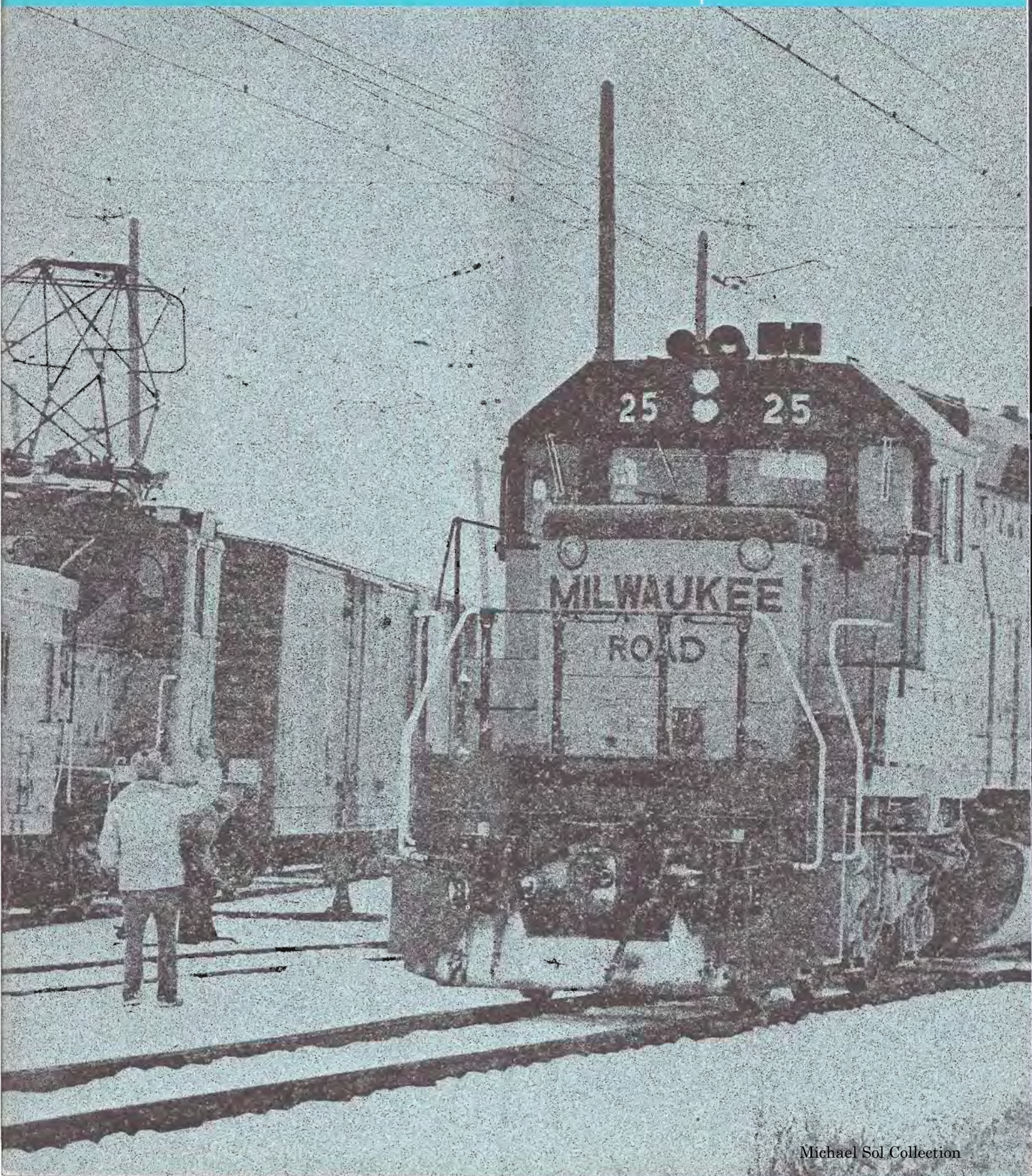


THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

NOVEMBER
•
DECEMBER
1973





To My Fellow Employees:

Since 1913 the Milwaukee Road Magazine has made it possible for all of us on the railroad to communicate with each other. And it is my privilege, 60 years after the Magazine's first Holiday issue, to continue the tradition of my predecessors and extend greetings to everyone on the Milwaukee Road.

In March of this year, when we entered Louisville, Ky., we began service to our 16th state. This means that as a family of individuals working together for a common purpose we are now even more widely dispersed than ever.

I haven't had a chance to see all of you or to meet you personally. But your efforts during the past year could not be more appreciated, nor my greetings to each of you more sincere.

You have my best wishes for a very happy Holiday Season.

THE MILWAUKEE ROAD MAGAZINE

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THE COVER

As the first snow storm of the season moves across Montana, the Butte, Mont., switching crew takes to a yard track to let eastbound train number 262 pass by. The new SD-40-2 locomotive leading the train was delivered to the Milwaukee Road this past summer as part of the 1973 equipment acquisition program. The nose of the 3,000 horsepower engine displays the new look of the Milwaukee's paint scheme. In the left background is electric switcher E-82. Photo by Richard Steinheimer, Oct. 31, 1973.



transport briefs

Grain Rail Shipments on Schedule

A study made for the Department of Agriculture concludes that, barring unexpected problems, this fiscal year's projected railroad shipments of grain for export can be completed on schedule. The study reports that, as of mid-September, 23% of the estimated 81 million metric tons of wheat, feed grain and soybeans to be exported had been shipped, compared with 15% at the same time during the previous fiscal year. The report also stated that, although there has been a decline in the number of boxcars suitable for grain service, the increase in the number of covered hopper cars—which are bigger and can be loaded and unloaded faster—has more than offset the decline.

Piggyback Business Sets Record

The Association of American Railroads (AAR) reported that the number of trailers and/or containers loaded for piggyback service on the nation's railroads during the first 45 weeks of 1973 topped the total number loaded during all of 1972, which was a record-setting year. In addition, freight traffic on U.S. railroads during the week ended Nov. 17 was 7% ahead of the traffic volume for the corresponding week last year, the AAR said. Cumulative volume for the first 46 weeks of 1973 was approximately 751 billion ton-miles, almost 9% above the same time period last year. Grain carloadings for the week ended Nov. 17 were up 20% over the same time last year, the AAR reported.

Merger Studies Continue

Both the Milwaukee Road and the Burlington Northern are conducting studies to determine the feasibility of including the Milwaukee Road in the BN system. The studies are progressing on schedule, Chairman William J. Quinn recently told stockholders of the Chicago Milwaukee Corporation, parent company of the Milwaukee Road. On March 9, 1973, the Milwaukee Road filed a petition with the Interstate Commerce Commission seeking to reopen the Burlington Northern merger proceedings to allow inclusion of the Milwaukee Road.

Warns of Government Takeover

AAR President Stephen Ailes told a Senate committee recently that the only alternative to government takeover of problem-beset Northeast railroads is reorganization of the railroad property, as called for in the Shoup-Adams bill which was passed by the House of Representatives. He urged a private enterprise solution to the problem and pointed out that the railroad industry as a whole has a major stake in the final outcome.

Grade Crossings Studied

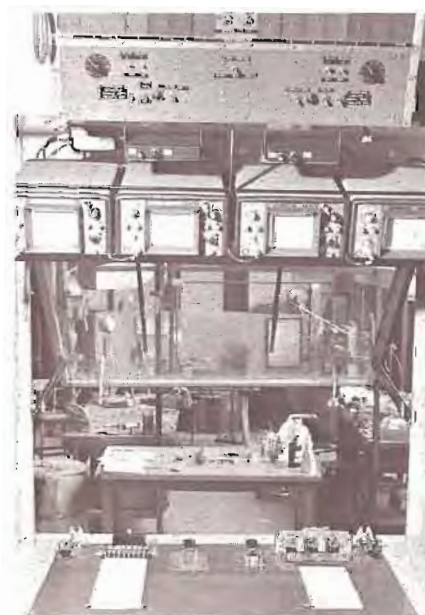
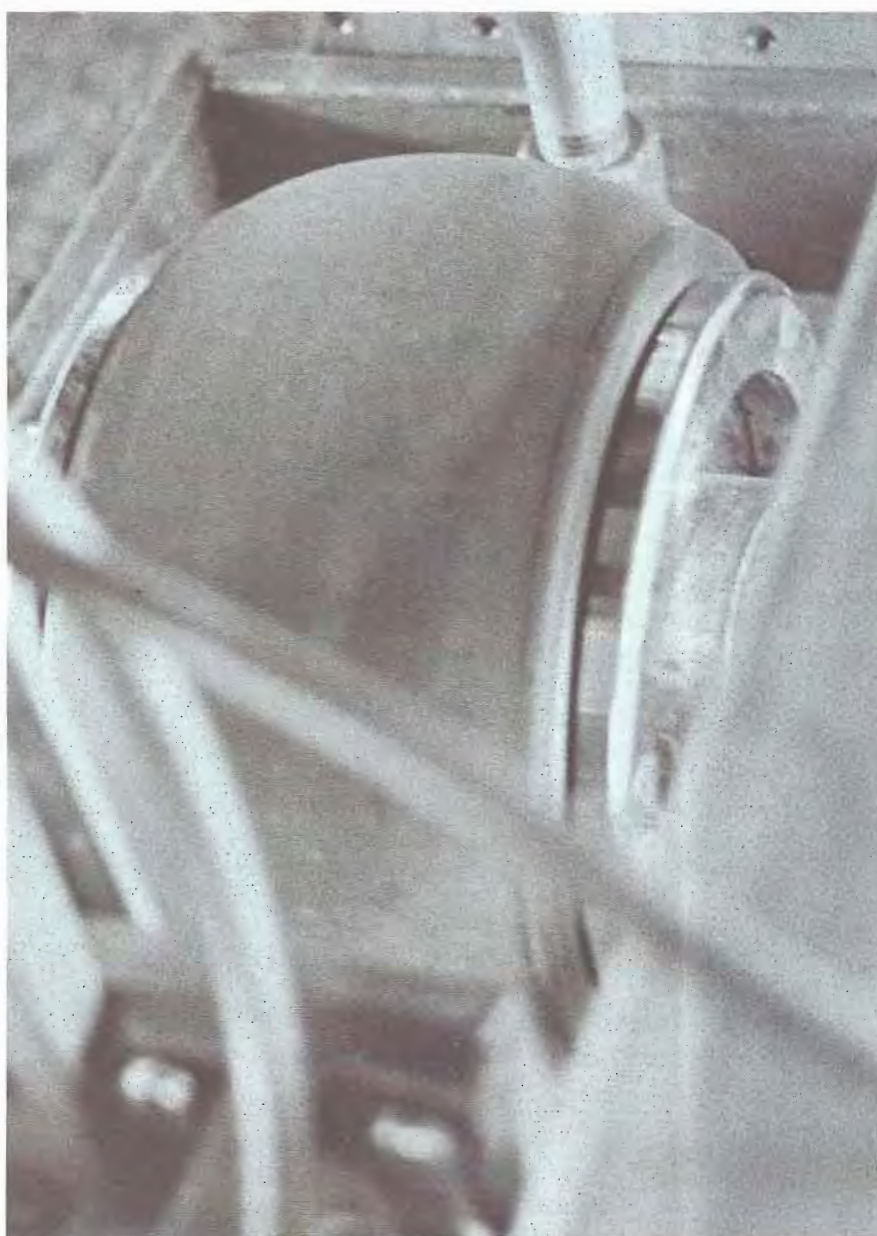
Railroad crossings will be numbered and inventoried nation-wide to allow computer analysis of grade crossing safety. The \$4 million program is being paid for by the Department of Transportation (DOT) and the nation's railroads and will be coordinated by the AAR. Results of the 14-month study will be used to evaluate improvement projects for crossings.



Above: A. G. Payne of the Association of American Railroads holds the solid state electronics that replaced the bulky tube components in the background that were part of the rail detector's conventional magnetic equipment. Payne directed Milwaukee Road personnel who replaced the old equipment and who made this and other modifications to the car.

Left: The fluid-filled plastic wheel is part of the ultrasonic system and rides directly upon the rail. The wheel contains seven crystals which emit ultrasonic signals that penetrate the rail and are reflected back to the wheel probe.

Below: Irregularities in the rail detected by the ultrasonic system are shown to the operator on a paper tape and on the oscilloscope on the right side of the car's console. The results of the magnetic testing are displayed at the same time on the left side of the console. The view through the car window is of the interior of the AAR facility where changes were made.



Improved Detection Equipment Uses Sound To Locate Hard-To-Find Rail Defects

A new ultrasonic testing system which is able to "listen" for tiny flaws in rails is now in use on the Milwaukee Road.

The system, the first of its particular kind in use in this country, was adapted and installed in rail detector car #806 through the combined efforts of the Milwaukee Road Engineering Department and the Association of American Railroads at the AAR's Technical Center laboratory in Chicago, Ill.

The ultrasonic hardware was purchased from a German company, but two Milwaukee Road employees, under AAR supervision, worked two months adapting the equipment to the rail car. This system, which is much more sensitive than previous methods of testing for rail flaws, uses high-frequency sound waves to pinpoint internal defects.

Rail car #806 was originally designed as a magnetic rail tester, and the new ultrasonic system was installed alongside the car's existing magnetic system. In addition, while the car was at the AAR lab, the old, bulky, tube-style electronics of its magnetic system were replaced with a compact solid-state system.

The rail test car is now in use on various Milwaukee Road lines. The two test systems are being operated side-by-side to establish a statistical comparison between the new ultrasonic system and the conventional magnetic one.

Leon H. Shisler, superintendent of track welding, feels that the new system has performed very satisfactorily.

"So far, the ultrasonic tester has met all of our expectations," he says. "It is finding more flaws than the magnetic detector, many of which are very small."

If a significant defect is found in a rail, the rail is marked with a paint spot and a maintenance crew following replaces it.

All rail on the Milwaukee Road is tested periodically, with the frequency of the test depending on the type of rail in a given line and that line's traffic density. In addition to

#806, the Milwaukee has two other rail testers in constant operation, both of which are magnetic.

The conventional magnetic detector locates flaws by sensing changes in a magnetic field. A powerful electromagnet is suspended from the rail car, a short distance above the rail. When the magnet is turned on, it creates a strong magnetic field around the rail. Behind the magnet is a small pick-up coil, also suspended a short

beam back, causing a change in the pattern.

The signals are monitored directly as lines and sounds on oscilloscopes in the operator's compartment of the rail car. When an irregularity is detected, it registers on the oscilloscope and also on a paper tape.

