joe Kramer held a farewell dinner and get-together at the Normandy Restaurant in Sioux City on Jan. 27. Joe has been transferred to Ottumwa, Iowa, effective Feb. 1. He was

Helen Flynn, comptometer operator in the Sioux City Regional Data Office, is congratulated on her retirement on Jan. 31, after more than 30 years with the Milwaukee Road, by L. J. Fossum, manager of the Sioux City Regional Data Office (left), and F. E. Groves, manager of the Chicago Regional Data Office.



presented with an attache case containing a monetary gift for his wife, Judy.

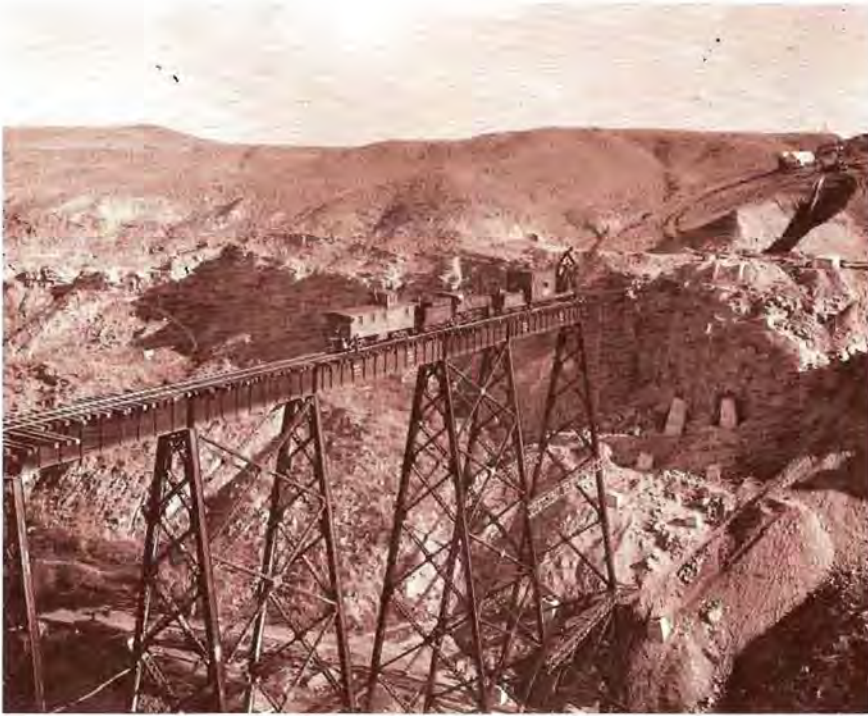
Sympathy is extended to the family of Mrs. Mabel Pinchot, widow of former Machinist Helper Harry Pinchot of Sioux City. Mrs. Pinchot died at a Sioux City hospital on Jan. 17 after a brief illness. She is survived by two daughters and one son.

Mr. and Mrs. Claude Smith of Sanborn, Iowa observed their 61st wedding anniversary on Dec. 27. They were married in the Methodist Church in Canton, S.D., on Dec. 27, 1911. Mr. Smith was employed as a brakeman and conductor from 1907 until 1954, when he retired. Since retirement, they have spent many winters in Arizona and Texas and summers at the Iowa Lakes in their cottage.

Two faithful and devoted employees of the Milwaukee Road in Sioux City retired on Jan. 31. Helen Flynn, comptometer operator in the Regional Data Office, retired after 30 years of service. During that time she worked as general clerk in the old SC&D Division Superintendents' Office, the Chief Dispatcher's Office and the Roadmaster's Offices in Sioux City. She was chief clerk in the Division Engineer's Office in Sioux City and Austin, Minn. for 10 years. When the Regional Data Office opened in Sioux City, she returned as a comptometer operator.

Coffee and cake were served for employees and friends in the Regional Data Office on Helen's last day and she was honored at a luncheon at the Rodeway Inn on Feb. 5 by the girls who work at the depot.

Assistant Superintendent T. E. Witt's "gal Friday," Alice Butcher, retired after 49 years and 4 months of service, during which time she worked in several capacities in the freight office and the old stockyard office in Sioux City, including the position of relief assistant agent. During the past 25 years she



60 years ago on the Milwaukee Road

Ten wheeler 2505, serving as power to a construction crane, stands on the bridge over Belt Creek during the building of the line to Great Falls, Mont., in October 1913. The long boom on the crane permits it to reach out over the end of the bridge, while keeping the weight concentrated on the completed portion of the bridge.

