

THE MILWAUKEE ROAD MAGAZINE

December, 1975



DIESEL POWER:

First of new switchers to
go into service

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Frani Field (Disbursement Accounting)

Pat Johnson (Engineering)

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Marion Kuniej (Capital Expenditure
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Marilyn C. Styba (Engineering)

Deer Lodge

Barbara Wales (Division Engineer)

Galewood

Eleanor Mahoney (Freight Office)

Harlowton

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Madison

Kathryn Skidmore (Roundhouse)

Marion

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Miles City

Ellen E. Roberts (Trainmaster)

Milwaukee

Jim Boeshaar (Superintendent)

Mrs. John Farance (Women's Club)

Sharon M. Fryjoff (District Material
Manager)

Pat Hoyer (Car Department)

Beverly Radtke (Superintendent)

June Stanlee (Regional Data Office)

Nancy Stark (Locomotive Department)

Portland

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St. Paul

Edna M. Bowers (Car Department)

Seattle

Lena Derr (Assistant Vice President,
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Sioux City

Marie Franken (District Manager, Sales)

Spokane

Ethelyn Calavan (Assistant
Superintendent)

Tacoma

Lynne Schow (Signals & Communications)

Wausau

Tom A. Cline (Roundhouse)

Signals and switches

Shipper praise for intermodal rate — Weyerhaeuser Company has issued a sales brochure that praises the benefits of a relatively new rail/truck rate being offered by the Milwaukee. The rate applies to wood products loaded in trailers moving from Longview, Washington, to Milwaukee terminals east of Aberdeen, South Dakota. Trailers are brought to the Longview railhead from the nearby Weyerhaeuser plant, move TOFC, and are trucked to receivers at destination terminals. MMTC is deeply involved in this traffic, providing equipment and cartage at destinations.

Milwaukee-RTA reach agreement — The Milwaukee Road and the Chicago-area Regional Transportation Authority have reached an agreement in principle on a purchase-of-service contract covering the railroad's commuter operations. The agreement provides that the RTA will make a first-year payment to the Milwaukee of \$4,650,000 retroactive to July 1, 1975. Following yearly payments will reflect any higher operating costs due to inflation or RTA-requested service changes. The contract also provides that the railroad can receive incentive payments for superior on-time performance and for increases in ridership. The Milwaukee carries 30,000 commuters daily on 88 trains.

Unit grain trains to the Pacific Northwest. It's been a long wait. For the first time the Milwaukee is moving unit grain trains to the Pacific Northwest under a multiple car export rate that has been on the books for quite a while. First to load: 50 covered hoppers at the giant three-million-bushel-capacity elevator at Albert City, Iowa. Another 50-car train will load at Alpha, Minnesota. Both are bound for Tacoma and each will carry more than 1.5 million bushels of corn. The export rate allows shippers to make five consecutive movements of 50 or 25 cars to any one or combination of Great Lakes, Gulf or Pacific Northwest Ports.

(Continued on the inside back cover)

1976 CAPITAL BUDGET

focus on: ROLLING STOCK



TRACK WORK



In 1976 the Milwaukee Road will spend \$34.6 million on locomotives and freight cars and will make sizeable investments in other equipment and improvements to fixed property.

More than \$10 million will be used to acquire 32 new model MP15AC switching locomotives. These units are the balance of an order for 64 new switchers, the first 32 of which are due to be in service by the end of 1975.

Rated at 1,500 horsepower, the new switchers can also be used in transfer and in branch-line service. This flexibility will allow the retirement of 100 older switching units with no loss in operating capacity. The MP15AC's will also produce savings through reduced repair and maintenance costs.

New freight cars for 1976 include 150 bulkhead flat cars; 100 100-ton capacity coal hopper cars; and 50 enclosed tri-level cars. Valued at more than \$10.3 million, this equipment will support the movement of primary forest products, coal and automobiles.

A \$4.4 million rebuilding program will see 17 veteran locomotives upgraded with higher horsepower for increased operating efficiency and a longer service life. The program also calls for modifications to 200 log flat cars for greater load capacity.

The capital budget includes lease renewals in excess of \$720,000 for 244 freight cars presently used to transport automobiles and food products.

In the coming year approximately \$8.2 million will be spent for improvements to fixed property and the purchase of equipment other than rolling stock. Slightly less than \$2 million of this amount will be used to comply with various federal, state and railroad industry regulations in the areas of environmental protection, grade crossing improvements and equipment modification.

The balance of the fixed property funds are earmarked for upgrading track and roadbed; for bridges and other structures; and for signal and communication facilities.

Planned track work includes the installation of 25 miles of new rail; more than 45 miles of second-hand rail; and 100 miles of crushed rock ballast. Systemwide improvements of bridges and structures is budgeted at \$1.5 million. More than \$388,000 will be used to renew and improve signal and communications equipment.

Other major capital items are more than \$650,000 for automotive equipment; about \$226,000 for heavy machinery at the soon-to-be-completed locomotive servicing facility at St. Paul; and approximately \$100,000 for modifications of existing flatcars so that they can be used to transport automobile frames.



COMBATting AN INDUSTRY HAZARD

SHIFTED

On July 9, 1974, Train No. 63 was standing on the side track at Delmar, Iowa, waiting a meet with No. 64. In compliance with operating rules, 63's head brakeman was on the ground ready to make a visual inspection of his train and of 64 as it passed. He had been joined by his engineer.

Neither man knew it, but a load of lumber that had shifted over the edge of one of 64's cars was aimed like a battering ram at the standing train.

As 64 rolled by, the protruding lumber smashed into 63's lead diesel. By the time 64 could stop, the lumber had destroyed the left side of the cab on 63's first two units and had done considerable damage to a third.

Fortunately no one was injured in this incident.



Shifted loads happen. They are a hazard with which the Milwaukee Road and every other rail carrier has to contend. Shifted loads have an immense potential for destruction: They can cause extensive and costly damage to railroad property and they can be lethal.

Simply defined, a shifted load is any cargo carried on an open-top freight car that has shifted from its original mooring. In railroad terms, such a load has "failed."

Shifted loads happen for a variety of reasons. They are caused by poor track conditions and the resulting bumpy ride; by improper train operations such as fast starts and quick stops; and by overspeed coupling during switching operations. Another frequent cause is the improper loading and securing of loads to open-top freight cars.

That shifted loads occur does not mean that such incidents are accepted as being inevitable. Shifted loads can be prevented and the fight for prevention is waged at many levels throughout the railroad industry.