Each time a flaw is found by either system, the operator stops the car and inspects the rail with an ultrasonic hand probe to determine how



Rail detector car No. 806 rests on a test track outside of the AAR Technical Center in Chicago where the new equipment was adapted to the existing test car. Test equipment is suspended beneath the right half of the car. The left half is the front end and contains the engine that drives the car.

distance above the rail.

A flaw in the rail causes an alteration in the magnetic field, and this alteration induces a small voltage in the pick-up coil. This voltage is then amplified and transmitted to the control console where it is recorded on a paper tape.

By watching the tape, the operator can accurately judge the location and magnitude of a flaw.

The ultrasonic detector uses very high frequency sound waves to locate flaws. A small brown wheel containing seven crystals and fluid rolls directly on the rail. Each of the crystals emits a sound into the rail at a preset angle, and each in turn receives the returning echoes. A normal rail has a regular pattern of returning signals; but a flaw reflects the sound

serious the flaw is. If necessary, he marks the rail for replacement.

"We consider the ultrasonic system a significant advance not only because it is so sensitive," Shisler says, "but also because it can accurately test certain portions of the rails, like joint areas, which the magnetic detector cannot do." In addition, he points out, the ultrasonic unit is small and uses very low voltage. This means it could easily be installed in a hi-rail vehicle if necessary.

Although ultrasonic detectors have been used for several years by other railroads, none of the previous systems had as many as seven crystals in the wheel probe. Consequently, none are able to "listen" to as much of the interior of a rail as the Milwaukee's new machine.



At First Reunion Since 1969

Vets Add New Members, Honor Past Officers

James A. Jakubec (center), past general program chairman of the Veteran Employees' Association, receives a plaque from association President F. G. McGinn (left) railroad vice president-operating. The plaque expresses the appreciation of members for Mr. Jakubec's many years of service with the association. Congratulating Mr. Jakubec is Ashley Wilhite, association secretary-treasurer.



Veterans and members of their families assemble for the evening banquet.

Membership in the Milwaukee Road Veteran Employees' Association has grown rapidly in the past year, rising from 300 members in the beginning of the year to over 1,000 by the time of the Oct. 6 reunion.

The reunion, the first since 1969, was held in Milwaukee, Wis., and drew over 400 members. Some members, such as retired Chicago Freight Traffic Manager Harry S. Zane, who now lives in Dallas, Texas, travelled large distances to attend.

During the reunion Florence Walsh, retired secretary to the superintendent of police in Chicago, and James A. Jakubec, retired assistant to the vice president-operating, were presented with plaques expressing the association's appreciation for their years "of devoted and beneficial service" to the organization and extending to each "best wishes for good health and happiness in the years ahead."

The plaques were presented on behalf of the membership by association President F. G. McGinn, vice president-operating of the railroad. Presentation was made to Mr. Jakubec at his Wauwatosa, Wis., residence, since he was unable to attend the reunion.

Dorothy Kentner, executive committee member, accepted a plaque in behalf of Florence Walsh at the reunion banquet at the Pfister Hotel. Florence was unable to attend due to illness.

Mr. Jakubec served as the asso-

Left: Over 400 people gathered in the Pfister Hotel's Grand Ballroom for an evening banquet at the annual reunion of the Milwaukee Road Veteran Employee's Association in Milwaukee, Wis.

Right: F. G. McGinn (left), the association's president, congratulates veterans, each of whom have at least 50 years of service with the Milwaukee Road. Standing next to Mr. McGinn, left to right, are: John W. Popp of Milwaukee, Wis.; Albert Cuchna of Chicago, Ill.; James Whitty of Milwaukee; Louis Klein of Milwaukee; John Marquardt of West Allis, Wis., and Herman A. Reuter of Milwaukee. In the back row, left to right, are: A. J. Spencer of Sioux Falls, S.D.; George Harder of Chicago; Ray Bliesner of Brookfield, Wis.; Werner Lummer of Milwaukee; Ellsworth H. Braun of Milwaukee, and Leo J. Denz of Chicago.



ciation's general program chairman from 1963 through 1969. He began employment with the Milwaukee Road in 1920 in Minneapolis, Minn., and retired in Chicago in 1970.

Florence Walsh joined the railroad in 1918 in the General Manager's Office in Chicago and worked since 1923 in the office of the superintendent of police, serving four consecutive superintendents as secretary. In 1946 she became assistant secretary-treasurer of the association and in 1948 became its secretary-treasurer, a position which she held through 1972.

At the business meeting of the association, held during the reunion, the executive committee increased its size from six to seven members with the addition of John C. Clementi of the Brotherhood of Railway Carmen of America. Clementi is secretary-treasurer of the Milwaukee Road System Federation No. 76 in Milwaukee of the B.R.C.A.

Other members of the executive committee are Dorothy Kentner, FRA clerk at Chicago; Joseph W. Macht, retired office manager in the Mechanical Department at Milwaukee; Fritz H. Miller, comptroller at Chicago; Arthur J. O'Rourke, agent at Minneapolis; Roland W. Spangenberg, general solicitor at Chicago, and Edwin G. Tyckoson, Sr., retired chief carpenter at Chicago.

At the business meeting members expressed a preference to hold a 1974 reunion in Minneapolis, Minn., preferably in fall. This recommendation will be considered by the executive committee in the near future, according to association President F. G. McGinn.

Association membership is open to all employees and retired personnel who have completed 20 years or more of service with the Milwaukee Road. Membership fee for new mem-

bers is \$4.00 and annual renewal of membership is \$3.00. See page 30 of the May-June, 1973, issue of the Milwaukee Road Magazine for application form.

Safety Standings of Divisions and Departments

JANUARY — SEPTEMBER, 1973

Rank	Division	Killed	Injured	Casualty Rate
1	Aberdeen		4	3.51
2	Iowa, Minnesota & Dakota		6	5.22
3	Twin City Terminal		10	8.81
4	Coast	1	20	10.34
5	LaCrosse		19	10.68
6	Iowa		22	11.19
7	Rocky Mountain		17	11.78
8	Chicago		43	14.66
9	Milwaukee	1	63	15.34
	Others		21	5.85
	SYSTEM	2	225	10.69

Rank	Department	Killed	Injured	Casualty Rate
1	Material Division			
2	Stations & Freight Houses		3	1.25
3	Locomotive		8	4.24
4	Car Dept.		9	4.82
5	Signals & Communications		4	6.84
6	Sleeping & Dining		1	7.41
7	Electrification		1	8.91
8	Enginemen		22	9.41
9	Track		29	11.11
10	Road Trainmen	1	40	13.86
11	Bridge & Building		7	24.72
12	Yard Trainmen	1	95	50.88
	Miscellaneous		6	1.55
	TOTALS	2	225	10.69

Tradition Of Fuel Efficiency Helps As Milwaukee Faces Energy Pinch

The full impact of a national energy crisis may not be felt for several more weeks, according to some national leaders. The situation, however, has already begun to affect every part of our economy. And all industries, including the Milwaukee Road, are watching the crisis closely, although fuel conservation is nothing new in the railroad business.

Forty years ago, for example, when a typical Milwaukee steam locomotive burnt over 200 pounds of coal to pull a train one mile, engine crews were cautioned to save every shovelful possible. The railroad paid \$2.10 for a ton of coal then, and saving coal meant more than saving money—it meant conserving the fuel that was the foundation of rail transportation at that time.

Since then, much of the nation's commerce has become dependent upon fuels refined from petroleum, and the Milwaukee Road is no exception. Each year the Milwaukee uses approximately 100 million gallons of diesel oil to operate its locomotives and facilities. But even though freight traffic has increased over the years, the efficiency of the Milwaukee Road's operations has helped keep fuel consumption from reaching higher levels. In 1972, for example, the Milwaukee provided freight service equivalent to moving one ton of combined cargo and equipment a distance of 610 miles with just one gallon of diesel fuel.

Additional Freight

Growing fuel efficiency has enabled the Milwaukee Road to increase the number of ton-miles of freight hauled by almost 28 per cent between 1963 and 1972, while the amount of diesel fuel used in moving this additional freight increased only about 22 per cent. Compared to diesel truck transportation, it is estimated that railroads use diesel fuel 3 to 4 times more efficiently in hauling freight between cities.

Diesel oil and home heating oil belong to the same group of petroleum products, known as the middle distillates. Chemically, these fuels are similar and are refined in the same way. As a result, if oil distributors must furnish more oil for heating

purposes—which could happen if a severe winter occurs—the amount of other middle distillates available to consumers could dwindle.

A barrel of crude oil can be processed in different ways to get various proportions of refined products. A change in the output in one oil product category, such as gasoline, affects the amount of fuel in the other categories that can be produced. Crude oil can be processed into many other products, such as the synthetics used to make automobile tires or nylon stockings, the heavy residual oils used to heat buildings and generate electricity, and kerosene used to make jet fuel.

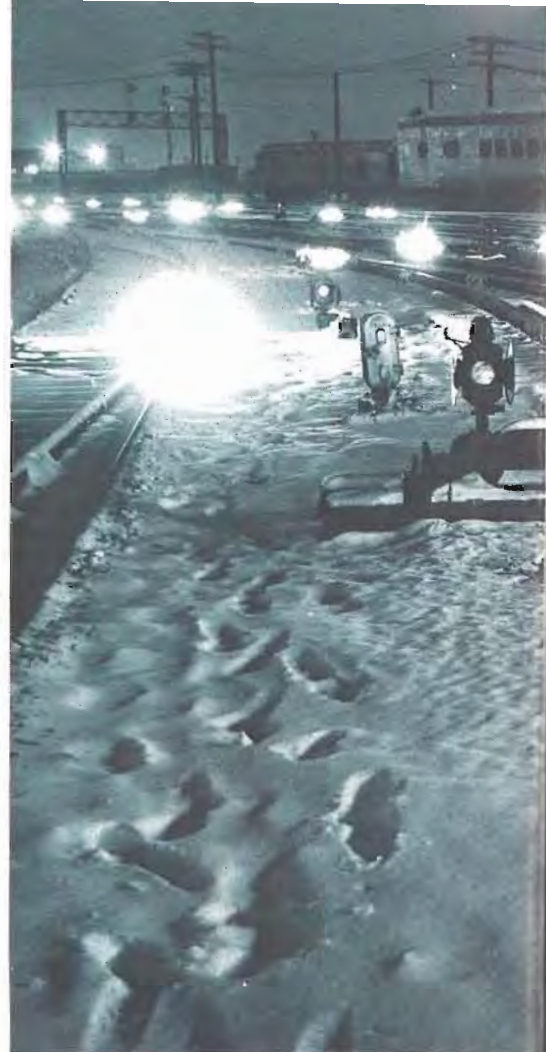
Half For Gasoline

A look at what crude oil is refined into tells something about the present energy shortage. In recent years, about half of the entire U. S. production of oil went to gasoline—over 2 billion barrels of it each year. Only about one-fifth of a year's production goes to the middle distillate category, which includes diesel and heating oils.

Half of the middle distillates are burnt as heating fuels, the kind used to heat homes and offices. The next biggest user of middle distillate fuels is the highway diesel truck, consuming almost 17 per cent of this type of fuel in 1971. The railroads, on the other hand, received only 9 per cent of the 1971 middle distillate fuel production.

Railroad managers have seen a fuel shortage developing for some time. Last winter, for example, an official of the Association of American Railroads (AAR) called the situation a crisis, and this past summer an AAR representative urged that emergency steps be taken to head-off shortages. He told a Nixon administration committee that mandatory requirements on the production of refined petroleum products were needed to make sure that enough middle distillate fuels were available by winter.

In recent weeks, changes in refinery output have taken place, but a growing shortage has led the White House to propose mandatory allocation of home heating oil and diesel oil. Under this system, the railroads



It takes many forms of energy to keep a railroad running. These propane-burning heaters keep ice and snow from interfering with the operation of switches near Chicago. Hundreds of these heaters, some of which are electrical, are used throughout the system to help keep trains rolling, regardless of the weather. Chicago Tribune photo.

can now get only their share of available fuel supplies based on the amount they bought from oil distributors in the same month of 1972. Most distributors have far less fuel this year than they had in 1972.

However, carloadings on the Milwaukee Road are approximately 5 per cent greater this year than in 1972, and are expected to continue to increase. Business for the entire railroad industry in January of 1974 is expected to be roughly 13 per cent over January of 1972, the year on which allocation is based. The problem now facing the railroads is obvious—there is more freight to handle and less fuel with which to move it.

Anticipating this fuel pinch, the Milwaukee has tried to keep its fuel storage tanks filled to the top. In addition, the railroad has a small fleet of tank cars that are ready to move

fuel to wherever it is needed on the system.

But diesel oil is only part of the problem. Natural gas, which runs the power plant at the 160-acre Milwaukee Shops, was in short supply last year. The railroad has over 50 buildings in the Milwaukee area alone. These, together with hundreds of other buildings on the 10,200-mile system, must be furnished with heat and light.

Propane Needed, Too

Propane supplies are also important to the railroad. Propane is used to power the hundreds of warehouse and shop vehicles used on the system, as well as to fuel many switch heaters. Remote-operating switches at important locations are kept free of ice and snow by propane heaters, which are lighted when necessary. In severe winters, the amount of propane needed to keep switches open can be three times the amount consumed in milder winters.

The nation's railroads are working to keep traffic moving, regardless of the new fuel-related problems and the operational changes that may be necessary. National leaders have called upon Americans to find ways to continue the daily business of the country without consuming as much energy as in the past. And there seems to be little doubt that the railroads—which have been working at fuel economy for over 100 years—will continue to be one of the best ways to keep the country moving despite the energy crisis. ■

Save Fuel, Electricity, Pres. Smith Urges

Responding to President Nixon's speech on the energy crisis, Milwaukee Road President Worthington L. Smith instructed all departments and subsidiaries of the railroad to act immediately to reduce fuel and energy consumption.

Mr. Smith urged that particular attention be paid to reducing the use of electricity in railroad buildings and offices. He has instructed that thermostats be set at not over 70 degrees in occupied offices and turned down to 60 degrees at night in unoccupied offices.

In addition, he set a maximum speed of 50 miles per hour for company-owned vehicles in cooperation with the voluntary national effort to conserve gasoline supplies.

He noted that if individual states adopt more stringent requirements for energy conservation, those efforts will also be cooperated with fully in order to maximize the beneficial effects of the conservation program.

Mr. Smith has also asked that all employees cooperate at home and on the highway with the goals set by the President's energy conservation program.



Milwaukee Road chairman and chief executive officer William J. Quinn (right) congratulates departmental representatives on the results of the 1973 Combined Fund-Raising Campaign in Chicago. To his right are F. G. McGinn, vice president-operating, who was this year's campaign chairman, and Roy H. Love, who was named the 1973 outstanding solicitor.