BELOW: The Milwaukee Road's yard in Harlowton, Mont., as it looked in 1916. Cars bearing the name Chicago, Milwaukee and St. Paul dominate the scene, although one car lettered, Milwaukee and Puget Sound can be seen in the right foreground. The Graves Hotel, the large stone building in the background, is still standing.



worked as stenographer in the old SC&D Division Superintendent's Office before it was transferred to Mason City, Iowa and later as secretary in the Assistant Superintendent's Office in Sioux City.

Alice was born in a railroad depot in Nashuak, Minn., a rich mining community, where her father was an agent on the old Great Northern Railroad. You can readily see that Alice has had railroad connections from the time of her birth until her retirement.

Alice was instrumental in the organization of the SC&D Division Annual Retirement Dinner and has been an active committee member for this function for the past 11 years. A coffee and home-made cookie party was held in the Assistant Superintendent's Office to honor Alice on her last day. She was presented with a monetary gift from fellow employees in Sioux City as a token of thanks and best wishes.

Retired Engineer and Mrs. John Leafstone of Sioux City, Iowa, observed their 60th wedding anniversary on Feb. 5. Mrs. Leafstone joined the Third Presbyterian Church in 1904 and Mr. Leafstone joined in 1905, making them the oldest living couple who are members of that church. They have also served as teachers and officers in the church for many years. Mr. Leafstone retired from the Milwaukee Road on July 18, 1963 as engineer on the "Arrow" passenger train. An open house was held at their home on Feb. 4 and 5 in honor of their anniversary. The top layer of their original wedding cake with its decorations was on display. Mr. and Mrs. Leafstone are the parents of two daughters, Mrs. Ruth Higgins of Richmond, Calif., and Mrs. Virginia Fuhrmeister of Williamsburg, Va.



Coast Division Locomotive Engineer and Mrs. Gene H. Lawson of 1303 Vuecrest Road, Ellensburg, Wash., celebrated their 25th wedding anniversary on Feb. 14, St. Valentine's Day. A dinner party hosted by their three children (Carolyn, Linda and Gene, Jr.) was held at the local Holiday Inn to mark the occasion.

Coast Division

SEATTLE

Laura K. Schaub, Correspondent
Office of Traffic Manager

DISTRICT MANAGER - SALES: The District Sales Office has experienced many changes recently. We wish to take this opportunity to wish Fred Swanson and Gary Troske much luck in their new positions with the railroad. Fred is now assistant manager-customer relations in Chicago. Gary is district manager of sales in Everett. We also want to take this opportunity to say goodbye and wish other members of our crew best of luck in their new positions. Steve Hicks, sales representative, and Judi Sawyer, secretary, have transferred to the foreign freight office. Dennis Hargett is now in our regional sales office. Best of luck to you all. Also, welcome to all of our new people: Russ Gates, Bill Herrick, Dave Sekstrom, Ted Hermann and Bob Williams. We also want to wish a happy return to one of our secretaries, Kathy Jaussaud. Welcome back, Kathy!

LOCAL FREIGHT OFFICE: Dave Grimes, who worked with us for two years before he joined the Navy in January 1971, has returned and is now chief interchange clerk. Dave Emler



Nine Signal Department employees completed the railroad's Basic Signal Training Course in Milwaukee on Jan. 26 and were awarded graduation certificates. The six-week signal course, taught over a period of nine months, consists of home study, classroom instruction, practical work experience and field trips to acquaint the students with all of the various phases of railroad signaling. Left to right are: L.B. Sandstrom, staff engineer signal training; signal training school graduates J. L. Holten, L. G. Toerber, J. R. Digma, R. A. Farrow, R. W. Miller, G. B. Woodard, J. D. Quigley, A. A. Pollath and R. E. Pifer; P. V. Mather, signal engineer; M. A. Haight, senior signal inspector; E. W. Wellenstein, signal shop foreman.

has returned to the yard office after working several months in this department. We are sorry to report that Barbara Goodwin, who occupied a clerical position in this department for several years, resigned in January.