Some of the most important work in this area is guided by the Open Top Loading Rules Committee of the Association of American Railroads (AAR). The committee is made up of representatives of the mechanical de-

partments of 16 railroads in the United States and Canada. Darrell Fisher, the Milwaukee's General Superintendent of the Car Department, has served on this committee for more than 14 years and is presently its chairman.

Committee members are responsible for preparing and constantly updating a thick manual known as "Rules Governing the Loading of Commodities on Open-Top Cars." This manual sets up standards and procedures for loading and securing cargo on open-top cars as well as open-top trailers carried piggy-back by rail. Fisher states that "many shifted loads can be avoided when shippers follow approved loading procedures and when railroad personnel carefully handle and inspect all open-top loads."

On the Milwaukee Road the fight against shifted loads is best described as a series of checks. The initial effort for prevention begins when representatives of the Car Department visit shippers and instruct them how to load open-top cars properly. The Mechanical Department assists by preparing scale drawings that show exactly how a specific cargo should be loaded and secured.

Although Car Department personnel can refuse any car that is improperly loaded, the level of cooperation between

shippers and Milwaukee forces is high. Shippers know that car and cargo inspections help insure that their goods move in a safe manner and they frequently request such checks. In the large terminal areas where considerable traffic originates daily, Car Department representatives will visit major shippers on a regular basis.

Another thorough inspection takes place when cars are brought to a classification yard for assignment to an outbound freight. If equipment or cargo defects are discovered which cannot be immediately corrected the car or cars involved are switched out of the train as a "bad order." The Milwaukee makes it a point to contact shippers who have had bad orders. The same action is requested of a foreign line when a car it originated is bad-ordered by Milwaukee personnel. In both cases, shippers are provided with full reports to help them prevent future shifted loads.

Even after a freight train is made up and ready to depart, it is given one more check. Operating rules require that the conductor and rear brakeman make a walking inspection of their train before it leaves a yard.

Constant vigilance does not end once a train is in motion. All tower operators and agents on a train's route are required to inspect the consist as it passes

LOADS



These views of the diesel locomotives damaged in the incident at Delmar graphically illustrate the immense destructive capability of a shifted load. No. 161 was the lead unit; there is little doubt what would have happened to the head brakeman had he remained in the cab instead of being on the ground as called for by operating regulations.



and be prepared to signal the train to stop if a shifted load or other problem is observed.

Train and engine crews are also responsible for being alert to unsafe conditions. Operating rules state:

"Members of the crew must watch their train closely; . . . looking out for hot journals, brake sticking, defective brake equipment, sliding wheels, indication of fire, loads shifted, protruding objects, swinging car doors or any other dangerous condition."

A train must be stopped if any of these conditions are discovered. Sometimes a problem such as a failed load can be corrected on the spot by the crew. But if this is not possible, the offending car must be set out from the train as soon as is practical.

Another safeguard spelled out in the rules requires a walking inspection of the train at each stop. If a halt is short, the inspection is usually completed as the train begins to move—this is known as a "roll-by" inspection.

Engineering and Signals and Communications personnel also share the job of checking trains for dangerous conditions. The operating rules of both these departments state that when in

the position to do so, employees must visually inspect all trains and signal a train to stop if any unsafe condition is observed.

Unwritten rules also help detect and prevent shifted loads. When trains pass, for example, a member of each crew usually stands on the rear caboose platform to inspect the other train. Either man can then signal the other whether all is secure or if a problem is evident.

Unfortunately, the AAR's manual and written and unwritten rules are not foolproof. But the observance of these guidelines can do much to reduce the frequency of shifted loads. George Barry, the Milwaukee's Superintendent of Safety, firmly believes that full compliance with operating rules by all railroad forces "can both prevent shifted loads as well as keep a load that has failed from causing damage or personal injury."

Barry and Darrell Fisher note that the rules governing the loading and inspection of open top freight cars are not arbitrary. Both superintendents compare the rules to a chain forged to prevent damage and injury. And since no chain is stronger than its weakest link, it means that everyone involved in the movement of cargo on open top cars must understand and obey the rules—ALL of them.



Approved loading procedures and thorough inspections can mean the difference between a possible shifted load and a safe run. Car Department worker at the Bensenville Yard secures chains holding a flatcar load of farm machinery.



June Williamson speaks to a class at Cooley Vocational High School about her job at the Milwaukee Road.

It is an unfortunate fact that among minority students the dropout rate in intercity schools is great. This is especially true in Chicago where last year 9.2% of the students left school before graduating. Approximately 66% of the dropouts left because of poor scholarship or lack of interest. Due to this alarming trend, a program has been developed by the Chicago Chamber of Commerce to encourage students to stay in school. It is called the Youth Motivation Program.

YOUTH MOTIVATION

The program is designed around the idea of having former graduates of intercity schools, now employed in Chicago area businesses, return to those schools as guest speakers. The speakers describe their jobs and the companies they work for. Students have the opportunity to ask questions, discuss their experiences, hopes and problems.

The Milwaukee Road has been participating in the Youth Motivation Program for the past few years, but this year a special effort to recruit volunteer speakers has been made by Nick Derrough, Director of Equal Employment Opportunity Programs.

Employees from the Chicago Union Station general offices who are in the 1975/76 program are: Bertha Albritton, Claim Investigator; Diane Cecil, Balance Clerk; Shirley Center, Clerk; Larzetta Clark, Typist Clerk; Esther Golden, Clerk; Bobbie Hall, Clerk; Larry McGill, Clerk; Thom-

sine Shannon, Claim Investigator; Josephine White, Special Accountant; Lydia Williams, Legal Secretary; June Williamson, Personnel Assistant; and Booker Wimberly, Engineering Aide.

All of the speakers are "living witnesses." They went to intercity schools; they have grown up in the same neighborhoods; they have had the same experiences. They are believable. They are able to relate to the Black and Latin Americans who think school is a waste of time. Lydia Williams sums it: "This program is geared toward getting these kids prepared for the work world. Also, it not only encourages them to stay in school but to continue on to college or a business school."

The Milwaukee Road will participate in the Youth Motivation Program in the Chicago area the rest of the school year; Derrough would like to expand our participation into other major on-line cities.

Speakers from different Chicago businesses, principal of Cooley, and Chairperson Juanita White get together to discuss questions and problems of the students at Cooley.



A new map for our system

More than a century ago the British scientist Charles Darwin developed the theory of evolution. An important part of this theory held that the ability to survive depends in large part on the ability to adjust and adapt to change. Although Darwin's ideas were based on the study of certain animals, his conclusions can be applied to the world of business.