Milw. Road People Cited For Increased Fund Participation

Roy H. Love, terminal manager at Bensenville, Ill., received the outstanding solicitor award for the level of participation among Operating Department personnel in the 1973 Milwaukee Road Employees' Combined Fund-Raising Campaign in the Bensenville area. William J. Quinn, chairman of the board and chief executive officer of the Milwaukee Road, presented Roy with the award at a luncheon in Chicago on Dec. 3. In giving him the award, Mr. Quinn noted that Operating Department workers in the Chicago area have shown the largest increase in the rate of participation of any employee group.

In the Chicago area, total employee participation in the 1973 cam-

paign was 73 per cent, compared to 67 per cent last year. A total of \$61,215 was pledged by Chicago area employees.

Employee campaign activities were also concluded recently at other cities on the Milwaukee Road. Norm H. McKegney, Milwaukee Division superintendent, was chairman of the railroad's effort in the Milwaukee, Wis., area. Employees in Milwaukee gave \$17,340 to the United Fund of Greater Milwaukee.

In the Twin Cities area, Minneapolis employees gave a per capita gift of \$18.61 to the United Way of Minneapolis campaign, more than twice the amount given last year. Art J. O'Rourke, chairman of the Twin Cities' campaign, noted that the

greatest participation was among members of the police department, 95 per cent of whom contributed to the Milwaukee Road's United Way effort. Co-chairmen for the Milwaukee Road's Greater St. Paul United Fund effort were J. W. Podgorski, special representative to the superintendent, and J. J. Taylor, assistant trainmaster. Employees in the St. Paul area raised \$2,524 for the United Fund.

Seattle area employees contributed a gift of \$3,066 to the United Way of King County. The number of employees participating was over 78 per cent greater than last year, according to campaign chairman Martin Erickson, regional manager-public relations.

From Louisville, Ky., to the North Pacific Coast, the many divisions and offices of the Operating Department are working towards one goal—to deliver safe, fast service.



The Operating Department

F. G. McGinn

Vice President-Operating

The objective of the Operating Department is to develop and maintain an efficient and safe system of transportation upon which our customers can depend.

In accomplishing this goal, the Operating Department faces the task of moving thousands of freight cars each day between cities and through terminal yards. To keep these cars moving, people with specialized training work around the clock in many occupations, such as the operation of locomotives, the handling of containers and trailers, and the manning of communications systems and data processing equipment. All of these activities must be carried out within the limits of careful control of costs while providing our customers with fast and efficient movement of loaded and empty cars.

Each segment of the Operating Department plays its own part in this overall performance. The transportation section carries the responsibility of coordinating day-to-day operations. Together with the control center, transportation is responsible for allocating locomotives and cars. Transportation must also coordinate the special clearances and handling needed for high, wide and heavy loads, as well as the work of car tracing and the handling of a growing amount of TOFC/COFC (trailers and containers on flatcars) traffic.

The operating systems section uses a tele-processing computer to collect and sort teletype messages about car movements and interchanges that are sent by station and yard personnel throughout the system. The computer uses this information to up-date the car records on hand and automatically sends messages about these car movements to the proper offices along the route of each car. In addition to providing this data to the transportation section

and the railroad's sales staff to permit timely equipment allocation decisions, the computer turns this information into a useful tool to be used by the railroad's equipment accounting sections for the determination of car hire payments.

The Mechanical section of the Operating Department is responsible for the repair and rebuilding of cars and locomotives and for the servicing and maintenance of this equipment.

Support functions are performed by other segments of the Operating Department which are responsible for the safety of employees, for police protection and property security, for freight claim prevention, for the supervision of stations and yard offices, for the refrigeration of perishable shipments, and for the automobiles and trucks used by the railroad. Compliance with operating rules and special instructions relating to the operation of trains fall within this area.

In addition to these branches of the Operating Department's many activities, the department is presently divided into nine geographical operating divisions: the Chicago Division; the Milwaukee Division; the La Crosse Division; the Twin City Terminals Division; the Aberdeen Division; the Rocky Mountain Division; the Coast Division; the Iowa Division; and the Iowa, Minnesota and Dakota Division.

These nine divisions are the result of a realignment of divisions that took place Aug. 1. The former Chicago Terminal Division and a portion of the old Dubuque and Illinois Division were combined with the Terre Haute Division to form the new Chicago Division extending

(continued on page 30)



For 50 years Maime Hopkins (center) has been making sure that employees get their paychecks. With her as she recalls her long career with the Milwaukee Road are the other members of her bureau, which processes the payroll for the railroad's shop employees and train and engine crews. Left to right, they are: Theresa Wall, Marge Rogers, Bureau Head Edward Thinger, Margaret Shadley, Sharon Stevens and Gates Schero.

Maime is responsible for the processing of time slips that are used to make the payroll for approximately 1,500 employees who work in the Milwaukee Shops and on

trains on the Coast and Iowa Divisions. As a timekeeper, she works in the payroll accounting office at Union Station in Chicago.

She started with the Milwaukee Road in Savanna, Ill., in 1923 as a comptometer operator in the division payroll accounting office. In 1931 payroll accounting was moved to Fullerton Ave. in Chicago, and Maime worked there as a timekeeper and machine operator.

In 1972 offices were moved to the third floor of Union Station, where Maime and her fellow workers continue to process the paperwork that makes payday possible.

Frederick H. Jeffrey

Frederick H. Jeffrey, retired Milwaukee Road treasurer, died on Oct. 12.

Mr. Jeffrey began employment with the Chicago and Eastern Illinois Railroad in 1904.

In 1913 he accepted the position of general bookkeeper with the Chicago, Terre Haute and Southeastern Railway Company. He was assistant auditor of that company when it was acquired by the Milwaukee Road in 1921.

Prior to his election in 1945 as treasurer, he was auditor of station accounts, credit officer and assistant treasurer for the Milwaukee Road.

Mr. Jeffrey served as chairman of the Treasury Division of the Association of American Railroads for the 1951-1952 term and was an honorary member of that organization at the time of his death.

The Association of Railroad Editors
presents this

Certificate of Commendation

to

Milwaukee Road Magazine

for Excellence in
Railway News Coverage

The Milwaukee Road Magazine took honors recently for its coverage of news in the railroad industry at the 1973 conference of the Association of Railroad Editors in Minneapolis, Minn. Association members include editors of employee publications throughout the railroad industry and editors of railway labor publications.



Retirements

Applications Reported During September-October 1973

Henry C. Abraham, carpenter, Portage, Wis., entered service 1936, retired Sept. 4.

John G. Acers, engineer, St. Paul, Minn., entered service 1943, retired Sept. 8.

Henry D. Anderson, assistant switch and demurrage clerk, Minneapolis, Minn., entered service 1944, retired Aug. 31.

Clark Bartlett, conductor, Marion, Iowa, entered service 1939, retired Sept. 19.

Leonard P. Beer, engineer, Milwaukee, Wis., entered service 1925, retired Oct. 6.

Paul Bergagna, section laborer, Ladd, Ill., retired July 20.

Albert J. Berquist, electrician, Chicago, Ill., entered service 1936, retired May 28.

A. R. Beyers, section laborer, Grafton, Iowa, entered service 1959, retired Aug. 31.

William F. Birdsell, yardmaster, entered service 1947, retired January 22.

Helen F. Breen, bookkeeper, Chicago, Ill., entered service 1936, retired Aug. 31.

Frank L. Buxton, sub-station operator, Seattle, Wash., entered service 1956, retired July 31.

Alpha B. Carroll, bill analysis clerk, Chicago, Ill., entered service 1944, retired Oct. 1.

Matteo Cefalu, laborer, Milwaukee, Wis., entered service 1958, retired Sept. 14.

Clifford D. Clark, electrician, Deer Lodge, Mont., entered service 1937, retired July 13.

Ray P. Congdon, section foreman, Waukesha, Wis., entered service 1956, retired July 10.

J. F. Conley, conductor, Des Moines, Iowa, entered service 1941, retired Oct. 18.

Ralph E. Dallmeier, engine watchman, Prairie Du Chien, Wis., retired Aug. 31.

Edmund K. Doro, blacksmith, Milwaukee, Wis., entered service 1963, retired Sept. 14.

Marshall S. Dresser, agent, Itasca, Ill., entered service 1938, retired Sept. 30.

Ludwik Drozd, machinist, Chicago, Ill., entered service 1952, retired Sept. 25.

William C. Duerwachter, electrician-helper, LaCrosse, Wis., entered service 1957, retired Sept. 28.

Thomas D. Duffey, locomotive engineer, Chicago, Ill., entered service 1956, retired Sept. 13.

Oswald Eggergluess, laborer, Glencoe, Minn., entered service 1943, retired Sept. 28.

Jake Erkes, section foreman, Sheldon, Iowa, entered service 1936, retired Aug. 31.

Kenneth R. Estes, car inspector, St. Paul, Minn., entered service 1970, retired Aug. 6.

Cruz Estrada, roundhouse laborer, St. Paul, Minn., entered service 1937, retired Sept. 14.

Sander M. Forslun, clerk, Minneapolis, Minn., entered service 1942, retired Oct. 15.

William C. Frayer, pipe fitter, Bensenville, Ill., entered service 1934, retired Sept. 27.

Elwood M. Green, car inspector, Milwaukee, Wis., entered service 1950, retired Aug. 31.

Albin J. Groth, technical inspector, Milwaukee, Wis., entered service 1929, retired Aug. 31.

Henry J. Hohl, blacksmith, Milwaukee, Wis., entered service 1936, retired July 1.

Dorothy G. Hurlburd, steno clerk, Denver, Colo., entered service 1944, retired Aug. 31.

Roy W. Jacobs, steel bridge man, Chicago, Ill., entered service 1934, retired Aug. 31.

Richard W. Jones, switchman, Harlowton, Mont., entered service 1940, retired June 2.

Virginia M. Jones, clerk-typist, Chicago, Ill., retired Oct. 12.

Antoine Z. Kasow, clerk, Chicago, Ill., entered service 1950, retired Sept. 28.

Walter Klosowski, tariff supervisor, Chicago, Ill., entered service 1922, retired Sept. 29.

Joseph J. Kraft, conductor, Aberdeen, S. D., entered service 1937, retired July 1.

Ervin E. Kurtzbein, brakeman, Minneapolis, Minn., entered service 1942, retired May 20.

George D. Letourneau, special accounting clerk, Chicago, Ill., entered service 1952, retired Aug. 31.

Clarence S. Lundberg, assistant section foreman, Spencer, Iowa, entered service 1946, retired Sept. 10.

Russell J. Marcou, carman, LaCrosse, Wis., entered service 1926, retired Sept. 28.

Marvin W. Mathis, locomotive engineer, Minneapolis, Minn., entered service 1943, retired Sept. 28.

Richard A. Menigoz, carman, Chicago, Ill., entered service 1942, retired Oct. 10.

Wanda R. Mis, health nurse, Chicago, Ill., entered service 1953, retired Aug. 31.

Michael Mitchell, check clerk, St. Paul, Minn., entered service 1949, retired Aug. 31.

William H. Nevell, conductor, Chicago, Ill., entered service 1940, retired Oct. 12.

Arthur K. Nordyka, cashier, Sioux City, Iowa, entered service 1942, retired Aug. 30.

William D. Ostrom, chief carpenter, LaCrosse, Wis., entered service 1929, retired May 26.

Alex A. Parsons, carman, Aberdeen, S. D., entered service 1942, retired Feb. 13.

Clinton D. Paugh, yard clerk, Montevideo, Minn., entered service 1941, retired Sept. 16.

Joseph E. Savino, assembler, Chicago, Ill., entered service 1948, retired Sept. 21.

Bernard Schatz, engineer, Aberdeen, S. D., entered service 1942, retired Aug. 31.

Edward J. Semper, tower operator, Franklin Pk., Ill., entered service 1941, retired Aug. 31.

Albert J. Sims, Jr., laborer, Chicago, Ill., entered service 1951, retired Sept. 29.

John Sopoci, section foreman, Wagner, S. D., entered service 1925, retired Aug. 3.

Boyd Swayze, section laborer, Chicago, Ill., retired Oct. 4.

Aloyzy Szymanski, carman, Milwaukee, Wis., entered service 1943, retired April 4.

Ernest G. Tamcke, boilermaker, Deer Lodge, Mont., entered service 1946, retired July 31.

Arthur R. Tianen, electrician, Milwaukee, Wis., entered service 1955, retired Aug. 31.

Clifton H. Vack, Chicago, Ill., entered service 1929, retired Sept. 12.

Herman W. Verhoef, brakeman, Mason City, Iowa, entered service 1947, retired Aug. 9.

Thomas Vitrano, machinist, Milwaukee, Wis., entered service 1951, retired Sept. 28.

George A. Walling, engine house foreman, Channing, Mich., entered service 1937, retired Aug. 31.

Theodore L. Wallo, chief clerk, Iron Mt., Mich., entered service 1926, retired Sept. 28.

Harold L. Weckman, electrician, Milwaukee, Wis., entered service 1956, retired March 16.

Amos Young, cook, Chicago, Ill., entered service 1948, retired Sept. 20.

Joseph Zidek, sheet metal worker, Chicago, Ill., entered service 1926, retired Sept. 20.



K. E. Hornung



N. E. Smith



W. E. Fuhr



D. A. Bessey



C. E. Goldsmith



D. F. Ring

Engineering Dept.

Effective November 1

Nathan E. Smith appointed assistant chief engineer-maintenance, Chicago, Ill.

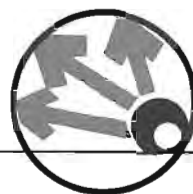
Kenneth E. Hornung appointed assistant chief engineer-structures, Chicago, Ill.

Walter E. Fuhr appointed assistant chief engineer-staff, Chicago, Ill.

Donald A. Bessey appointed architect, Chicago, Ill.

NOVEMBER • DECEMBER, 1973

Appointments



Operating Dept.

Effective October 1

Bruno W. Tancula appointed trainmaster, Chicago Division, Bensenville, Ill.

Effective October 16

Loran K. Drew appointed master mechanic at Western Ave., Chicago, Ill.

William T. Bidlingmeyer appointed assistant master mechanic, Mitchell, S.D.

Effective December 1

George A. Stuckey appointed agent, Missoula, Mont.

Carl V. Eby, appointed agent, Great Falls, Mont.

Milwaukee Motor Transportation Co.

Effective October 1

Clarence E. Goldsmith appointed assistant vice president-operations, Chicago, Ill.

LaVerne H. Hinrich appointed director, truck-rail sales, Chicago, Ill.

Labor Relations and Personnel Dept.