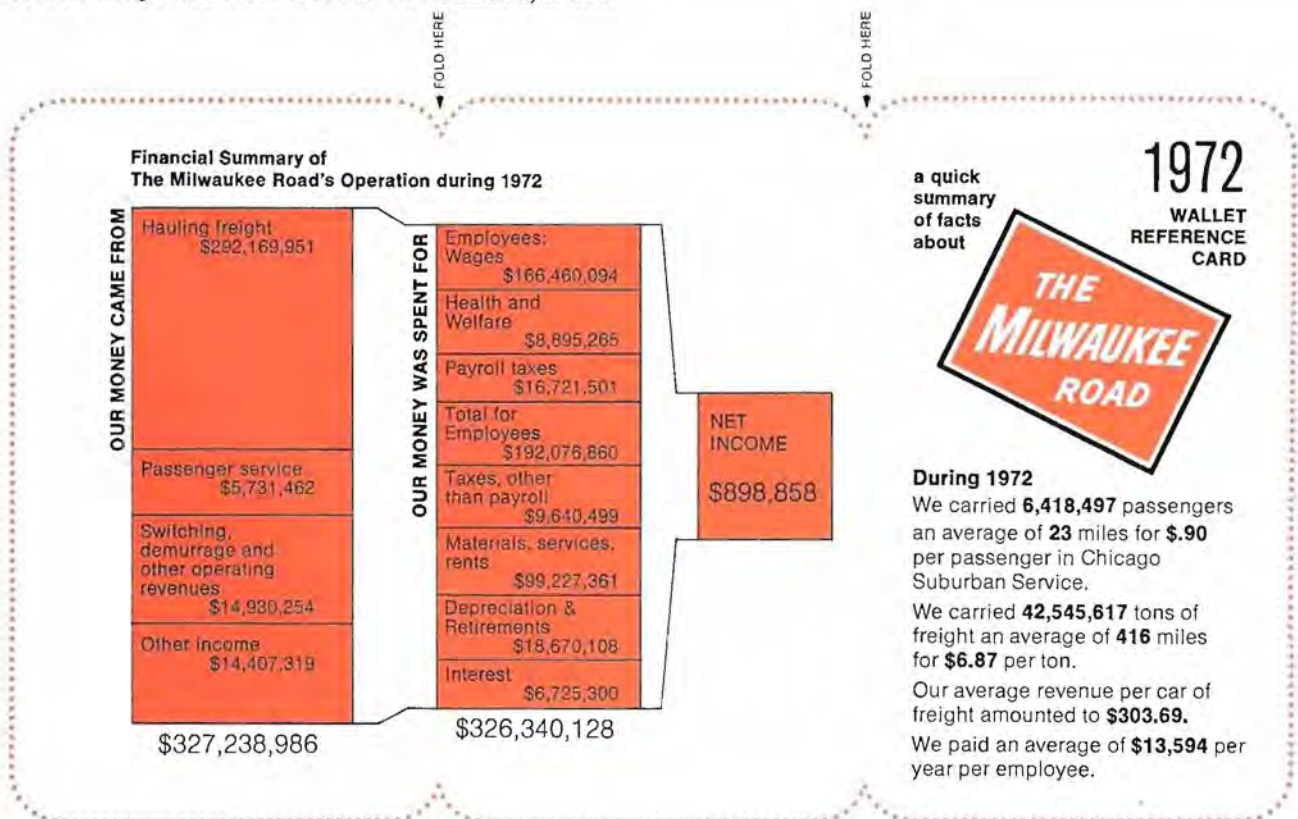
FOREIGN FREIGHT OFFICE: Among the personnel changes taking place recently in this department was

Michael Nicol, who was made sales representative. Other personnel changes included: Steven Hicks to sales representative; Linda A. Howard to import clerk; and Judi Sawyer to the position of stenographer. Best wishes to all in your new positions!

REAL ESTATE DEPARTMENT: Paul W. Scott, western director of the

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Real Estate, Economic & Resource Development Department, and Mrs. Scott, are proud first-time grandparents of a granddaughter, Kellie Rene Scott, born Jan. 9. Statistics on the "bill-of-lading" show a gross weight of 6 lbs. 2 oz. and a length of 18 inches. Kellie is the daughter of Mr. and Mrs. Paul M. Scott of Renton. Her father was employed for a short time by the Milwaukee in the Bensenville yards.

Claudia Jo Scott, daughter of Mr. and Mrs. Paul W. Scott and proud aunt of the new baby just mentioned, has been selected by the Fairwood Lions Club as "Youth of the Month." A junior at Lindbergh High School, "Jo" (as she is called by her friends) maintains a 3.86 grade point average and is very active in student affairs. She is a member of the Girl's Club Cabinet and serves on the Historical Committee. Jo's other interests include playing the piano, cooking and sewing, as well as being active in the Grace Temple Baptist Church.