On January 1, 1976, the Milwaukee Road will undergo a change. Effective on this date the railroad will be officially reorganized to seven operating divisions that cover its 16-state service area.

Outside the railroad this change will probably draw little notice, if it is commented on at all. And it is likely that the realignment will not cause much of a stir within the railroad itself. This, however, should not

lull anyone into thinking that the change is of little significance. On the contrary, the division realignment is another step in a gradual transition that has seen the Milwaukee make constant adjustments to meet the demands of changing times and situations. Had Darwin studied the Milwaukee Road today instead of animal life of the Galapagos Islands in the 1850's, he still would have found sufficient evidence to support his ideas.

A little more than 20 years ago, in 1953, the map of the Milwaukee's service area was a jigsaw puzzle of no fewer than 17 operating divisions. This multitude was pretty much the inheritance of the steam era when numerous divisions were needed to accommodate the limited operational capacity of steam locomotives and of communications facilities far less sophisticated than today's.

This system worked well enough when steam was king, but it began to be cumbersome, if not inefficient, with the wide use of diesel locomotives and other improved technologies. As train service and communications became more efficient there was no longer a need for so many operating divisions. Consolidation was in order.

The Milwaukee responded to the changing scene and by 1963 the number of divisions had been reduced to twelve. The number remained at twelve until 1973 when the system was again reorganized, this time into nine divisions. Last June the number was cut by one with the elimination of the IM&D Division. The number will be cut once again on January 1, 1976, with the abolition of the LaCrosse Division.

On this date the operations map of the Milwaukee Road will be different from the map in effect on December 31, 1975—but the difference will not be that great. Most of the changes will be in Wisconsin, Minnesota, Iowa and the Dakotas. With the realignment some long-familiar names such as the LaCrosse Division and the Rocky Mountain Division will be eliminated from the vocabulary of the Milwaukee Road. In their place will be divisions organized around, and named after, the principal states served by the Milwaukee. The map on the following pages shows the new divisions and their boundaries.

Del Burke, General Manager, points out that a change such as a division realignment is generally undertaken for two reasons—efficiency

and economy. The reorganization into seven operating divisions has been designed to achieve these important goals.

The reorganization will cost money. Funds have been allocated to cover the costs of moving personnel and equipment; installing new communications lines; arranging for office space; printing new timetables and the mass of other forms required by such a change. These costs, however, will be on a one-time only basis and the economies that come with the realignment will generate considerable savings for the railroad in the future.

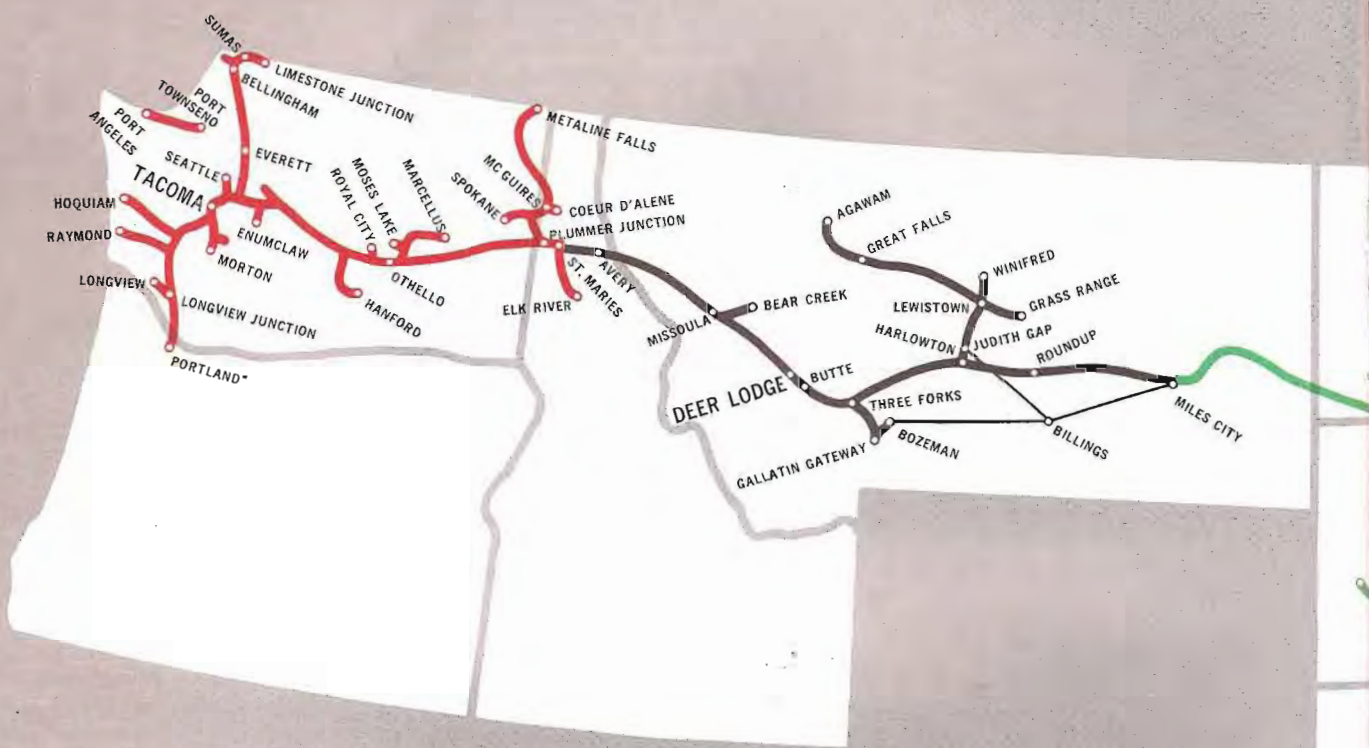
A division consolidation cannot be carried out without some effect on people. The establishment of the seven divisions was planned to disrupt as few employees as possible. Some people will be transferred to new jobs in new locations and some will be moved in their present position to a new location. A few jobs, however, will be abolished—but very few. It's expected that persons holding these jobs will be able to take other jobs readily.

Many efficiencies will result from the division realignment. The smaller number of divisions will permit a far more centralized control of train operations. Each of the new divisions has been set up to accommodate the major traffic patterns on the Milwaukee. For example, the new Iowa and Dakota divisions are geared towards the movement of grain. On the west end of the system the Montana division will serve mainly as a "bridge" for transcontinental traffic moving to and from terminals in the Washington division.

In line with the reorganization, both the Engineering and Mechanical departments have adjusted their responsibility areas to conform to the new division organizations.