Effective September 1

Robert T. Baker, appointed assistant to vice president-personnel, Chicago, Ill.

Law Dept.

Effective November 1

Daniel F. Ring appointed general attorney, Chicago, Ill.

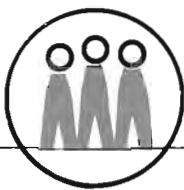
Traffic Dept.

Effective August 1

William R. Schauer appointed manager-pricing, Chicago, Ill.



This new bumper sticker has a good point to get across—railroads are low-polluting transportation systems. In fact, railroads pollute less than any other form of land transportation, except pipelines. The 3¼" by 11" stickers are reflective and can be ordered from Simmons-Boardman Publishing Corp., 350 Broadway, New York, N.Y. 10013. The cost is \$1 each, three for \$2 and larger quantities are available at lower prices.



About people on the railroad

Coast Division

TACOMA

Bernice C. Riippi, Correspondent

Office of Division Engineer

Congratulations were extended to Mr. and Mrs. Bob Miller on the birth of their daughter Rae Ann on Sept. 1. Bob is a communications lineman with the Signal Department.

Congratulations also went to Chris Wemmer and her husband Dan on the arrival of their little girl on Sept. 4. Chris was our cashier before she took maternity leave.

Junior Engineer Ron Perrone and his wife Linda welcomed Jacqueline Lee to their family on Sept. 21. She joins two sisters, Jamie and Jennifer. Milwaukee Road grandparents are Roadmaster and Mrs. Vincent Perrone.

Telephone Operator Linda Curtis and her husband Don became the parents of another little boy, Troy Damon, who joins his older brother, Tommy. Troy was born on Oct. 19, the sixth birthday of brother Tommy.

The Milwaukee Road Retired Employees Club and the Milwaukee Road Women's Club jointly held their annual picnic on Thursday, Aug. 9, at Lincoln Park in Tacoma. The two groups furnished ham, chicken, bread, ice cream and coffee and members of the Women's Club also contributed hot dishes and salads. All 126 people attending



New members of Seattle's Milwaukee Road family were introduced recently to fellow employees at a gathering in the Internal Auditor's Office. Admiring the cake with General Manager-Lines West Q. W. "Bing" Torpin (right) are (left to right) Greg Miller, draftsman, and Gene Fierke, agricultural and industrial development representative, both of the Real Estate, Economic and Research Development Department; and D. L. Ostermiller of the Internal Auditing Department.

appeared to have a wonderful time and members are looking forward to next year.

Bessie Steed from Coronado, Cal., surprised friends here recently with a

visit to Tacoma. Mrs. Steed was president-general of the Milwaukee Women's Club in Chicago for 14 years.

Assistant Chief Carpenter Al Blanch was welcomed back recently after undergoing surgery. Al had not been feeling well for some time but is now back in top form.

As different as night and day is the way Virginia Fuller, secretary to the superintendent, described the places she visited during her recent vacation. She was a delegate to the 50th Educational Congress of Traffic Clubs International in Montreal. She spent five days enjoying Montreal and learning about the problems facing the transportation industry today.

After five busy days, she flew to Antigua in the British West Indies. According to Virginia, it is a very beautiful country void of neon signs, traffic lights, hurry and bustle. She spent five days there basking in the sun on white coral beaches.

Congratulations were extended to Time Reviser Larry O'Neil and his wife on their first anniversary.

The Superintendent's Office in Tacoma welcomed Mr. Lane O'Rourke as



Engineer Bill Lowman (right) of Tacoma, Wash., made his last run on Oct. 26. With him as he completes 30 years of service with the Milwaukee Road are Mrs. Lowman and Traveling Engineer-Trainmaster W. R. Ferrier.



Tacoma Car Department personnel recently received safety awards from District General Car Foreman Al J. Hamre (left). Receiving an award for 20 years of injury-free work is Carman Knute Bjerkeset (second from left). Receiving awards for 10 years of service without injury are (left to right): Carman L. M. Roberts, Carman Bill Johnson and Car Foreman Larry Newsham. Other personnel, not shown here, who also received safety awards for their years of injury-free service are:

Ten years: Gil Bauschman and Gene Owings. Five years: Del Ellinger, Les Libey, Pete Marlow and John Wesolowski. Four years: Harold Christensen, Jr., Paul Holquist, John Phillips and George Schlosser. Three years: Bob Bergstrom, Ken Boothe, Ray Coult, Elmer Cummins, Chet Johnson, Charles Price, Wamon Roberts and Alex Schabary. Two years: Dan Sokolowski, Harold Christensen, Sr., Mac Huffmaster, Egil Nerland, Ed Sehlin, Duane Tiedtke and Jim Tricoli. One year: Mel Medley, Marvin Pidcock, Tony Dearing and Mike Nickolas.



Employees in the Seattle Car Department were given safety award pins during a coffee and donut break on Oct. 9. District General Car Foreman Al J. Hamre (left) presented Hayden C. Weber (second from left) with a 30-year award and Hugo F. Hansen (fourth from left) with a 7-year award. Looking on are (left to right): Carmen Jack B. Langlot and Ronald M. Goode, who received awards for one year of injury-free service; Carmen Gary L. Flory and Nic Mancus, who received the two-year safety award, and Car Foreman Frances W. Jacobson, who received a four-year award. Also receiving awards were Frank N. LaFrades for three years and Donald M. Harris for two years.

their new chief clerk. Lane came to Tacoma from Savanna where he held the same position. The employees in the Superintendent's Office surprised the O'Rourke's the evening of Oct. 6 with a housewarming at their new home. Everyone had an opportunity to enjoy themselves and get better-acquainted with the O'Rourke family.

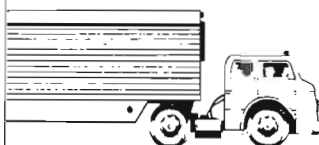
Sympathy was extended to the family of John V. Anderson who died in Seattle on Sept. 16. Mr. Anderson retired as assistant general storekeeper in 1958 at Tacoma and had held many positions throughout the railroad system. He had made his home in Centralia for the past several years. He is survived by his wife, Lois; two daughters, Mrs. Lucille Peck of Seattle and Mrs. Nanette Chambers of Silver Springs, Md.; a son, John V., Jr., of Newark, Cal.; a stepson, Courtney Webb of Centralia, and nine grandchildren and nine great-grandchildren. Services were held at Tacoma on Sept. 20.

Tacoma Engineer Bill Lowman made his last trip on Oct. 26 before retiring with thirty years of service with the Milwaukee. He started working in 1943 and was promoted to an engineer in 1945. Bill is looking forward to spending a lot of time fishing. He and Mrs. Lowman will continue to live in Tacoma. Best wishes were extended to Bill for a long and happy retirement.

Employees were saddened by the death of Engineer Edward M. Webb on Oct. 31. He began working for the Milwaukee Road in 1937, first working in the Roundhouse before becoming an engineer. He is survived by a brother and two sisters. His brother, G. W. Webb, is also an engineer for the Milwaukee Road, as was their father. Ed served with the Navy Construction Battalion during World War II. Burial was in Tacoma on Nov. 3.

Emil Larsen, retired carpenter with the Bridge and Building Department, died on Oct. 21. He was born in Silverton, Ore., and came to the Parkland,

MOVING?



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☐ ACTIVE EMPLOYEE

☐ RETIRED EMPLOYEE



These Austin Car Department employees attended a safety meeting recently at which they received safety award pins for one year of work without injury. Standing, left to right, are: Ken Heimer, Foreman Pat Kelly, Art Winkels, Herb Heimer, Harvey Heimer, Les Skjeveland, and Jim Graves. Seated, left to right, are: Mike Deyo, Ray Neve, Leo Yezek and Bill Lunde.



Spokane Carman Sylvian W. Lang (center foreground) receives a safety award pin for 45 consecutive years of injury-free service from District General Car Foreman Al J. Hamre (left). Car Foreman Frank A. Zawada (right foreground) receives an award for 25 years of injury-free service. In the background are other Spokane Car Department carmen who received the safety award pins for the number of injury-free years they have worked. They are (left to right): Jim E. Evey, three years; Stewart C. Marler, ten years; Gary E. Jackson, one year; Walter P. Babinski, three years, and Henry W. Wiedmer, one year.



Sioux City Roundhouse employees recently received safety award pins from Assistant Master Mechanic Larry K. Drew (left), shown here presenting a pin to Chief Caller Willard J. Leach (center) for 45 years of work without an injury. Among those who congratulated Willard was Roundhouse Foreman Kenneth S. Casey (right), who also received a safety award pin. Others who received pins were Engine Watchman Victor J. Greene, Machinist Helper Herb H. Dreeszen, Roundhouse Laborer Robert J. Dyer and Relief Caller Paul J. Weisz.

Wash., area as a child. He had lived in the area for 76 years. He was a member of the Brotherhood of Maintenance of Way Employees and the Milwaukee Road Retired Employees Club. He was a charter member of Trinity Lutheran Church. Survivors include his widow, Hattie; four sons, Norman, Stanley and Alvin, all of Tacoma, and Ronald, of Mountlake Terrace, Wash.; a sister; 21 grandchildren, and two great-grandchildren. Sympathy was extended to his family and friends.

SEATTLE

Laura K. Schaub, Correspondent

Office of Traffic Manager

DISTRICT MANAGER-SALES: Sales Representative Mike James and his wife, Nancy, recently became foster parents of a baby boy named Mathew.

Secretary Kathy Jaussaud has left to be married and move with her husband to the San Juan Islands. Her friends at the Milwaukee Road in Seattle held a cake and coffee party and presented Kathy with a wedding gift. The office will miss her friendly smile and gracious manner.

INTERNATIONAL SALES: Bill Fogelstedt, import-export clerk, and his wife, Marjorie, became the grandparents of Jennifer Michelle Hick. After five grandsons, Jennifer is the first granddaughter for the Fogelstedts. Bill's daughter Julie and husband Frank have two other children, John and Adrian.

REAL ESTATE DEPARTMENT: Stenographer Linda Bloom and her hus-



Perishable Freight Inspector Bill Oppliger of Othello, Wash., retired in August, completing 31 years of service with the railroad. Bill and his wife, Grace, are avid fishermen and hope to spend much of their free time fishing. Mr. and Mrs. Oppliger have one daughter, three sons and 13 grandchildren.



Milwaukee Road employees and their families—53 people in all—held their yearly picnic on Sept. 9 at Lions Park in Othello, Wash. Many retirees attended the event, including Engineer and Mrs. Jack Zeller, Substation Operator and Mrs. Merele Taylor, Machinist and Mrs. Jim Olinger, Roundhouse Foreman and Mrs. Charles Davidson, Roundhouse Laborer Maki Kawahara, and Yard Clerks Nel Brown and Jessie Morissette.

band, Jim, made several trips to Yakima, Wash., recently to see their first grandchild, Janice Marie, born on Sept. 21 to their daughter and son-in-law, Gail and Fred DenBest.

REGIONAL DATA OFFICE: Joyce Ask and family spent their vacation in Deer Lodge, Mont., with her parents, Mr. and Mrs. Victor Goldie. Joyce also attended her high school class reunion there.

Joan Sacco's baby boy was born on Aug. 20 and has been named James Scott.

Barbara King recently vacationed in Illinois with relatives, and Ray Kester spent his vacation in Montana and California.

SPOKANE

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Sympathies were recently extended to Mrs. Frank Socwell and family. Frank, who was our agent-operator at Coeur d'Alene, died Sept. 7. He started with the Milwaukee on Aug. 17, 1938. After his long service with the railroad Frank will certainly be missed by many fellow workers.

Sympathies were also extended to conductor H. R. Freeman on the death of his mother, Mrs. Nell Freeman. She was the widow of H. Roy Freeman, conductor, who died in 1946.

Ed Lynam, assistant superintendent, is now a new grandfather. His daughter Mary Lou gave birth to a son, Christopher, her second child.

Jim Tingley, cashier in Spokane, entered a fishing contest at Long Lake, Wash., and came in third with his prize fish. He won a new fishing pole.

The fellows in the Spokane office have really been staying in line since they learned that clerk Kaye Setchell has been taking judo lessons twice a week. Judo, anyone?

Rocky Mountain Division HARLOWTON—GREAT FALLS

E. H. Mielke, Correspondent
Roundhouse Foreman, Harlowton

A retirement party was held on Aug. 29 for Allen Tovey, electrician and foreman, and for John Kane, machinist, both of whom retired from the Harlowton shops. They were presented with special retirement cakes with railroad scenes on them.

Approximately 50 employees, friends and other retirees attended the dinner. A monetary gift was presented to each of the two men. Both Allen and John will continue to live in Harlowton.

Retired Superintendent and Mrs. James O'Dore, now of Kirkland, Wash., celebrated their Golden Wedding Anniversary on Aug. 11 at the home of their daughter in Bellevue, Wash. The O'Dores were married at Whitehall, Mont. After working for the Milwaukee 47 years at various locations on lines west, they retired at Harlowton in 1960 and moved to Kirkland in 1968.

Clark Cass, 55, retired yardmaster at Harlowton, died recently from a heart attack. He was born in Harlowton, married Margaret Cavanaugh in 1937, worked for the Milwaukee as a switchman and yardmaster for over 30 years and served as vice general chairman of the Railroad Yardmasters of America. Survivors include two sons who work for the Milwaukee Road.

Other recent losses include the deaths of former Roundhouse Laborer James Gibson, and Mrs. Fay Sickmiller, wife of former Locomotive Engineer Frank Sickmiller.

From Spokane comes word that Arthur McCabe, 81, has died. He worked in the yard office and as a ticket clerk at Harlowton before moving to Avery, Idaho. He later worked as a yard clerk in Deer Lodge, Mont., as a ticket clerk

in Butte, Mont., and as a cashier at Great Falls, Mont.

From Great Falls, Arthur went back to Avery as a train director and retired from that position in 1957. He moved with his wife to Spokane where Mrs. McCabe still lives, at West 1120 Sprague Ave., Apt. 1402, 99204. Mrs. McCabe says that she would enjoy hearing from friends.

John Kidneigh of Minneapolis, Minn., son of former Roadmaster J. C. Kidneigh, attended the Fergus High School class of 1923 fiftieth reunion and banquet at the Yogo Inn at Lewistown, Mont. Forty-three members of the class's 119 graduates were present, which was considered to be a good attendance.

Barbara Bennett and Roundhouse Laborer Kenneth Mager of Harlowton were married on July 28 at an evening ceremony at Wesleyan Church in Harlowton.