REGIONAL SALES OFFICE: Employees from our various offices in the White-Henry-Stuart Building gathered at a coffee and cake party on the afternoon of Jan. 22 to extend a most cordial welcome to the new employees in

the regional sales office. Those introduced were: H. J. (Hank) Millard, newly appointed assistant to the regional manager-sales; Dennis D. Hargett, assistant chief clerk; and Donna Hendricks, secretary to the assistant regional manager-sales. Also welcomed was Carl (Buz) Wohler, who is the new tariff distribution clerk in the adjoining Pricing Department. Buz has just returned to the Milwaukee after an absence of several years.

Members of the Women's Traffic & Transportation Club of Seattle recently honored their bosses at a dinner at the Washington Athletic Club. The gala affair was arranged by Lee Derr, secretary to the regional manager-sales, and who is also vice president and program chairman of the club.

MILWAUKEE RAILROAD RETIRED EMPLOYEES CLUB: The Milwaukee Road Employees Retirement Club held its regular meeting at the Royal Fork Restaurant in Seattle on Jan. 12 with attendance limited due to icy street conditions. However, those who attended enjoyed the program which included slides by Martin Erickson, regional manager-public relations in Seattle, covering his recent trip to the Orient, which featured contrasting transportation methods and living con-

ditions. The program was repeated at the Tacoma meeting on Feb. 8 at which there were 105 members present. Other activities included a "Golden Wedding" celebration honoring Bill and Berniece Merrill, hosted by their two daughters in Seattle. The couple was married in Lewistown, Mont. on Jan. 28, 1923, where Bill was a fireman on a Northern Montana passenger run at the time. He retired as an engineer in Deer Lodge and moved to Seattle.

Insofar as we know, the Seattle-Tacoma Club is the only active retirement group on the Milwaukee System—and the club is thoroughly enjoyed by all of its members.


ASSISTANT GENERAL ADJUSTER: Roger Spurling, 76, of Seattle, retired district adjuster, died in Honolulu on Feb. 22.

A native of Nebraska, Mr. Spurling began his career on the Milwaukee Railroad as secretary to the general manager in 1927. He transferred that year to the Claim Department where he served as chief clerk, adjuster and district adjuster in Miles City, Butte, Missoula, Spokane and Seattle. He retired in 1957, following which he traveled extensively.


He is survived by two daughters,

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Equipment Owned and Leased at close of 1972



in the states it served in 1972



	Av. Miles of Road Operated in 1972	Average Number of Employees	Total Wages All Employees	Property Taxes
Idaho	233	130	\$ 1,393,997	\$ 136,149
Illinois	683	3,648	42,254,874	1,439,970
Indiana	156	304	3,368,501	240,836
Iowa	1,705	1,328	15,796,877	1,318,735
Michigan	152	99	1,092,521	139,228
Minnesota	1,326	1,529	18,272,046	2,168,482
Missouri	156	270	3,031,893	225,843
Montana	1,218	896	12,032,801	1,043,052
No. Dakota	367	59	531,359	121,531
So. Dakota	1,678	658	7,568,602	422,953
Washington	1,124	1,394	16,336,408	720,151
Wisconsin	1,553	3,662	42,971,969	1,579,110
All Other	22	153	1,808,246	11,983
Total	10,373	14,130	\$166,460,094	\$ 9,568,023
System Payroll Taxes				\$16,721,501
System Income and Misc. Taxes				72,476
Total System Taxes				\$26,362,000

LOCOMOTIVE UNITS:	
Diesel—Freight	121
Passenger	23
Multi-purpose	418
Switch	194
Electric	38
TOTAL	794
FREIGHT CARS:	
Box and Auto	17,276
Gondola and Hopper	8,587
Flat	5,179
Others	3,492
TOTAL	34,534
PASSENGER CARS:	
Coaches	69

Mrs. Donna Nelson and Mrs. Ruth Walker; and a brother, Forrest, all of Seattle.

Funeral services and burial were in Seattle.

TACOMA

Bernice C. Riippi, Correspondent
Office of Division Engineer

The Milwaukee Credit Union held its annual meeting at Ivan's Restaurant on Feb. 10, with 265 people attending. A social hour was held prior to the serving of a delicious buffet dinner. During a short business meeting conducted by W. J. Arnold, credit union treasurer, it was announced that the credit union is now worth over one million dollars. A drawing was held after the business meeting and Mr. Mack Huffmaster and Mrs. J. L. Cooper were the lucky recipients of beautiful watches. The credit union's membership now totals 1,089 from Harlowton westward. Members from all over the State of Washington, as well as two members from Montana attended the meeting. The memorable occasion was climaxed with an evening of dancing and was enjoyed by all.

So far this year we have seen several changes of personnel in the Tacoma Office.