Change only for change's sake is senseless. But change in order to adjust to new conditions makes good sense. A reduction from 17 to 7 operating divisions is a considerable change, but it has been a process governed by the realization that only by making necessary changes can the Milwaukee be in a position to meet the transportation needs of the area it serves.

Additional copies of the map on the following pages can be acquired by writing to: Corporate Communications Department, 824 Union Station, Chicago, Illinois 60606.



MILWAUKEE ROAD OPERATING DIVISIONS



IOWA DIVISION

Headquarters—Perry, IA
Mileage: 1223.3

ILLINOIS DIVISION

Headquarters—Bensenville, IL
Mileage: 1028.7

WISCONSIN DIVISION

Headquarters—Milwaukee, WI
Mileage: 1342.7

MINNESOTA DIVISION

Headquarters—Minneapolis, MN
Mileage: 1735.2

DAKOTA DIVISION

Headquarters—Aberdeen, S.D.
Mileage: 2122.2

MONTANA DIVISION

Headquarters—Deer Lodge, MT
Mileage: 1145.6

WASHINGTON DIVISION

Headquarters—Tacoma, WA
Mileage: 1307.4

RETIREMENTS

NAME	TITLE	LOCATION	RETIREMENT DATE
Curtis M. Anden	Pipefitter	Bensenville	9/30
Loretta Anderson	General Clerk	Galewood, Ill.	10/31
Herman O. Beier	Janitor-Supplyman	Muskego	9/30
Louis E. Beno	Welder	Milwaukee	5/28
Henry J. Berry	Chief Clerk	Chicago	9/2
Isabella Berz	Bill Clerk	Chicago	10/10
Clementine A. Boehler	Clerk-Bill Analyst	Chicago	10/31
Loren L. Bryson	Section Foreman	Hawarden, Iowa	10/31
L. F. Carter	Yard Conductor	Minneapolis	10/31
Richard J. Casey	District Manager Sales	Milwaukee	4/1
Fred Cash	Conductor	Terre Haute	10/31
H. J. Clifford	Yardmaster	Sioux City	9/22
Perry J. Comeford	Crossing Flagman	Menasha, Wis.	8/8
William J. Condon	Bureau Head	Chicago	9/30
Martin W. Conway	Yard Clerk	Council Bluffs	11/15
George H. Correll	Yardmaster	Savanna	11/11
Elizabeth Crawford	Clerk	Tacoma	10/31
Kenneth Crouse	Trainmaster	Bensenville	10/31
Spencer E. Crouse	Yard Foreman	Davenport	9/30
Richard W. Deibel	Trainman	Miles City	10/28
James F. Depree	Chief Surgeon	Seattle	10/31
Charles H. Dixon, Jr.	Electrician	Tomah	10/3
Robert W. Drays	Section Laborer	Madison	3/14
Alex C. Eason	Janitor	Minneapolis	11/16
Ervin W. Ellingson	Section Foreman	LaCrosse	11/14
William W. Estabrook	Switchman	Savanna	10/19
Clarence C. Eutin	Carpenter-Truck Driver	Milwaukee	10/15
S. M. Farrow	Steno-Clerk	Tacoma	10/31
Lawrence W. Fecteau	Machinist	Milwaukee	9/15
Lucille M. Flood	Switchboard Operator	Chicago	10/31
Finis F. Floyd	Switchman	Chicago	9/8
John F. Foley	Brakeman	Sioux City	9/23
Doreen L. Freitag	Clerk	Chicago	10/28
Lonzo Gates	Laborer	Bensenville	9/28
Irene A. Giertz	Per-Diem Clerk	Chicago	9/30
Lloyd A. Gillard	Clerk	Milwaukee	9/30
Gladys Gritzman	Claim Investigator	Chicago	10/31
Lawrence D. Guthrie	Conductor	Chicago	9/12
H. L. Guzzle	Car Foreman	Dubuque	9/30
Howard C. Halloff	Locomotive Engineer	Minneapolis	9/24
Spencer O. Heim	Conductor	Three Forks	10/1
E. E. Hester	Track Laborer	Manilla, Iowa	10/3
R. G. Hoffman	Assistant Engineer	Chicago	10/31
Mamie E. Hopkins	Clerk	Chicago	10/31
Mark E. Hopper	Conductor	Three Forks	10/30
Ferdinand A. Janisch	Clerk	Chicago	4/10
Vernon Johnson	Section Foreman	Wells, Minn.	10/31
W. R. Johnson	Engineer Watchman	Council Bluffs	11/7
John A. Kaslo	Section Foreman	Weaver, Minn.	9/30
G. O. Keene	Baggageman	Perry	10/31
Frederick W. Kelley	Machinist	Tomah	9/30
R. L. Kenross	Clerk	Perry	11/3
Dennis Khariton	Carman	Milwaukee	10/31
Henry L. Kruke	Staff Engineer	Chicago	9/30
Sophie M. Kustrom	Clerk	Chicago	10/23
Albert Lehr	Welder	Milwaukee	7/11
Cornelia F. Leyhe	Secretary	Minneapolis	11/14
Joseph N. Lorenzo	Carman Cutter	Milwaukee	10/20
Earl W. Lumley	Engineer	Portage	10/3
Victoria D. Mackreth	Cost Clerk	Chicago	10/31
Bernard Maguire	Supervisor	Milwaukee	10/31
L. A. Mangum	Switchman	Bensenville	9/30
A. M. Martin	Secretary	Chicago	10/31
J. D. Martin	Chief Carpenter	Canton, S.D.	9/30
Noble McDonough	Clerk	Seattle	9/30
John Mikulas	Carman	Milwaukee	5/9
Florine Modeste	Coach Cleaner	Chicago	10/31
John M. Monnahan	Carman-Cutter	Tacoma	10/3
D. V. Morgan	Chief Yard Clerk	Bensenville	10/24
C. R. Neff	Switchman	Chicago	10/30
Mildred Newell	Clerk	Chicago	10/31
Ruth A. Nuel	Lead Tax Clerk	Chicago	9/5
Dale L. Oelke	Engineer	LaCrosse	10/3
Robert C. Patrick	Engineer	Tacoma	7/27
C. Pfannebecker	Foreman	Ottumwa, Iowa	10/31
Norman Pfenning	Foreman	Milwaukee	10/31
Aurelius Porter	Laborer	Chicago	9/30
Robert W. Prescott	Revisor	Chicago	9/29
Rose C. Printz	Tax & Earnings Balance Clerk	Chicago	10/3
Douglas B. Pasmussen	Engine Watchman	Channing	9/30



Bill Clifford, Yardmaster, Sioux City, retired September 23 after 30 years of service.