Sheila Massing, daughter of Machinist Dale and Mrs. Massing of Harlowton, was married to Terry Bouchard on Aug. 10 at the home of the bride's parents. The Rev. Richard Halvorson, of the American Lutheran Church, conducted the double ring ceremony. A reception was held at the Odd Fellows Hall. The couple went to Fort Leonard Wood, Mo., where Terry was participating in National Guard training.

Paula Elkins, daughter of Mrs. Allen Tovey of Harlowton, was married to David Sell of Big Timber, Mont., in a double ring ceremony in the First Congregational Church in Big Timber on July 29. The newlyweds will live in San Diego, Cal., where David is stationed with the Navy.

Barney Grinnvoll, retired from the



BECKERS-DUFFNER. Julie Ann Beckers and Machinist Apprentice John Duffner of Harlowton, Mont., were married in an evening ceremony on Aug. 31 at the home of the bride's parents in Big Timber, Mont. The double ring ceremony was performed before the flower-banked fireplace in the home's indoor garden.



These members of the Harlowton Swim Team are (top to bottom) Marcella Labrie, daughter of the late Conductor J. L. Labrie; Patty Nissen, daughter of Conductor E. V. Nissen, and Patty and Julie Massing, daughters of Trainman H. P. Massing. The senior girls' team won a gold medal at Lewistown, Mont., in the 200 meter medley, setting a state record.

Milwaukee Road, returned from another trip to Europe. He told friends of the high prices he encountered there, including film that costs \$8.00 compared to \$2.90 in the United States, and coffee that costs 80 cents a cup. He is



MIHALOVICH-SLEZAK. Diane Mihalovich, daughter of Trainman and Mrs. Kenneth Mihalovich of Harlowton, Mont., became the bride of Roger Slezak of Valier, Mont., in a double ring ceremony in the Federated Church in Harlowton on Aug. 5. Both will live in Bozeman, Mont.

presently giving lectures and showing pictures of the trip.

An Old Time Fiddlers' jam session recently held at the Moose Hall drew a very large crowd. Of special interest was the large attendance and the fiddling of our track welder from Roundup, Mont., Johnny Sherpe. He is presently a Montana State Champion Fiddler and he presented over a half hour of music with Bonnie Starck of Billings, Mont., who is Montana State Woman Fiddler Champion. A return engagement is scheduled for within six months.

Kick-off for the big-game season was the annual Hunters' Feed at the Moose Hall which was followed the next morning by the opening of the antelope season.

Deer and elk hunting season opened one week later. Cooks and kitchen help for the feed included Machinist Helper Paul Pidcock, Electrician Dick Stoltz and Machinist Jack Miller.

General Roadmaster and Mrs. Myron Olson of Chicago visited friends and went fishing recently in the Lewistown area.

Mr. and Mrs. Ralph Calbourne of Minneapolis recently spent a week-end visiting Roadmaster and Mrs. Kenneth Anderson at the Anderson's cabin near Niehart, Mont. Ralph is a former Rocky Mountain Division engineer.

Retired Section Foreman Leo Companion died recently at his home in Sweetgrass, Mont. He was born in Bari, Italy, in 1897. He started with a Milwaukee Road track-laying gang constructing the Agawam line.

Carol Syverson, daughter of retired Conductor and Mrs. Arnold Syverson of Lewistown, was married to Douglas Lehn of Bozeman on Sept. 15 in an afternoon double ring ceremony in Zion Lutheran Church in Lewistown.

Senior girls of the Harlowton Swim Team set a new state record to win a gold medal at Lewistown in the 200 meter medley. Coaching was done by Doug Nissen, son of Conductor E. V. Nissen. Team members are Marcella Labrie, daughter of the late Conductor J. L. Labrie; Patty Nissen, daughter of Conductor E. V. Nissen, and Patty and Julie Massing, daughters of Trainman H. P. Massing.

Diane Mihalovich, daughter of Trainman and Mrs. Kenneth Mihalovich of Harlowton, became the bride of Roger Slezak of Valier, Mont., in a double ring ceremony in the Federated Church in Harlowton conducted by the Rev. James Beadle on Aug. 5. After the ceremony a reception was held in Fellowship Hall. The couple left on a honeymoon to Washington and California. Roger is a graduate of Valier High School and Montana State University at Bozeman, Mont. Diane is a graduate

from Harlowton High School and Bozeman Vocational-Technical School. They will live in Bozeman where they are employed.

Machinist Apprentice John Duffner of Harlowton and Julie Ann Beckers of Big Timber, Mont., were married in an evening ceremony on Aug. 31 in an indoor garden at the home of the bride's parents in Big Timber. The Rev. Steven Rohloff of Miles City, Mont., performed the ceremony. Attendants of the bride and groom were Machinist and Mrs. Kenneth Jones of Harlowton, formerly of Big Timber. A wedding trip through Yellowstone Park followed the ceremony.

Trainman Paul Schmeling of Harlowton was married to Deborah Moths of Miles City in the First Methodist Church, Miles City. The ceremony was performed on Aug. 11 by the Rev. Delbert Bosckis. A reception followed in the Fellowship Hall. A honeymoon trip was made through Yellowstone Park.



MOTHS-SCHMELING. Deborah Moths of Miles City, Mont., was married to Trainman Paul Schmeling of Harlowton, Mont., in the First Methodist Church at Miles City on Aug. 11. Paul is a graduate of Harlowton High School and attended Montana State University at Bozeman.

EAST END

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

Car Foreman and Mrs. Howard J. Sweeney were surprised on their 40th wedding anniversary with an open house reception given by their daughters Joan Sweeney and Mrs. Kathy Marcher, both of California.

Howard and Jean Sweeney were married in Miles City on Sept. 30, 1933, and have lived in Miles City most of the time since, except for three years

spent at Marmarth, Mont., and five years at Butte.

Retired General Clerk "Shorty" and Mrs. O. H. Bethke celebrated their 50th wedding anniversary on Oct. 20 in Miles City. The Bethkes were married Oct. 15, 1923, in Baker, Mont., and lived in Mobridge until 1928 when Shorty was transferred to Miles City. Except for a few months spent at Lewistown prior to his retirement, the Bethkes have lived most of the time at Miles City. They have one daughter, Mrs. Gordon (Joyce) Christianson, and three grandchildren, all of whom live in Belle Fourche, S.D.

Congratulations went to Denise Higgins and Dan Pierce on their marriage on July 14. Denise is the daughter of Roadmaster and Mrs. Virgil Higgins of Baker, Mont. The young couple will make their home near Ekalaka, Mont., where the groom is in the ranching business with his father.

Word was received here recently of the death of J.V. Anderson in Seattle on Sept. 16. Mr. Anderson was a division storekeeper at Miles City from 1928 until 1936.

Sympathy was extended to the K. D. Clark family. Engineer Clark's father died in Miles City on Sept. 2 at the age of 91.

Sympathy was also extended to the Harold Keithley family. Mrs. Keithley's brother died in September in Minneapolis, Minn.

Former Store Department employee Joe Weiss died on Aug. 31 at the age of 60 after a lingering illness. Joe is survived by his wife and one son.



Wire Chief Carl H. Prah (left) is congratulated at the end of his last shift on Oct. 31 by Systems Relay Office Supervisor M. E. Nimbar. Carl began with the railroad in 1943 and came to the Relay Office in Miles City in 1947, where he worked until his retirement.

Sympathy was extended to the William Virag family. Engineer Virag's mother died on Sept. 10 at the age of 97.

Retired Conductor Mour F. Gudmundson died on Oct. 5 in Miles City at the age of 91. Mr. Gudmundson started employment with the Milwaukee Road in 1909 as a brakeman. He was promoted to conductor in April, 1913, and continued in that capacity until he retired in July, 1957. He is survived by his wife, one son and three grandsons.

At a recent Women's Invitational Bowling Tournament, Grace Zuelke, wife of Engineer R. H. Zuelke, won first

place in the singles and first place in all events by a substantial margin. Grace is also president of the Women's Bowling Association this year.

Wire Chief Carl H. Prah retired on Oct. 31 at the Systems Relay Office. Carl started with the railroad in July, 1943, and worked at various stations on the old Musselshell-TM Division as agent and operator.

He came into the Relay Office in Miles City in 1947 where he worked since. Carl has no definite plans at this time for his retirement, but he expects to watch a good deal of football on TV this fall and winter.

Brakeman Richard E. Wright retired recently. He started with the railroad in 1942 and later went into other employment, returning to the railroad in 1953 as a yardman and continuing in the capacity of yard-road brakeman until his retirement.

Aberdeen Division EAST END

Mavis Wallien, Correspondent
Trainmaster's Office, Montevideo

Montevideo Car Foreman Ray Joneson is a grandpa again. Lisa Lynne, daughter of Dale and Linda Joneson arrived Sept. 7. Dale is the Milwaukee Road agent at Redfield, South Dakota.

David Hill, son of Engineer W. F. Hill, formerly relief agent-operator, Aberdeen Division, is now at Ottumwa, Iowa, as a train dispatcher on the D&I Division.

Engineer Virgil Kissling (East End) became ill while on a layover in Montevideo several weeks ago, and after being hospitalized in Montevideo for several days, was transferred to St. Mary's Hospital in Minneapolis. Virgil is now at home recuperating.

Engineer John Acers is a patient at Metropolitan Medical Center, and the latest reports indicate that his condition is improving.

Mrs. Bernice Adams, widow of Switchman Charles Adams, died on Sept. 16 at the Montevideo Hospital.

Happy news came from Acting Section Foreman R. D. West at Granite Falls, who entered a muskie in a fishing contest and won a boat, motor and trailer, and also from Jackie Awe Eichhorst and her husband, Dave, who won a 1973 Maverick over the Labor Day weekend at the Willmar Speedways. She is the daughter of Roadmaster Cliff Awe.

Paul Glander, retired agent, has recently moved back to his home in Glencoe. His son, Paul, Jr., who works at the Regional Data Office in Minneapolis, lives with him and commutes to work.



Brakeman Richard E. Wright (center) is congratulated on his recent retirement by Miles City Agent Marvin H. Heiser (left) and Yardmaster J. A. McElroy.



Margaret Crocker, who has served for 28 years as roadmaster's clerk at Aberdeen, S. D., was honored on her retirement with an office party on Aug. 3. Approximately 70 fellow employees also celebrated the occasion with a dinner for her at Helen's California Kitchen in Aberdeen, at which Margaret was presented with a monetary gift. She will continue to make her home in Aberdeen.

Iowa Division

Jeanne Beeson, Correspondent

c/o Assistant Superintendent, Marion

Mr. and Mrs. Jim O'Connor of Lyons, Ill., are the parents of a daughter, Christine, born on Aug. 22. Her grandparents are Mr. and Mrs. Elmer Krug of Atkins, Iowa. Elmer is the operator at Marion, Iowa.

Scott Christensen, son of Lt. of Police and Mrs. J. C. Christensen of Marion, has just returned from Wilhelmshaven, West Germany, where he spent the summer months with the A.F.S. International Americans Abroad Program. While in Germany, Scott visited Bremen, Frankfurt and other cities. Scott is a senior at Linn Mar High School and has been busy speaking to many groups in the area.

Congratulations were extended to Cedar Rapids Switchman and Mrs.



Conductor Clark Bartlett (left) is congratulated on his retirement at Marion, Iowa, by Assistant Superintendent William J. Peta. Clark made his last trip on Train No. 99 from Calmar, Iowa, to Marion on Sept. 19. He started with the Milwaukee Road in 1926.

Mike K. Kingsbury on the birth of their twin sons, born Aug. 28. Grandparents are Switchman and Mrs. R. K. Kingsbury of Cedar Rapids.

Best wishes for a long and happy retirement went to Conductor Clark Bartlett of Marion who retired on Sept. 20. Clark started working part-time for the Milwaukee Road in 1926 while he was in high school. He worked in the B&B Department and with section crews. He became a trainman in 1942 and was promoted to conductor in 1947, working since that year in passenger and freight service at Marion. Mr. and Mrs. Bartlett live at 1545 9th Street in Marion.

Section Laborer and Mrs. Bruce Gravatt were congratulated on the birth of their son, Travis Raymond, on Sept. 13.

Randall C. Wojan, son of Mr. and Mrs. Carl E. Wojan, has been selected to play in the University of Iowa Hawkeye Marching Band. Carl works at the Division Engineer's office at Perry. The band presents pre-game and half-time shows at home football games.



Mr. and Mrs. John McClatchey of Manilla, Iowa, celebrated their 50th wedding anniversary on Dec. 5. John was a section foreman with the Milwaukee Road for 40 years before retiring. The McClatcheys' eight children planned to be home for an open house on Dec. 2 held at the United Methodist Church in Manilla to honor the golden anniversary. Friends can contact Mr. and Mrs. McClatchey at P.O. Box 225, Manilla, Iowa 51454.

Services were held Sept. 15 for Mrs. Frank (Delphia) Hoes, who died at her home in Perry. She is survived by her husband, Frank, retired roundhouse foreman; two sons, Frank, Jr., of Des Moines and Donald of Perry; a grandson, Frank Eric of Perry, and a nephew, Frank Upton of Milwaukee, Wis. Sympathy was extended to her family.

Using the pen name Gernie Hunter, the wife of retired Engineer Tom Rellihan recently won second place in the Modglin Memorial Awards for English Sonnets with her poem entitled "Not to Youth Alone." Hers was one of more than 6,000 poems entered in the Iowa Poetry Association 1973 competition.

I M & D Division

EAST END

R. D. True, Correspondent

Office of Superintendent

Jack L. Burns, retired telegrapher at Mason City, Iowa, died at Salem, Ore., on July 13. Services and burial were at Salem on July 17.

Orbet U. Ratledge, 82, died at a nursing home in Austin on July 7. He was a retired conductor with more than 50 years of service. Surviving are his wife, Julia; three sons, Gene and John Ratledge, Austin, Stanley Ratledge, Marysville, Wash.; three daughters, Mrs. Howard (Joyce) Paulson, Austin, Mrs. Robert (Joanne) Steinbrink, Chatfield, Minn., Mrs. Robert (Sharon) Gullickson, Fort Dodge, Iowa; 17 grandchildren; four great-grandchildren; a brother, Stanley, Portland, Ore., and a sister, Mrs. G. W. Johnson, Wickersham, Wash.

Ruby Potter, former clerk for the Milwaukee Road from 1913 to 1958, died at a Clarion, Iowa, nursing home on July 10. She retired in 1958 from the Mason City office. Miss Potter is survived by two sisters, Luella Potter, and Mrs. E. J. Sullivan, both of Mason City. She had been secretary and treasurer of the Milwaukee Road Credit Union.

At a safety meeting with the Austin Car Department on Aug. 21, safety pins were awarded to each of the 11 personnel, marking an entire year for each without injury. All employees were congratulated and special mention was made of Bill Lunde who has 35 years of injury-free service and Jim Graves who has 25 years.