Sixteen friends attended a no-host luncheon at Busch's Round Table Restaurant on Jan. 17, Junior Engineer J. L. Twedt's last day with the Division Engineer's Office at Tacoma. Jim had been with the Milwaukee for over three years before accepting employment with a firm in Pueblo, Colo. His friends and co-workers also attended a coffee hour where Jim was presented with a farewell gift and best wishes for a successful and happy future.

Also leaving the Tacoma Office because of transfer elsewhere on the Milwaukee Road were Superintendent of

Transportation F. B. Cederholm and Assistant Superintendent R. B. Hegge.

A coffee hour was held on Feb. 9 in honor of Mr. Cederholm, who has been transferred to Chicago in the capacity of superintendent of transportation. He is succeeded by Steve J. Barry, formerly of Portland.

Mr. Hegge, who has been transferred to Spokane as assistant superintendent, was honored with a coffee hour on Feb. 14. Mr. W. L. "Red" Meiller of Chicago has been appointed as his replacement. Friends and fellow employees gathered to wish them both farewell and welcome their successors.

Several months ago, news came from the W. E. Brautigams, former residents of Tacoma and associated with the Milwaukee Road for many years. Mr. Brautigam has been retired for several years and he and his wife now reside in Seal Beach, Calif. I received the following letter from him which I am passing on to you as I am sure it will stir memories for many of our Milwaukee retirees:

"On Jan. 7, 1913, I started to work for the railroad as an electrician, and remember a number of the supervisors at Tacoma Shops which I am listing in order of their rank on that date: Frank Rusch, superintendent motive power; Tom Hamilton, master mechanic; Tom Hughes, chief clerk; Helen Rusch, stenographer; Fred Lowret, general foreman; Al Pentecost, erecting foreman; Pearl Hore, machine foreman; Dick Nofke, electrician foreman; and Barney Zilly, roundhouse foreman. There was also a blacksmith foreman, a boiler shop foreman and wood mill foreman, but I do not remember their names.

"In the Car Department were Fred Campbell, Bill Delaney and several others I do not recall at this time.

"In the winter months I attended the University of Washington in Seattle and in the summer worked for the railroad doing electrical work between Tacoma

and Mobridge, S.D. I held many positions between Tacoma and Deer Lodge, Mont. Early in 1952, I retired from the job of master mechanic of the Rocky Mountain Division and went to work as electrical engineer for Convair in San Diego, Calif. I worked for them for 10 years and retired as plant engineer.

"Many of my Milwaukee friends have passed away, but there are a few who are still alive and I thought they might be interested in the names of those working in 1913 at the Tacoma Shops. How times have changed." Signed W. E. Brautigam.

We were saddened by the sudden death of Brakeman G. J. Martin, who suffered a heart attack on Feb. 6. Mr. Martin had been an employee of the Milwaukee Road since June 1946. Our deepest sympathy is extended to his family.

Herbert Allen, former safety engineer on the Coast Division, and his wife recently paid a visit to the Harry Hoyes. Harry, recently retired chief clerk in the Superintendent's Office, and his wife, Kay, will be leaving shortly on their Hawaiian vacation, for which they were presented with a one-way plane ticket as a retirement gift.

Congratulations to the Lyle C. Smiths, who celebrated their Golden Wedding Anniversary on Feb. 18. Lyle retired quite some time ago from the yard where he was a car distributor.

We are happy to report that Traveling Engineer C. L. Shaw of Othello, who suffered injuries in a recent automobile accident, is up and walking around with the aid of a cane.

Congratulations are also in order for Mr. M. H. Serosky, who was appointed roadmaster on the Coast Division with headquarters in St. Maries, Idaho, effective Jan. 16. Mr. Serosky succeeds Mr. C. E. "Swede" Moore, who retired. Our best wishes to Mr. Serosky for a successful future and to Mr. Moore for a long and happy retirement.

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The first change in the method of handling freight in its 42 years of operation has begun at Billings Shipping Corporation in Billings, Mont. Working with the Milwaukee Road and the Milwaukee Motor Transportation Company, BSC now utilizes 'piggybacks' (over-the-highway trailers, such as the one pictured above, carried on railroad flatcars) to move some of its freight from Chicago to Billings. BSC, representing over 100 major Billings shippers, formerly used only boxcars to move this freight. Pictured above, left to right are: Edward A. Barrett, general manager of the Billings Shipping Corporation; M. Gene Denny, district manager-sales, Milwaukee Road, and Robert F. Converse, president of the Billings Shipping Corporation.