Missoula Section Foreman Mike Monaco holds new saw given to him by co-workers at his retirement party. Mike retires after 45 years with the Milwaukee.



Aurelius Porter, Laborer at Western Avenue, Chicago, retired October 1 after more than 30 years service.



Section Laborer Greg Marmorato of Missoula retired after 31 years of service.



Norval G. Steinhagen holds granddaughter Brenda on his last day of work. Norval retired July 31 after 41 years as a Conductor on the 18th Sub-Division, Milwaukee Division.



Clementine A. Boehler, Clerk-Bill Analyst, Chicago, retired October 31.

Chief Clerk Pete Nielsen, Deer Lodge, ended a 38-year career with a smile.



Dale Oelke, LaCrosse Division Engineer, retired October 3 after 30 years with the Milwaukee.

Roy Hoffman, Assistant Engineer, Chicago, retired on October 31 after 39 years of service.



Telephone Operator Lucille M. Flood, Chicago, retired on October 31.

Roy C. Rische	Bridge Builder	Miles City	10/31
Henry B. Roe	Engineer	Three Forks	9/21
M. R. Rost	Assistant Engineer	Chicago	10/31
Frank Scherr	Engineer	Mobridge	11/1
Earl F. Secondi	Checker	Chicago	9/30
R. H. Severson	Secretary	Milwaukee	10/29
A. P. Shaltanis	Agent Operator	Freeman, S. D.	9/5
Donald B. Sharpe	Clerk	Spokane	10/2
Alex Shumansky	Engineer	Sioux City	11/3
Raymond E. Siebert	Yard Conductor	Bensenville	9/30
K. E. Silker	Warehouse Foreman	Cedar Rapids	10/31
Loren E. Small	Crew Caller	Bensenville	10/28
Sylvester A. Sokolowski	Carman	Milwaukee	10/16
Arthur J. Souhrada	Air Brake Mechanic	Milwaukee	10/1
Paul R. Steinofel	Switchman	Chicago	9/29
Ed J. Stelter	Carman	Milwaukee	3/14
H. H. Sternhagen	Switchman	Madison	11/7
Thomas E. Stewart	Engineer	Tacoma	8/9
W. A. Stewart	Assistant General Manager	Chicago	10/17
Joseph Surmacz	Laborer-Steel Gang	Terre Haute	6/6
Ervin A. Tesch	Flagman	Oshkosh	9/30
Bernice Tolmaire	Coach Cleaner	Chicago	9/29
Ray R. Utke	Chief Clerk	Tomah	11/3
H. M. VanDyke	Conductor	Ottumwa	10/4
Henry P. Warren	General Supervisor Signal Construction	Chicago	9/30
Morris Weiner	Carman	Chicago	10/30
Verald L. Westby	Conductor	Madison	10/31
Emily J. Wilkinson	Assistant Cashier	Galewood, Ill.	10/31
Glenn E. Williams	Signal Maintainer	Melstone, Mont.	9/19
A. D. Wilson	Locomotive Engineer	Perry	6/14
L. J. Wilson	Clerk	Sioux City	10/26
Thomas C. Wyland	Conductor	Milwaukee	11/15
Harriet D. Yore	Supervisor Clerk	Minneapolis	10/31
Arthur F. Zabel	Chauffeur	Milwaukee	10/17



Bill Clerk LeRoy Williams retired recently from the Austin Agent's Office.



Bernice Tolmaire, Coach Cleaner, retired in September after 20 years service in the Car Department at Western Avenue Coach Yard.

On the Move

Finance and Accounting

R. R. Passaglia has been appointed Manager-Tax Accounting effective January 1, 1976.

Sales & Service

J. M. Leahy has been appointed District Manager-Sales, Everett, Washington, effective December 1, 1975.

R. J. Pierce has been named Sales Representative, Birmingham, Alabama, effective January 1, 1976.

T. H. Stanford was named Sales Representative, Milwaukee, Wisconsin, effective January 1, 1976.

Operations

Stephen J. Barry has been promoted to the position of Director of Passenger Services and N.R.P.C. Operations Officer, Chicago, effective January 1, 1976.

D. F. Gallipo has been appointed Terminal Manager, Minnesota Division with headquarters at St. Paul, effective January 1, 1976.

R. F. Shive was named Assistant Superintendent, Minnesota Division with headquarters at Mason City, Iowa, effective January 1, 1976.

C. T. McDonald has been appointed Assistant Superintendent Transportation-Car Distribution, Chicago, effective December 1, 1975.

J. T. Moomau was promoted to Assistant Supervisor Power Bureau, Chicago, effective December 1, 1975.

L. L. Struble has been promoted to Superintendent of Transportation, Tacoma, effective December 1, 1975.



ABOUT PEOPLE ON THE RAILROAD

Portland

Vice President-Sales & Service D. M. Wiseman was guest speaker at the dinner meeting October 16 of the Transportation Club of Portland's "Railroad Night." It was sponsored by the Railroad Sales Managers Association of Portland.

Jim Silbernagel, Sales Representative, San Francisco, wife and children had a three week vacation in July visiting grandparents in South Dakota as well as journeying through the Black Hills and Yellowstone Park.

District Manager-Sales E. Paul Schilling and wife Bobbie enjoyed a weekend at Yosemite National Park.

Tacoma

Chief Clerk Jack Maguire, Aberdeen, rescued a toddler in front of a fast-moving logging truck in Hoquiam on September 29.

Bob Barrie, Agent at Othello, was in the hospital in October for surgery. Bob was back on the job in the early part of December.

Welcome back to Roy Gaynor, first trick dispatcher on the West Side, who had been off ill since last February.

Harry W. Axtell, Chief Clerk, retired after 33 years of service. A party was held for Harry at the Boat Club facilities in Longview on October 5. Succeeding Harry will be Mrs. Jackie Larson from the same office.

The following Track Department employees were elected to positions in the recent election of the Brotherhood of Maintenance of Way Employees: Ted Lester, President; Bob Birchall, Vice President; Bob McDonald, Secretary-Treasurer; and Dennis Barta, Local Chairman.

Switchman Terry S. Sullivan and Clerk Cindy L. Bair were married on October 10. Terry is the son of retired Milwaukee Policeman Tom Sullivan and Cindy is the daughter of Brakeman Gale D. Matterocci. A shower was given at the Harbor Lights Restaurant attended by friends and co-workers.

Lynne Schow, former Roadmaster Clerk, has been appointed to the position of Steno in the Supervisor's Office, Signals & Communications, replacing Sylvia Farrow who retired on October 31. Lynne is also Tacoma area Milwaukee Magazine correspondent.