Harvey M. Peterson, storekeeper at Austin, retired at the end of June with over 30 years of service. Harvey started with the Milwaukee Road as station helper at Spring Valley, Minn., and later worked as clerk at that station. He was appointed roadmaster's clerk at Austin in 1944. He worked as car



Section Laborer Jonas Munk (right) is congratulated on his retirement on Oct. 31 by Section Foreman Frederick Hyle at Davis Junction, Ill. Jonas started with the Milwaukee Road at Adeline, Ill., in 1926, working for Frederick Hyle's father, John. Fellow workers on the Chicago Division presented Jonas with a remembrance gift, and coffee and cake were served at a retirement party at the close of his last day. Jonas plans to travel to Germany where he was stationed in WW II, and to travel around the U.S.

department clerk, chief dispatcher's clerk and in 1960 was appointed chief clerk in the Division Engineer's Office at Austin.

In 1968 he took the local material manager position where he worked until his retirement. A retirement party was held for Harvey and his wife Evelyn at Lansing Corners near Austin on July 13. Harvey and Evelyn plan to



Nine recently-retired employees were among the 146 people who attended the Third Annual Retirement-Reunion Banquet at Mason City, Iowa, on Sept. 29. They are (front row, left to right): J. H. "Doc" Phillips, retired chief clerk from Mason City; J. M. Gutierrez, retired section man from Mason City; V. B. Williams, retired Conductor from Austin, Minn.; A. R. Beyers, retired section man from Grafton, Iowa, and Forrest Minnick, retired section man from Fairfield, Minn. Back row (left to right) are: Al L. McGowan, retired conductor from Mason City; G. E. Post, retired Engineer from Preston, Minn.; Jake Erkes, retired section foreman from Sheldon, Iowa, and Herman W. Verhoef, retired brakeman from Mason City.

soak up some sun this winter in Arizona, but will return home in spring.

Steven W. EauClaire, 17, son of Car Inspector and Mrs. Walter EauClaire of Mason City, is completing his high school education as an exchange student in Munich, Germany. He left with a group of other students on June 17 and will return in July, 1974. He is making his home with a family in Germany that has a son his age. This will

give him a chance to use the German he learned at Mason City High School.

R. L. "Bob" Rigdon, former chief clerk in the Division Engineer's Office at Austin has accepted a position in the Claim Department in Minneapolis. Kemma Johnson is filling in that position at the present time, and Mrs. Larry Carroll is filling her position as stenoclerk.

The East IM&D Division held its Third Annual Retirement-Reunion Banquet at Holy Family Church in Mason City, Iowa, on Sept. 29 to honor employees who retired during the previous year and to renew old acquaintances. Despite the inclement weather, the banquet was attended by 146 active

Golfers Take Austin Honors

The 8th Annual Milwaukee Road Golf Tournament was held at Austin's Ramsey Golf Course on Sept. 9. Ninety-eight golfers came from as far west as Mitchell, South Dakota and as far east as Chicago to participate.

The championship trophy and a place on the Dick Fairfield Memorial Trophy were won by Engineer Don Miller from Mitchell with a 75 score. Runner-up went to Bob Hinkel of Marquette, Iowa, with a 78 and third place went to L. Neeley, St. Paul, who shot a 79. MMTCA Manager Noel McGuire, the 1971 champ, finished fourth with an 80.

Flight winners were as follows: First, Don Peterson, Minneapolis; second, G. Groh, Northfield, Minn.; third, T. Krieger, Spencer, Iowa; fourth, Pat Martin, Austin; and fifth, Conrad Masyga, Austin. The caboose trophy for highest score in sportsmanship went to Rod Schmit, Austin.

The permanent tournament trophy is named in honor of the late Dick Fairfield, former assistant superintendent at Austin. The name of each year's winner is engraved on the trophy. It has been in use for three years and is kept at the division headquarters in Austin.

Marie, the widow of Dick Fairfield, and her sister and daughters Barb and Joan and their husbands participated once again in the tournament.



Harvey M. Peterson (right), storekeeper at Austin, Minn., is congratulated at his retirement party by Kenny Kulk, district manager-materials from St. Paul, Minn. Harvey retired at the end of June with over 30 years of service with the Milwaukee Road.



Peter A. Maher (second from left), switch foreman at the Davenport, Iowa, Nahant Yard, retired on July 27 after 36 years of service with the Milwaukee Road. With him on his last day of work are (left to right): L. C. Strouse, E. C. Harper and Engineer J. L. Bundy.



SHEA-KOPPI. Mary Ann Shea, daughter of Aberdeen Division East End Conductor J. J. Shea, was married on Aug. 18 at Holy Name Catholic Church in Minneapolis, Minn., to Kenneth W. Koppi, a Milwaukee Road trainman. A dinner and dance at the Knights of Columbus Hall followed the wedding. The couple will make their home at 7137 Chicago Ave., Richfield, Minn.

and retired employees, their wives, relatives and friends.

Fred Hornig, retired division engineer from Austin who started the event in 1971, was toastmaster. Tribute was paid to 16 new retirees, nine of whom were present. Each was given a golden spike with his name and retirement date on it.

Herb Jacobs, retired DF&PA from Mason City, showed a film on the Union Pacific's history. Old albums of railroad pictures were available and were enjoyed by all.

Harvey J. Beckel, retired engineer from Austin, died on Sept. 12 at St. Olaf Hospital in Austin. He is survived by his widow, Marian; a son, Leonard; a daughter, Mrs. Lloyd (Dorothy) Mc-

Michael, and nine grandchildren.

James T. Mullen, retired agent from Wagner, S. D., died there on Sept. 23. He is survived by his wife, Marguerite.

William Weber, retired section man from Mankato, Minn., died Nov. 12. He is survived by a daughter, Mrs. Beverly Grigry, of Orange, Colo.; a son, Loren, of Mankato, and three sisters.

Several members of the IM&D Division family retired on Oct. 1. They are Orrie C. Groves, agent at Fulda, Minn.; Faymer Gray, engineer from Austin; Kenny Gebhart, agent at Madison, S.D., and Fritz Hanson, section foreman from Britt, Iowa.

Orrie Groves is the father of Farrell Groves, manager of regional data offices in Chicago. Faymer Gray plans to continue to live in Austin, and Kenny Gebhart plans to do some traveling when he is not working around his house at Mitchell, S.D. Congratulations were extended to all of them for their many years of loyal service and fellow workers gave them best wishes for happy retirements.

Mrs. Stella McGuire, chief clerk in

the Agent's office at Austin, has taken a leave of absence. Friends hope to see her back soon. Ed Carroll will fill in while she is gone.

SIOUX CITY AREA

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

Retired Agent James Mullen of Wagner, S.D., died on Sept. 23. A funeral Mass was said at St. John Catholic Church and burial was in the Wagner cemetery. Mr. Mullen worked for the Milwaukee Road for 50 years before retiring in 1970. Sympathy was extended to the survivors who include his widow, one son, two grandchildren and four sisters.

Twin City Terminals

Karen Hollanitsch, Correspondent

Edna Bowers, the regular correspondent for this column, is presently on the sick list. Her illness kept her confined to an intensive-care unit for several weeks, but she is now recuperating at home and would enjoy cards and letters from her railroad friends. Mail can be addressed to her at 6100 Sheridan Ave., South, Minneapolis, MN 55409.

Wishes for a quick recovery were also extended to the following co-workers and friends: Carman Wayne "Red" Mickle, who is recovering from a heart attack; Harold Kalland of the Locomotive Department, who has been hospitalized for about a month; Assistant Roundhouse Foreman Charles Buzicky, who has been confined to Miller Hospital, St. Paul, and retired Inspector Harry Porter, who is in an Aberdeen, S.D., hospital.

The Locomotive Department recently welcomed Manuel Holgin and Henry Taube back after surgery.

Art Sorensen, secretary to the master mechanic, returned from his vacation to report that the only thing he "caught" was poison ivy. Contrary to our report in the last issue of this magazine, Art



Engineer Marvin W. Mathis (center) made his last trip on Train No. 263 before he retired on Sept. 28, completing 30 years of engine service with the Milwaukee Road. Marvin started in 1928 with the Green Bay and Western Railroad and worked later with the Great Western Railway. With him at the completion of his last run are Twin City Terminals Assistant Superintendent J. P. McMullin (left) and Fireman Michael J. Egan. Marvin plans to tour the U.S. in his motor home this winter and spring, and travel to New Zealand.

is on the job, with retirement still in the future.

Retired Roundhouse Foreman and Machinist Tony Biedrzycki and his wife were honored on their golden wedding anniversary at an open house reception hosted by their children and grandchildren. Guests included retired District Master Mechanic and Mrs. L. Rabun, who drove from Savanna, Ill., to attend the event.

Furloughed Clerk Paul Martinucci is back at the roundhouse since the resignation of Doug Franklin who left to attend school. Paul had been working as a clerk in the St. Paul Yard office.

Roundhouse Laborer Cruz Estrada retired on Sept. 14 with over 25 years of service. Mr. and Mrs. Estrada will continue to make St. Paul their home.

North St. Paul VFW Post 1350 won the senior women's softball championship. The team is coached by Stan Kyrk, local storekeeper. His daughter Les plays shortstop and son Dave is batboy for the team. Stan's North St. Paul Recreation Department Cubs won their championship, too. That's the fourth consecutive championship team for Coach Kyrk.

Employees welcomed John Kiley back to St. Paul as traveling engineer-trainmaster.

The new face on the St. Paul rip track belongs to Richard Anderson, carman apprentice. Rick is the son of District General Car Foreman and Mrs. Harold Anderson.

Pat McDermott, lieutenant of police, decided to try his hand at deer hunting this year. So he borrowed a hunting hat and jacket, a 30-30 rifle, and ammunition



Maggie Deutsch, daughter of Muskego Yard Terminal Manager F. A. Deutsch at Milwaukee, Wis., recently qualified in the Wisconsin Region 7 swim meet, entitling her to compete in the Midwest Region 7 meet at Mason City, Iowa. Maggie swims for the New Berlin, Wis., Swim Club. She won an eighth-place medal in the 200 meter back stroke in the swim meet at Mason City.



Roy S. Johnson (right), former Twin City Terminal division engineer, was honored by friends and employees in Minneapolis, Minn., with an office party marking his appointment to the position of staff engineer in Chicago effective July 1. Bidding farewell to Roy are (left to right) Assistant Division Engineer Jerry E. Blonigen, Engineering Aide Ronald E. Peterson, Michael E. Wiener, Engineering Aide Emery L. Roland, Secretary Shirley A. Layer, and Engineering Aide Greg J. Guthrie.

from his father and set out for Crosby, Minn. On his second day out he bagged a 14-point buck with a close-standing shot. The deer weighed in at 230 lbs., dressed. Pat says he learned what deer hunting was all about when he had to drag that trophy buck a half mile out of the woods. Needless to say, Pat's beaming over the whole affair and proud of his beginner's luck.

LaCrosse Division VALLEY DISTRICT

Naomi Cline, Correspondent
Roundhouse Office, Wausau

The Milwaukee Road Women's Club held its annual dinner Oct. 28 for all railroad employees and their families at the American Legion Clubhouse, Wausau, Wis.

A social hour preceded the dinner and games were played during the evening.

Retirees of the year were honored at the dinner. Those honored were Arthur Drier, conductor with 43 years of service, and Mrs. Drier; Howard Parker, trainmaster who will retire with 45 years of service in December, and Mrs. Parker; and Doris Boernke, relief clerk who retired last December, and Mr. Boernke. The retirees each received gifts.

Mrs. Boernke announced that the Chicago governing board will be sponsoring a 50th jubilee celebration to be held early in 1974.

Mrs. Ralph Chamberlain was the dinner chairman and was assisted by Mrs. Parker. New employees and many retired employees were introduced at the event.

Sympathy was extended to the family of retired Engineer Delmar L. Chartier who died on Oct. 10. Del started with the railroad in December of 1927 and retired in 1967 with 40 years of service. Sympathy also was extended to Engineer Jesse H. Tomlinson on the death of his father.

Mrs. Mae McCulloch, 85, a long-time member of the Milwaukee Road Women's Club, died in October. She was the widow of Conductor Ray McCulloch. Survivors include Carman Tom Callahan and Fireman James Callahan, who work with the Milwaukee Road.

Sectionman and Mrs. Gil Anderson, Jr., are the parents of Jessica Ann, born on Oct. 29, in Merrill, Wis.



Donald F. Eagen (left) receives a certificate of apprenticeship from Tomah, Wis., Shop Superintendent Frank J. Reese. Donald completed his apprenticeship training at LaCrosse Vocational School and will work in the Frog Shop as a journeyman blacksmith.



HUART-SANKBELL. Sandra Jean Huart, daughter of Engineer Marty Huart, Addison, Ill., was married to Mark R. Sankbell of Stockton, Wis., at the Roselle Methodist Church on June 10. The Rev. Conger conducted the evening ceremony, which was followed by a reception at the Villa Olivia Country Club at Bartlett, Ill. The couple spent their honeymoon in Wisconsin.

Cheryl Lonsdorf, daughter of Engineer and Mrs. William Lonsdorf, Jr., of Wausau is one of five students from Wartburg College, Waverly, Iowa, who have begun two years of study in physical therapy at the Mayo School of Health-Related Sciences, Rochester, Minn. These students were among 40 selected from 630 applicants who have completed three years of pre-professional study at accredited colleges and universities across the United States. Upon completion of study at Mayo, the five will receive bachelor's degrees from Wartburg and will then be eligible to be granted licenses as registered physical therapists.

JANESVILLE

J. W. Loftin, Correspondent
Yard Office

John M. (Jack) Brown, retired freight and passenger agent at Janesville, died recently after a short illness.



Carl L. Koch (left), day yard foreman and former night yardmaster at Janesville, Wis., retired July 31, ending a total of 106 years of service with the Milwaukee Road for him and his two brothers, Frank (center) and Ben. Carl and Frank, a retired day yard foreman, each have 37 years of service. Ben, a retired general yardmaster has 32 years with the railroad.



Four Green Bay, Wis., drivers for the Milwaukee Motor Transportation Company were honored on their retirements with a dinner at the Ramada Inn at Green Bay on Sept. 29. MMTC Director of Safety Patrick J. Walsh (background) congratulates the men who together have a total of 109 years of service with the Milwaukee Road subsidiary. The drivers, left to right, are: Ernest S. Bushmaker with 26 years, Les W. Zastrow with 27 years, Earl S. McGregor with 30 years, and Ray E. Deicher with 26 years of service.