Signal Inspector Willis G. Anderson, 56, died on November 4 in Othello. He had worked in the Signals Department since 1946. He is survived by his widow Joan, son Bruce, and daughter Nancy.

Seattle

Matthew Howard Simpson is a new addition to the J. Fred and Sally Simpson family. Matthew joins a brother, Freddie and a sister Meghen. Papa is a General Attorney.

Barbara King, Assistant Cashier spent two days vacation fishing on Puget Sound. We didn't hear what results she had though!!!

Bill Whalen, Chief Revising Clerk, and wife Betty, Mail Desk Clerk, spent their vacation in Omak, Washington, and St. Maries, where they visited relatives.

Leo Thiel of the University United Methodist Church is sponsoring a Vietnamese family, the Bui's, comprised of a father, mother, 3 sons and 5 daughters.

Spokane

After a railroad career of 32 years, Car Clerk Don Sharpe retired October 2. Don and wife Mary will be traveling

south after the holidays and will be spending their summers in Spokane. Don and Mary were honored at a cake-and-coffee where Don was presented with a cash gift.

Electronic Maintainer Larry Dunn's wife Joan has been selected for listing in the 1975 edition of Outstanding Young Women of America. Joan is presently vice president of the Juvenile Diabetes Association and coordinator of the local medical advisory board for this association. Women named for listing are selected on the basis of excellence in their profession, homes, clubs and churches.

Deer Lodge

Carol Miyake, wife of Section Laborer Ken Miyake of Cardwell, Montana was killed in an auto accident which also injured Ken. He is recuperating in California.

Pete Neilsen, Chief Clerk to Master Mechanic, was honored at a retirement dinner which marked the end of a 38-year career. At the dinner, Pete's fellow employees presented him with several mementos depicting the various experiences he had while employed in Deer Lodge. He was also given gifts from the Brotherhood of Railway Clerks and his co-workers.

Conductor Bill Underhill of Alberton died while on vacation at Lake Mary Ronan. He is survived by his widow Evelyn and daughter Karin.

A retirement coffee hour was held to honor Carman Ed Hirsch.

Lyle Neubauer, Store Department Clerk died at the age of 42. He was employed by the Milwaukee for 23 years. Survivors include his parents, Mr. and Mrs. Sylvester Neubauer, three brothers and three sisters.

Division Lineman Bill Memeth and wife Margie are new parents—Dawn Renee was born September 29.

Several birthdays have been celebrated with surprise cakes in the Superintendent Office: Trainmaster Howard Neff, Transportation Analyst Dick Ross and Time Revisor Denise Gransbery.

Six retiring Section Foremen and Laborers were recently honored at a dinner. They are: Section Foreman Mike Monaco, Missoula; John Clausen, Tarkio; and Homer Walton, East Portal; Laborers Leonard Hitchcock, Dick Smith and Greg Marmorato, all of Missoula.

Roadmaster John Satake and his wife, Kazue, were guests of honor at a farewell dinner. After 38 years of service, John is leaving the Milwaukee because of ill health. More than 180 persons attended the dinner where John and Kazue were presented with gifts. Many retired section men and their wives, along with old friends, were there including Track Engineer Bob Michaels and wife Elaine, Chicago, and retired Chief Carpenter Red and Mary Hodgson from Sequim.

Electrician Gus Johnson retired from the Roundhouse on a disability pension.



Seven of 71 members who attended the Milwaukee Men's Club (all of whom are over 85 years of age) September 24 meeting: (top left to right) George Halsey, retired Traveling Auditor; A. F. Broz, retired machinist; H. C. Davis, retired Division Engineer; and P. J. Russ, retired Conductor (bottom) Robert Freeman, Frank Warren, and H. W. Burt, all retired Conductors.

Machinist and Mrs. Frank Wisner Jr. are parents of a baby girl Gina Kay born August 12. She joins a brother Kevin and a sister Lisa. Gina's grandfather, Frank, Sr., is a retired machinist.

Lucille Buzdikian, wife of Agent-Operator Barney Buzdikian of Three Forks, died October 15.

Brakeman and Mrs. Roy Wales vacationed in the Seattle area and returned home in a very unusual manner. They purchased a 1926 Model T-Ford roadster and drove it to Deer Lodge in four days. They didn't have any car trouble, but with no side curtains they were a bit chilly.

Missoula Signal Maintainer Roger Hinthner and wife Nancy are parents of a baby girl Lee Ann born August 30.

Friends and relatives gathered to help celebrate the 40th Wedding Anniversary of Conductor and Mrs. C. A. Murphy. Mr. Murphy has worked on the Rocky Mountain Division more than 30 years.

Miles City

Arthur C. Enger died October 17. Mr. Enger had worked in the Car Department in Miles City.

Dorothy Parker, wife of Engineer Rick Parker, died October 26.

Congratulations to Carman and Mrs. John MacKenzie on the birth of a son, October 18.

Michele Virag, daughter of Engineer and Mrs. William Virag was selected to participate in the 1975 Bicentennial All-State Music Festival in Great Falls.

Congratulations to Engine Watchman David Goodson and wife on the birth of a daughter, October 3. The grandparents are Engineer and Mrs. S. V. Friedt.

Cal and Donna Gilberts have a new daughter born September 12. Donna is the daughter of Carman and Mrs. William Johnson.

Alvera Preston, wife of Brakeman Kenneth Preston, took first place in the Women's Classic bowling tournament. Ann St. Peter, wife of Engineer J. R. St. Peter, also placed in the tourney.

Darci Leidholt, daughter of Carman and Mrs. Leonard Leidholt, was crowned 1975 Homecoming Queen of Sacred Heart High School.

Brakeman W. W. Steel's wife Helen was named employee of the year at the Holy Rosary Hospital where Helen works as a nurse's assistant.

Lorri Gae Teske, daughter of Chief Dispatcher and Mrs. Harvey Teske married Gene Collins September 20. The bride worked the past two summers as Relief Agent-Operator and Gene is now an Extra Agent Operator on the Aberdeen Division.

Sioux City

Congratulations to Switchman John Theisen and Miss Julie Rasmussen who were married in August at the First United Methodist Church in Sioux City. They are making their home in Sioux City.

Switchman John Foley retired September 25 after 30 years of service. John and wife will continue to make their home in Sioux City.

H. J. "Bill" Clifford, Yardmaster, retired September 23 after 30 years of service. A coffee-and-donut party was held in his honor.

Section Laborers F. M. Perry and Ed. Hester retired from service recently.

Safety awards were presented to: Section Laborer Mike Vallinch for 35 years and General Foreman C. G. Milner for 25 years.