Mr. Brown had 45 years of service with the Milwaukee when he retired in 1956. Starting as a car checker in 1911, he became cashier, chief clerk and finally agent in 1927, a position he held until retirement.

He started his career at the old freight house on North Main St. in Janesville and in 1930 was in charge of the dedication of the new freight office and warehouse at the Five Points. By coincidence, this building was demolished to make room for improvements to the Five Points street crossing just three days before Mr. Brown died.

Mr. Brown was a member of St. Williams Catholic Church and Holy Name Society and Carroll Council No. 596 of the Knights of Columbus. He was the former president of the Lakota Club, and a member of the American Association of Retired Persons and the Rock County Historical Society.

Mr. Brown is survived by his wife, Marie, and a niece, Mrs. Pat Hodgson of Delavan, Wis.

Carl L. Koch, day yard foreman and

former night yardmaster at Janesville, retired July 31. Together with his brothers Frank and Ben, the three have a total of 106 years of service with the Milwaukee Road. Frank, day yard foreman, has 37 years' service and Ben, general yardmaster, has 32 years' service. Carl has 37 years with the Milwaukee.

Carl started his rail career in 1936 which is remembered as the "deep freeze" winter in Wisconsin. He remembers the weeks of below-zero weather and the exceptionally heavy amount of snow that made switching a difficult task.

He became night yardmaster in 1947 and held this job until 1970, when he became day yard foreman.



ZUNKER-KITZMILLER. Gary Kitzmiller, clerk in the Material Division at the Milwaukee, Wis., shops was married to Judy Zunker on Aug. 25 at St. John's Church. A reception was held at Ludy's Steak House in Milwaukee, after which the couple left for a honeymoon in northern Wisconsin.



Edward J. Semper (center), well-known as an operator at Tower B-12, Franklin Park, Ill., retired on Sept. 1 after more than 31 years of service with the Milwaukee Road. Wishing him a happy retirement are Bensenville Terminal Manager Roy H. Love (left) and Assistant Superintendent B. A. Webster.

No definite plans have been made for his new leisure time but he says that he intends to do some fishing and hunting. Carl and his wife, Louise, plan to take some trips that were postponed in the past.

Milwaukee Division FIRST DISTRICT

James E. Boeshaar, Correspondent

Engineer Dennis M. Hale was married on Sept. 29 to Kathleen Stronn at St. Frederick Church in Cudahy, Wis.

Engineer Fred M. Chilton brought his last commuter train into Union Station on the morning of Oct. 31, the day he retired. Fred began working for the railroad at Bensenville, Ill., as a machinist helper in 1927. In 1929 he became a fireman in the Chicago Terminal, and he transferred to the Chicago and Milwaukee Division in 1937. In 1945 he was promoted to engineer.

REGIONAL DATA OFFICE

Pearl Freund, Correspondent

Sympathy was extended to IBM Clerk Marilyn Muscato on the death of her husband, James, on Oct. 18. Marilyn has two children, a son James, and

daughter Ida Marie Schwarz. Marilyn's husband was an employee at Briggs and Stratton and a member of the Milwaukee Civic Riders Motorcycle Club. Services were held at Krause Funeral Home.

The new arrival at the Cliff Johannsens' is a daughter, Dawn Renee. Born Oct. 17, she is their second child. The Johannsens also have a son, Duane.

Willie Powell, inbound revising clerk, attended the funeral of his grandmother, Mattie Gibson, in New Orleans. Mrs. Gibson died Oct. 3. Sympathy was extended to the Powell family.

Jerome Hofkes recently won a contest sponsored by a cigarette company. His prize was an FM stereo head set.

Assistant Manager T. Kleist spent a portion of his vacation in the more remote regions of Canada pursuing his favorite sports of hunting and fishing. While the fish and game were not brought back in abundance, he said that he and his party of friends fully enjoyed the experience.

MILWAUKEE AGENCY

Julius Mallas, chief clerk at the Glendale Control Center, covered about



Assistant District Material Manager William J. Fuss escorts his daughter, Lynn Ann, at her wedding at St. Paul's Lutheran Church in West Allis, Wis. Lynn Ann was married to Phillip J. Sobczak on Aug. 18, and the couple will make their new home in Milwaukee.

5,400 miles on his two weeks' vacation, stopping in California, Nevada, Utah and Texas. He traveled a northern route on his way to the coast and returned via a southern route. His comment about the trip — "terrific."

A first grandson has created excitement in the family of Chief Clerk John Brower, with the birth of Elliot Eugene to their daughter, Mrs. Mary Holde-man of Killeen, Texas. Both grandparents went to Killeen to see their grandson.

Milwaukee Shops

CAR DEPARTMENT

Pat Hoyer, Correspondent

A daughter, Nicole Suzanne, was born to Mr. and Mrs. Steve Teisl on Sept. 25 at Waukesha Memorial Hospi-



Tim Paccagnella (left) receives his machinist certificate from D. L. Drew, general foreman of the Milwaukee, Wis., Dieselhouse. Tim currently works on the first shift at the Dieselhouse.



Edmond Doro (center), blacksmith in the Forge Shop at Milwaukee, Wis., is given best wishes for his retirement by General Foreman Ray Baum (left) and Assistant Foreman Norm Pfennig. Edmond retired on Sept. 14.



OSTIEN-THESEN. Karen Ostien, clerk at the Galewood, Ill., Regional Data Office, was married to Gary Thesen on June 30 at St. Frances Borgia Church in Chicago.

tal. The happy father is a clerk in the Forge Shop and he reports that mother and daughter are doing fine. Co-workers wished the Teisls happiness and congratulated the proud grandfather, Tony Teisl, who works in the Engineering Department.

Word was received that Mike Zebul, former carman cutter in the Freight Shop, died on Oct. 12 at Montrose, Colo. Sympathy was extended to his family.

Edmond Doro, blacksmith in the Forge Shop, retired on Sept. 14. Edmond worked ten years with the railroad, all in the Forge Shop. During retirement, he will continue to make his home at N71W22419 Good Hope Rd., Sussex, Wis.

LOCOMOTIVE DEPARTMENT

Nancy Starck, Correspondent

Sympathies were extended to Ed Rogers, district master mechanic at

Harry Randol, (center) chief night rate clerk in the Regional Data Office at Galewood, Ill., receives a good-bye handshake from Regional Data Manager William T. Jepson. Assistant Regional Data Manager Vernon Kluck (right) was also on hand to congratulate Harry during his July retirement party.



Milwaukee, on the death of his mother, Harriet Rogers. She died on Sept. 30 at the age of 82. She was in an Iowa hospital at the time of her death.

Donald Dickson, electrician helper on the first shift, and his wife celebrated the birth of a baby girl, born on Oct. 17. They have named her Alysha Erika.

The Dieselhouse completed the month of September without a single injury reported. This makes a total of four consecutive months that the men in the Dieselhouse have achieved 100 per cent in their safety program.

The Dieselhouse was scheduled to receive another face-lifting in November. The area called the Palm Garden, at the west end of the building, will be razed. The corner stone on this part of the building is dated 1913. According to plans, the tracks will be left in this area.

The wheel truing machine is scheduled to be shut down for about one and a half weeks as modifications are performed. Improvements are scheduled for other parts of the Dieselhouse as well.

Chicago Division

GALEWOOD

Eleanor P. Mahoney, Correspondent

Sympathy was extended to the family of Sidney A. Beaubien, retired cashier-Galewood Freight Office, who died Oct. 24. Mr. & Mrs. Beaubien had celebrated their 50th Wedding Anniversary three weeks before his death. Mr. Beaubien was the grandson of Jean Baptiste Beaubien, one of Chicago's earliest settlers. A Jefferson Park school is named for Jean Baptiste Beaubien as well as a forest preserve, Beaubien Woods.

Christine Ostien, Regional Data Office bill clerk, is now a general clerk in the Agent's Office.

Jennifer Chambers, demurrage-detention clerk, joined the Agent's forces recently. She formerly worked as a train clerk at Bensenville, Ill.

Evalyn and George Wealer, rate clerks in Regional Data Office, became the grandparents of Donald Joseph Longmire, born to their daughter Cheryl Susan on Oct. 16.

Emily Wilkinson, Regional Data Office clerk, became a grandmother twice this year when her daughter Sherrill gave birth to a son, Todd, on July 31, and her daughter Linda gave birth to a daughter, Jennifer, on Sept. 6. Sherrill is the wife of Dr. Ravi Koopot, a heart surgeon, and they live in Phoenix, Ariz. Linda is the wife of William Koehn and they live in Norridge, Ill. To date Emily and Mr. Wilkinson have eleven grandchildren.

J. F. Savino, assembler, has retired from the Milwaukee Road after twenty-five years of service.

One of the interests of Sabina Ciesielski, Regional Data Office clerk, is teaching Sunday School at St. Eulalia's Catholic Church, Maywood, Ill.

Barbara Lane, Regional Data Office revisor clerk, gave birth to a son on Sept. 12. His name is Eric and he is the brother of 20-month old Rene Marie.

Jack Brooks and Martha Regilio are two new faces in our Agent's Office.



Evelyn Dillow, steno-clerk at the Bensenville Diesel House, was honored on her retirement with a surprise party at Mr. Duke's in Wood Dale, Ill. Approximately 70 friends attended the party, at which she and her husband, Archie, were presented with a gift. Evelyn retired on July 31 and Archie, who was train clerk at the Bensenville Yard Office for 32 years, retired on Aug. 4. Evelyn has worked at Bensenville since 1952. Shown congratulating Evelyn are (left to right): Assistant General Foreman N. Bihun, General Foreman R. P. Lawrence, District Master Mechanic J. H. Kervin, Diesel House Foreman H. Azzi and Electrical Foreman Ralph Hoelt.



Wanda R. Mis, former health nurse at the Milwaukee Road's general offices in Chicago, Ill., admires her retirement party cake with Assistant Comptroller George W. Corbett. Wanda began service with the Milwaukee Road in 1953 and retired on August 31.

They are now per diem clerks and formerly worked at Bensenville.

Congratulations went to Bill Niles, demurrage-detention clerk, upon his marriage to Alice Casey on Oct. 20 at Sacred Heart Church, Lombard, Ill. A family reception was held at the Mil-



Herbert W. Wolf (left), chief clerk in the office of the vice president-finance and accounting, is congratulated at his retirement party by Comptroller Fritz H. Miller. Herbert retired on Oct. 31, ending a railroad career that spans more than 60 years. He began with the Chicago Great Western Railway Company, now a part of the Chicago and North Western, in 1913. He advanced through various positions to become statistician of that railroad in 1952, when he came to the Milwaukee Road as special accountant. He moved to the position of accountant and in 1970 became chief clerk. Herbert lives at 10340 South Komensky St., Oak Lawn, Ill.

It is check-out time for John Kissel (right), supervisor of machine accounting for the Milwaukee Motor Transportation Company, as he says farewell to MMTC Controller Dan Josh at an office retirement party. John retired on Aug. 31 after almost 42 years of combined service with the Milwaukee Road and MMTC. More than 150 of his friends and members of his family attended the party.



lionaire's Club in Lombard.

The Chicago Freight Agent's Association held its Centennial Dinner Dance at the Lord Nelson Room of the Holiday Inn, Oak Lawn, Ill., on Oct. 24. Mr. R. E. Sullivan, General Manager of the Indiana Harbor Belt Railroad, was the main speaker. The Chicago Freight Agent's Association is the oldest association of agents in the United States. Those attending were given a gold railroad car tie clip as a souvenir of the Centennial. The Milwaukee Road was represented by James E. Hanscom, Galewood assistant agent, and John P. Kalasmiki, Galewood agent, who was on the Centennial Committee.

Regional Data Office Cashier Nate Abrams is once again a grandfather. His granddaughter, born Aug. 29, joins one other grandchild, a boy, not a girl as was reported previously.

BENSENVILLE

Delores Barton, Correspondent

Office of the Superintendent

On Aug. 18 retired Chicago Terminal Engineers Joseph Huart and Ernie Fulkerson celebrated their 50th wedding anniversary at the home of Joe Huart's son, E. T. Huart of Roselle, Ill.

Engineer Huart and Engineer Fulkerson are brothers-in-law. In addition, Ernie Fulkerson's daughter is married to Joe Huart's son, E. T. Huart. Joe Huart currently lives in Mercer, Wis., and Ernie makes his home in Bensenville.

On Aug. 2 retired General Foreman Ben Ranallo and wife Mary celebrated their 50th wedding anniversary with a party at Bino's. Ben retired in 1969 with more than 52 years of service and makes his home in Franklin Park.

Congratulations went to Bruce Lombardo and wife on the birth of their son, Michael, on June 22. The Lombardos have another son, Frank, age 2½. Mr. and Mrs. Walter Pugsek be-

came the grandparents of Larry Matthew, born July 1. Larry joins Dawn, 9, Terry, 7 and Troy, 3.

Sympathy was extended to the family of Leon Scholl who died after undergoing open-heart surgery. Sympathy also went to the family of Switchman Robert H. Mann who died July 8. Mr. Mann had been on disability since 1966. This office also learned that retired Engineer Leonard Nordby died Oct. 16 and that retired B&B Carpenter Louis Bacquet died in June.

Store Department Clerk Robert D. McCutcheon retired June 28, and has moved to Coupeville, Wash. Mr. and Mrs. McCutcheon's son is stationed in Washington in military service. District Master Mechanic Eugene J. Mueller retired on disability pension in September after more than 38 years of service.

Hazel Hanes, wife of deceased C&M



George D. Letourneau (left), special accountant in the office of the manager of disbursement accounting in Chicago, retired on Aug. 31. Assistant Manager-Disbursement Accounting Stephen Krum-pack congratulates him at the office party held in his honor. George began his railroad career with the Great Western Railway in 1923. He came to the Milwaukee Road in 1952 as a machine operator in the office of the supervisor of machine accounting. He was later promoted to bureauhead and in 1965 came to his present job as special accountant.



100 Years. The Bartlett, Ill., Historical Society unveiled this historical marker which has been attached to the Milwaukee Road's commuter passenger station in Bartlett. Participating in the ceremony are (left to right) Doris Baum, agent at the station; Ed Miquelon, Bartlett village trustee; Don Bessey, Milwaukee Road architect; Lois Geister, chairman of the Northwest Suburban Mass

Transit District, and Rick Arendt, president of the Bartlett Historical Society. The marker observes the 100th year that the old station building has served the community, located west of Chicago. Speaking to a group of residents who gathered for the event, Don Bessey noted that the railroad has played an important role in the history of the community over the past 100 years.

conductor, is traveling through Germany, Austria, and Switzerland.

Joe Maturno was welcomed back to work after a long illness. Also welcomed were Von Stoner and G. D. Hayen from Savanna who recently joined the Engineering Department staff.

Janice Snowden replaced her sister Joyce Owens in the Superintendent's Office when Joyce returned to school at Kalamazoo, Mich.

Some more new faces in the Superintendent's Office are Fred Barton, our new division superintendent; Roy Love, our new terminal manager, and Bruno W. Tancula, newly appointed trainmaster, Chicago Division.

Chicago General Offices

ENGINEERING DEPARTMENT

SIGNALS AND COMMUNICATIONS

Marilyn Stypa and Judy Lamarca.
Correspondents

Aug. 18 marked the eighth annual Signals and Communications Picnic held at Jackson Park, Milwaukee, Wis. It was a typical old-fashioned picnic with games and prizes for the children, good food, country music and a softball game.

The honorary title of "Dead Eye" was given to Bill Springer of the Chicago Signals and Communications office, for his skill with horseshoes. As

always, the picnic was well-organized and thanks are extended to all who made it possible.

Linda Carfagnini, secretary in Chicago, was welcomed back from a two-week trip abroad. She toured the Scandinavian countries, Holland, Belgium, and Germany. When asked what the highlight of the trip was, she replied, "Trivoli Gardens was absolutely beautiful, but the Danish pastries ran a close second."

Donna Johnson and Gary Nelson were married on Sept. 15. Donna has been with the clerical staff of the Signals and Communications office, Chicago,



JOHNSON-NELSON. Donna Johnson, a clerk in the Signals and Communications Office in Chicago, was married on Sept. 15 to Gary Nelson at Norridge Park Lutheran Church.

since August, 1972. Their reception was held at Hecks following services at Norridge Park Lutheran Church. Mary Zeimann caught the bride's bouquet.

TREASURER'S OFFICE

Elaine Schuble, Correspondent

Congratulations were extended to Vince Rundgren and his wife, Tillie, who became proud grandparents for the 13th time when Daniel Raymond was born to their son, Vince (Ray), and daughter-in-law, Kathy. Daniel was born on Sept. 5. Ray is a former employee of the Milwaukee Road. He and his family make their home in Orlando, Fla.

On Oct. 21 Vince and Tillie celebrated their 40th wedding anniversary. A mass was said in honor of the occasion at the Church of the Holy Ghost, Wood Dale, Ill., on Oct. 27. They enjoyed a weekend trip to Lake Lawn, Delavan, Wis. Best wishes were extended to them for many more years of wedded bliss.

Claudia Swiontek spent five days in San Diego, Cal., visiting her sister and brother-in-law. While there, Claudia visited Sea World and the San Diego Zoo, and relaxed and soaked up the sunshine.

As another year ends, your correspondent takes this opportunity to wish fellow employees best wishes for a happy holiday season and a peaceful, prosperous New Year.

PURCHASES AND MATERIAL DEPARTMENT

Roger W. Ruchti, Correspondent

On Aug. 31 the girls in the Purchasing Department took Shirley James to dinner at the Regimental Restaurant. Everyone wished Shirley James the best of luck as she left to attend school in Green Bay. Shirley has worked in the department for the last four years.

When Shirley left there were a few promotions within the office. Pat Frangella has taken the general purpose clerk's job that Miss James left and Gary Stojek has moved to the oil job.

Frank Worozaken spent part of his vacation in St. Louis visiting the city and Six Flags in Missouri. Mrs. Carlene Krumpack has returned from visiting Disney World in Florida.

Once again we have a couple of new faces in the department. We wish to welcome Mrs. Joyce Schultz who started on Aug. 30 and Charles Adams, Jr., who started on Sept. 13. Joyce and Chuck both hold the positions of price clerks within the office.

Everyone in the Purchasing Department congratulated Roger Sherman and his wife Pam on the birth of their

Mrs. Betty Carroll receives best wishes for her retirement on Oct. 1 from Carl Lee (left), Assistant Manager-Capital Expenditure Accounting and Joseph G. Kirchen, Manager-Capital Expenditure Accounting. Betty worked as AFE clerk in the bill and analysis section of the Capital Expenditure Accounting Office in Chicago.



son on Sept. 21. The Shermans named their little boy Jeffery Roger Sherman.

On Oct. 15 Janice Ross returned from her vacation. Janice and Tom spent their two weeks touring the southern states. Mert Winkleman has returned from her vacation touring Europe. John Beton has also taken his vacation. He had planned to go to Disney World in Florida.

The Material Division in Milwaukee gave its congratulations to "Grandpa" Ray Krueger, AFE and assistant chief clerk to the manager of materials, Mil-

waukee Shops. On Aug. 18 his daughter gave birth to a son, Clifford. The office also congratulated Charles A. Kret, recently appointed assistant to manager of materials.

OFFICE OF MANAGER-CAPITAL EXPENDITURE ACCOUNTING

Marion J. Kuniej, Correspondent

Betty Carroll, AFE clerk in the Bill and Analysis section, retired on Oct. 1. An office party was given at which many of her friends wished her happi-



Here's how we're doing...

	Third Quarter Ending September 30,		Nine Months Ending September 30,	
	1973	1972	1973	1972
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$90,198,152	\$78,745,431	\$268,813,905	\$233,172,122
PAID OUT IN WAGES				
(Labor in operating expenses)	42,467,643	38,756,577	122,739,117	111,690,663
Per dollar received (cents)	47.1	49.2	45.7	47.9
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act.	5,061,979	4,402,295	14,490,550	12,545,965
Per dollar received (cents)	5.6	5.6	5.4	5.4
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest.	44,091,872	40,110,631	129,544,201	117,922,247
Per dollar received (cents)	48.9	50.9	48.2	50.6
Net Income (Loss)	(1,423,342)	(4,524,072)	2,040,037	(8,986,753)
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.	248,446	242,594	750,731	704,612
1973 over 1972.	5,852		46,119	

The Operating Department . . .

(continued from page 10)

from Louisville, Ky., through Savanna to East Moline, Ill., under the supervision of a superintendent with headquarters at Bensenville, Ill. The former Chicago Terminal portion of the new division is now under the supervision of a terminal manager headquartered at Bensenville.

The former Milwaukee Terminal Division was combined with the Milwaukee Division under the jurisdiction of the division superintendent at Milwaukee, with the former Milwaukee Terminal portion likewise under the supervision of a terminal manager.

The balance of the old Dubuque and Illinois Division extending from Kansas City, Mo., to La Crescent, Minn.,

was absorbed into the existing Iowa Division under the supervision of the division superintendent headquartered at Perry, Iowa. As part of this restructuring, train dispatching offices have been eliminated at Savanna and Dubuque, Iowa.

This realignment of the division structure is designed to expedite the handling of traffic through terminals, as well as promote other economies which will in the long run result in improved and more efficient service to Milwaukee Road shippers.

The need for more and better rail service is increasing. Recent estimates indicate that in the next ten years rail-

(continued on next page)

ness. Betty started with the Milwaukee Road in 1944 in the office of the Manager-Disbursement Accounting and came to the office of the Manager-Capital Expenditure Accounting in January, 1969. Betty and her husband, Marty, plan to take life easy enjoying their grandchildren and family. Betty lives at 4029 North Kedvale Ave., Chicago, Ill.

Lorelei Dorgan, clerk in the AFE accounts bureau, and her husband, Mike, who works in the office of the Director of Pricing Service went on a mini-vacation to Athens, Greece. They left on Oct. 26.

The office staff recently welcomed Mae Marek. Mae came to us from the Joint Facility Accounting Office.

Recent retirees returning for a visit from out of town included Bessie White, formerly head typist, who now lives in Pittsburgh, Pa., and Larry Hogan, formerly assistant engineer, who now resides in Schenectady, N. Y. Both are looking happy and healthy.

JOINT FACILITY ACCOUNTING

Mary I. Mitchell, Correspondent

Co-workers were happy to see Jackie Hoffman, major bill clerk, back after her stay in the hospital. Jackie is the former magazine correspondent from this office, and her work has won her the appreciation of many employees.

Donna Schenk, bill clerk for six years, is awaiting her first-born, due in February. She and her husband, Ken, just returned from a trip to Jamaica.

Sharyn Mundt, bill clerk for almost seven years, is awaiting her second child, due in February. Both Donna and Sharyn are at home awaiting the new babies.

June Bolden, minor bill clerk, will go to work for the Transportation Department effective Jan. 1. Her new title will be system operations analyst. Everyone wishes June the best of luck, and the Transportation Department's gain is our loss.

Keeping up with the office's vacation-

ers is quite a job since several have recently left for various destinations.

Mr. & Mrs. Norbert Izdepski took a trip to Spain, and then went to Africa where they rode camels. From there they went to the Casbah in Tangiers where Norb says he did quite a bit of tipping, according to the custom of that country.

Irene De Wulf, bill clerk, has just returned from a Florida vacation. She said that she had a wonderful time just eating and resting. The office recently welcomed Irene from the Revenue Accounting Office of Mr. D. C. Fish.

The welcome mat went out recently for Florence Precht, who came to this office from the Disbursement Accounting Office. Florence is on the position formerly held by Mae Marek for many years. Mae Marek moved on to become bookkeeper in the Capital Expenditure Office. Joint Facility personnel wished her good luck at her new job.

Louis Corsiglia, joint facility examiner, and his wife went to Mexico City. Unfortunately, their whole party became ill and there was much rain. They are hoping next year's vacation will be better.

World traveler Ronald Koss, bureau head in the Joint Facility Office, took a trip to Colombia, South America. He reports that he had a wonderful time and he is sporting an emerald ring mounted in gold as a remembrance of his trip.

This correspondent hopes everyone enjoys the holidays and extends best wishes to fellow employees for the New Year.

Sincere sympathy is extended to Joseph Mundigl, joint facility examiner, on the death of his father, Anton.

Sympathy was extended to Fred Dittmann, joint facility examiner, on the death of his mother-in-law, Mrs. Erickson.



Engineer Fred Chilton (second from left) brought his last commuter train into Union Station in Chicago on Oct. 31, the day he retired. With him on Train No. 118, which originated in Fox Lake, Ill., are (left to right) Conductor Mike Jerome, Fireman Fred Fredericksen and Trainman Jack Cunningham. Fred Chilton started working for the Milwaukee in 1927 as a machinist helper in Bensenville, Ill.

"... we are striving daily to deliver to our customers our only product—service."

roads will be handling at least 40 per cent more traffic. Constant innovation, dedication, effective management and improvement in all levels of operation are necessary if we are to provide the kind of service that will be needed to handle increased business.

The Operating Department is continually exploring methods of increasing efficiency in terminal operations for prompt handling of cars. This means more effective grouping of cars for the same destinations, especially on transcontinental trains. This allows prompt interchange of cars with other railroads at terminals along the way and faster switching of cars to connecting trains and to local industries.

Reducing the amount of time it takes to get cars loaded, moved to their destinations, unloaded and returned results in better availability of cars for reloading. Keeping in mind this goal to reduce handling time, we improved our service between the midwest and the west coast by establishing a run-through operation with the Union Pacific Railroad at Council Bluffs, Iowa, on Aug. 15. These run-through trains consist entirely of cars bound for destinations on the U.P.

Quick Interchange

We also have agreements with other railroads in Chicago, such as the Grand Trunk Western, the Erie Lackawanna, and the Chessie System for faster methods of interchanging cars. We also have established interdivisional runs between certain subterminals on the Milwaukee Road to further speedup service to our customers.

Arrangements of this nature are worked out by negotiations between the many parties concerned. As a result, the Operating Department, with the cooperation of train service employees and others who may be affected, is able to make the changes necessary to retain present traffic and obtain additional business in these highly competitive times. Expediting the movement of cars is one key to attracting new business to our railroad.

Our entry into Portland, Ore., and the use of trackage rights over parts of the Burlington Northern, all of which were conditions the Interstate Commerce Commission placed on the Northern Lines merger, created a new north-south service route between Canada and points to the south of Portland, including destinations in California.

Service To Southern States

To provide faster service, we inaugurated our new Coast trains to provide a fast schedule for shipments between the west coast and the midwest. Our recent entry into Louisville, Ky., now extends our Coast train service from Portland and the west coast to Louisville, a distance of 2,660 miles, and as a result provides direct service to the southern and southeastern states.

Better economic conditions and huge U.S. grain exports increased national carloadings by 10 per cent this year over 1972. Reliable, safe and efficient power and

more and better freight cars were needed to make this increase possible. New diesel engines have been purchased, and rebuilding and upgrading of our present units is continuing in Milwaukee Road shops.

Not only is there a continuing demand for more cars, but another significant trend is toward specialization. New cars are being tailored to the specific needs of certain kinds of shippers. Special cars have been developed to carry automobiles, wood products, foods and chemicals.

Bigger Grain Cars

For the movement of grain alone, every available car fit for grain service has been put to use and additional cars have been upgraded for grain loading to meet the demand. This specialized equipment includes 500 new covered hoppers which were delivered this year to the Milwaukee Road and which are being computer-monitored to assure maximum performance. The preference of today's grain shippers for covered hoppers over box cars is well known. These 100-ton cars load and unload faster and each is capable of carrying about 3,400 bushels of grain. These cars have increased the Milwaukee's total grain carrying capacity by approximately 1.7 million bushels.

With the increased demand for cars of all types there is the problem of distribution. Transportation personnel have been assigned the specific task of supervising the distribution of freight cars to ensure that cars are allocated to shippers on an equitable basis.

Unit grain and coal trains have been established for more efficient and expedited handling of these commodities, which also results in better utilization of equipment through faster turnaround. In addition, unit ore trains are occasionally moved over our rails.

New Trackage Rights

We have a responsibility to deliver service, but to do so effectively we must be economically sound. Elimination of unnecessary rail facilities is a requirement if our railroad is to provide the level of service needed. We have been working with other railroads such as the BN, the Rock Island and the Chicago and North Western for trackage rights over each other's lines in certain areas to provide better service and eliminate maintenance of duplicate facilities.

Many unprofitable branch lines have also been eliminated and in certain cases substitute truck service has been provided. Consolidation of stations has been done carefully to effect greater efficiency.

All available resources are being concentrated to upgrade and expand the services we provide. The present and future needs of both the railroad and the customer are being carefully considered.

Together with the other departments of the railroad, we are striving daily to deliver to our customers our only product—service.



MAGAZINE

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Christmas Past. For almost 25 years, employee members of the Milwaukee Road Choral Club brought holiday cheer to thousands of travelers at Union Station in Chicago. This photo shows the choral club as it gave one of its performances in December of 1956. The choral club began the annual Christmas concerts in 1937 and continued them until the early 1960's.