Austin

Another two for the retirement list are Bill Clerk LeRoy Williams and Engineer C. J. Thompson.

Sally Hilden and Keith Beckel were married August 23. Sally is the daughter of Clerk Evelyn Hilden and Keith is a brakeman working out of Austin.

Retired Section Foreman Joe Becvar and wife celebrated their Golden Wedding anniversary on July 6 at St. Aloysius Church Hall in Calmar.

Retired Storekeeper Harvey Peterson and wife were in Austin during August for a visit from their home at McAllen, Texas.

Two long-time employees Chief Dispatcher Charlie Mayer and Assistant Division Engineer Ray McCann decided to hang up their spurs at the end of May. Charlie and wife have a cabin in Northern Minnesota and spent the summer taking life easy. Ray and his wife have been visiting their children who live in different parts of the country.

Wausau

The Milwaukee Road Women's Club held its fall get-together on October 19. Gene Porter was the master of ceremonies for the program honoring retirees H. H. Randrup, Howard Haff and Joe Brunner.

It's a granddaughter for Engineer and Mrs. Ralph Hintze, Jr. and a grandson for Assistant Foreman and Mrs. Kenneth L. Wilcox.

LaCrosse Division Engineer Dale Oelke retired October 3 after 30 years of service. Coffee and cake were served at the yard office in his honor.

Madison

Theresa Lynn, daughter of Engineer and Mrs. Edward L. Currie, married Mark Storlid on August 9.

Roadmaster and Mrs. Ray Barrette became grandparents June 27 when Shannon Ray Popps was born.

Switchman and Mrs. Guy Peterson became parents for the first time on Father's Day when Patrick Lynn was born.

Harvey Gordon has returned to roundhouse duties as Foreman after being on the sick list for eight months.

Best wishes for a happy retirement go to Janesville Roundhouse Foreman Harvey Roevers, who ended a 41-year career on June 30.



Albert Auck is the first MMTC driver to receive a 25-Year Safe Driving Award. Al and his wife Helene were present at a dinner at which time he received recognition for his outstanding performance.

Prairie du Chien Agent Jack Preston died June 8 while on a fishing trip. He was a 35-year employee.

A St. Germaine, Wisconsin honeymoon followed the September 20 wedding of Greendale-Conductor James Bottoni and Karen Czerwinski. Jim, a third generation railroader for the Milwaukee, is the son of LaCrosse Division Engineer and Mrs. Frank Bottoni, Jr.

Green Bay

Monroe H. Leeman, Engineer for 22 years, retired June 7. He and his wife Veronica are wished a long and happy retirement.

Kay Marie Ruechel married Robert Henry Sorenson, son of Mr. and Mrs. Francis Sorenson.

Switchman Don Ott and his wife Mary have a new daughter Cynthia June, born April 17.



Herman Jacobs, Section Laborer, right, retired after 30 years service. Wishing him well is Section Foreman N. B. Hinds.

Yardmaster John Becks and wife Maryanne are the parents of a son Justus John, born May 17.

Ken Resler, Switchman and wife Pam became parents for the first time with the birth of Kevin Lee born July 2.

Clerk Jim Hanson and wife Barb are the parents of their first, Jessica Jean, born August 19.

Brakeman Richard Parduhn and his wife Bonnie are parents of a baby girl, Amber Anne, born August 22. Amber joins a sister, Holly Sue.

Robin Hanson, son of Agent Bud Hanson became an Eagle Scout in March. Being a scout for 6 years, Robin had to complete and attain 24 merit badges which ranged from Safety to Wilderness Survival.

Muskego Yard

B&B Carpenter C. E. Eutin retired October 15 after 30 years service. He was honored at a cake-and-coffee in the B&B Shops.

Norval G. Steinhagen retired July 31 after 41 years of service as Conductor of 18th Sub-Division.

Milwaukee

Blacksmith Welder Ed Schmieder retired on September 4 after 39 years of service.

Carman Cutter Wayne Reinke and wife RoseAnn announced the birth of Michael Reinke on September 22.

Carman Welder Russ Kimball and wife Kathleen Kimball became the parents of a baby girl Erin Elizabeth on August 19.

Added to the retirement list are: Lott Wimer, Sheetmetal Welder in the Forge Shop; Ed Schmieder, Blacksmith Welder in the Forge Shop; and Larry Fecteau, Machinist in the Air Brake Shop.

Retired Painter Albert Matje celebrated his 98th birthday on October 2.

This year's annual Signals & Communications Department picnic was held on September 6 in Milwaukee. About 250 people were present. All enjoyed the games and food. The men who manned the grills and tapped the kegs, whose efforts make these picnics a continued success, are Ray Brown, Bob Scott, Mel "Bozo" Thiede, Mel McPherson, Al Trinka, Tom Hanlon, Jim Frohmader, Hank Wellenstein and Barney Barton.

Rules Examiners Robert Richter and George Riley are the recipients of a 30- and 35-year Safety Award.

Milwaukee Women's Club

Member Josephine Schneider and husband Martin left for Germany on September 29 to visit Martin's relatives.

Sadie Ondrejka and husband Hank visited Disney World in Florida during the month of September.

Beloit

A picnic for active and retired employees of Beloit was held July 13. About 150 attended; games and door prizes were enjoyed by all.

Roundhouse Foreman John Crowley and wife celebrated their 50th Wedding Anniversary in June.

Frank Atkins, 53, Engine Mechanic, died July 24. Burial was in Savanna.

Yard Clerk B. O. Brostuen (Benny) won the Class B State Horseshoe Title at Watertown on August 31.

Bensenville

A party was held for Roadmaster L. L. Pauli who retired August 1 after 46 years of service. Mr. Pauli began his career on the Iowa Division and was a Roadmaster on the Aberdeen and Chicago Divisions. Mr. Pauli also was presented with a 45-year Safety Award Pin.

Electrician Edward Leeper retired on July 31 with 30 years service. His fellow employees presented him with a cash gift and best wishes for a happy retirement. Mr. Leeper and his wife will continue to make their home in Franklin Park, Illinois.

Galewood

Cindy Grosnick, daughter of First Train Clerk Wally Grosnick, graduated from a nursing course at Lutheran General Hospital. Cindy is now an employee on the Orthopedic floor.

Irene Giertz, Per Diem Clerk, retired after 25 years of service. Co-workers presented Irene with a gift at a party on September 30.

Western Avenue

Bernice Tolmarie, Coach Cleaner, retired after 20 years service in the Car Department. A coffee-and-cake party was held by her fellow workers.

Laborer Aurelius Porter retired from service October 1. All at Western Avenue wish Mr. Porter a happy and long retirement and want him to know he will be missed.



Car Distributor Roger Williams married Voucher Clerk Claudia Swiontek recently.

Chicago

Clem Boehler, AFE Clerk, retired October 31. A dinner honoring Clem was held on October 30.

Assistant Engineer Cliff Gourley and wife Lucille spent a week in Florida visiting friends.

Assistant Engineer Bill Sack vacationed in Cairo and Bagdad; while there he studied their railways.

Mamie E. Hopkins and Mildred L. Newell were honored at a luncheon on October 31 celebrating their retirement.

Stenographers Ann Weber and Jeanetta Jackson were honored at a party on October 3. Ann transferred to the Traffic Department and Jeanetta left on a maternity leave. Jeanetta became a mother of Kanesha Devon on November 7.

Ralph D. Claborn, Office Engineer, was honored at a cake-and-coffee retirement party on August 29. Ralph has held various positions in the Engineering Department for the past 38 years. He and his wife Teresa will continue to live in Bartlett.

Roy Hoffman, Assistant Engineer, retired on October 31 after 39 years of service.

E. E. Burch, retired Bridge Engineer, returned for a brief visit to the office. He and his wife have been traveling throughout the east lately.

Since July, 1973 engineering plans were underway for the marriage of Barb Selders, Secretary and Larry Christianson. The project was completed on November 1. After honeymooning in California and Las Vegas, the Christiansons will make their home in Addison.

Best wishes were extended to Hank Kruke, Engineer, and Hank Warren, General Supervisor-Signal Construction, who recently retired after many years with the Milwaukeee.

Lucille M. Flood, Telephone Operator, retired October 31. Lucille was honored by her friends at a retirement party November 1.

Congratulations to Supervisory Trainee Bob Schultz and wife Peggy on the birth of a daughter Rebecca born July 26.

Steno-Clerk Donna Nelson and her husband Gary visited the East Coast on their vacation recently.

Chief Clerk Mary Ziemann traveled to Switzerland and Germany, where she celebrated Germany's Octoberfest.

Assistant Engineer-Design Bob Jahn and Special Signal Maintainer Gary Schaning visited friends and family on a vacation to Europe. They visited Bavaria, Netherlands, Switzerland and Italy.

Chief Clerk Al Kissel tried his luck in Las Vegas. "Lady Luck" was with Al; he was still wearing his shirt when he came back.

Chief Clerk Jan Sellards and husband Bob will soon be off on a ski holiday to Lake Tahoe. This trip was a prize won by Bob at the recent Ski Show.

For Your Info

Personnel is sending out questionnaires for an employee skills inventory. Information needed includes work experience, education, technical training. Responses will help fit the right person to the right job and accomplish policy of promoting from within.

A special effort is being made to employ persons with physical or mental handicaps. Steps have already been taken to re-employ Milwaukee personnel who have been injured at or away from work.

Half-day seminars will be held around the system to explain Affirmative Action Program and Equal Employment Opportunity policies. Sessions will focus on guidelines, the Milwaukee's response, and importance of compliance.

Five participants in Corporate Management Training Program have completed training and are on the job. Five new candidates will be drawn from current union ranks.

An advanced management skills program will soon be offered at Chicago headquarters. Course will later be presented at other locations.

Ongoing reading skills program is slated for various system locations. Open to all, course is aimed at improving reading skills. There is a \$40 materials fee—but the Milwaukee pays \$25 of it.

More signals and switches

(Continued from the inside front cover)

Plan to Acquire GB&W — The Milwaukee, Chicago & North Western, and Soo Line have jointly asked to acquire and operate part of the Green Bay & Western Railroad. The proposal is an alternative to a previously announced plan of the Burlington Northern to acquire the securities of the GB&W. GB&W stockholders have indicated a desire to dispose of their shares. The GB&W operates about 250 miles of main line track that extends across Wisconsin from Winona, Minnesota, through Wisconsin Rapids and Green Bay to the ferry port of Kewaunee on Lake Michigan. Paper and paper products are the principal commodities carried by the railroad. Although all details have not been finalized, the plan basically proposes (1) an offer at least equal to the BN's to acquire the GB&W and divide its properties between the three participating railroads; (2) an operating plan to provide service to major industries now served by the GB&W while disposing of those parts of the line which carry no significant traffic volume. BN acquisition of the GB&W would hurt the three railroads financially and consequently would have an adverse effect on employment.

Employees and retired employees having 15 years or more of service may now join the Veteran Employees'

Association. Those interested in joining may use application form below.

Application for Membership in the VETERAN EMPLOYEES' ASSOCIATION of THE MILWAUKEE ROAD

W.B. Braheny, Secretary and Treasurer
Veteran Employees' Association
The Milwaukee Road
848 Union Station
Chicago, Illinois 60606

I hereby apply for membership in the above Association. I have been in the service of The Milwaukee Road for 15 years in the aggregate.

NAME _____

HOME ADDRESS _____

OCCUPATION _____ DEPT. _____

ENTERED SERVICE _____

RECOMMENDED BY VETERAN _____

SSA No. _____

I enclose (please do not send currency)

☐ CHECK

☐ MONEY ORDER

payable to The Veteran
Employees' Association
of The Milwaukee Road

AMOUNT (check one)

New Member ☐ \$4.00

Renewal or
Reinstatement ☐ \$3.00

Date signed _____



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7 Scholarships

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3 Four year

J. T. Gillick Scholarships

two / each for \$600 per year (or full tuition)
scholarships will be awarded entitling the two first-ranking applicants to \$600—or full tuition, whichever may be the greater—annually for four years.

one / \$600 per year
scholarship

will be awarded entitling the third ranking applicant to \$600 annually for four years.

4 Four year
Milwaukee Road
Women's Club Scholarships

four / \$600 per year
scholarships

will be awarded entitling the next four ranking applicants to \$600 annually for four years.

All scholarships are for study in an undergraduate school at the college or university of the recipient's choice.

important: CLOSING DATE
APRIL 30, 1976

Completed applications and all supporting papers must be on file with the Scholarship Committee not later than April 30.

who is eligible: Sons and daughters of Milwaukee Road and Milwaukee Motor Transportation Company employees and of deceased or retired such employees are eligible to apply for the scholarship awards provided the applicant's parent has worked for either company for two (2) years and whose compensation from such employment is not in excess of \$19,500 per year.

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



Applications and additional information may be obtained from:

Chairman
J. T. Gillick Scholarship Committee
352 Union Station
Chicago, IL 60606

