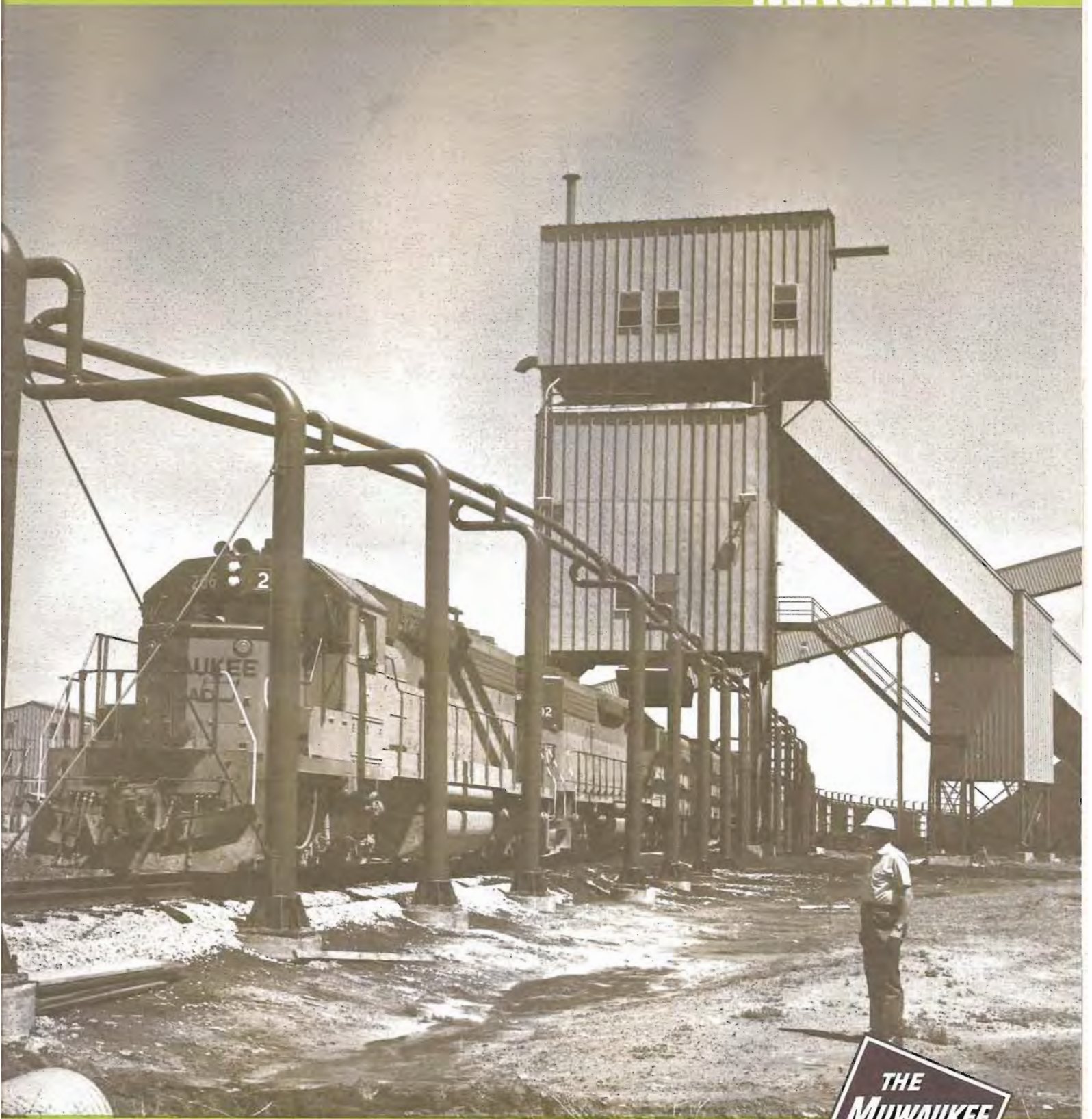


THE MILWAUKEE ROAD MAGAZINE



JULY, 1975

THE
MILWAUKEE
ROAD

THE MAIN LINE

Hazardous Spills

A Spill Contingency Plan has been developed to aid railroad forces in dealing with incidents that involve spillage of oil or other hazardous materials. In his announcement, President Smith noted: "As a transporter of hazardous materials, it is our moral and legal obligation to provide for the protection of the environment."

Each year the Milwaukee handles about 150,000 carloads of potentially dangerous materials, including chemicals, gasoline, kerosene and industrial gases. Additionally, we have over 8.5 million gallons of stationary petroleum storage facilities.

The Plan is based largely on the National Oil and Hazardous Substances Pollution Contingency Plan prepared by the federal Environmental Protection Agency (EPA) and consists of four major sections: discovery and notification; evaluation and initiation of action; containment and countermeasures; removal and disposal.

Listed are procedures for each category, government agencies to be notified and contractors and suppliers by state and city in the event railroad crews need outside assistance.

Beet Business

Heavy rains and flooding in the Red River Valley region of South Dakota and Minnesota did little damage to sugar beet and wheat crops in that part served by the Milwaukee Road.

In early September the Southern Minnesota Sugar Beet Cooperative's new processing plant at Renville, Minn. begins full operation. Served exclusively by the Milwaukee, this plant is expected to produce each year 80,000 tons of sugar, 43,000 tons of molasses and 39,000 tons of sugar beet pulp.

Providing rail service for the Renville facility will be a major operation. In addition to other cars, 43 new 100-ton capacity airslide covered hoppers will be assigned. The seven-day-a-week service each day will handle four hoppers of sugar, two or three of beet pulp and two jumbo 20,000-gal. capacity tank cars of molasses. Daily inbound traffic will consist of 15 gondolas of coal and four to seven cars of limestone.

Next year's outlook is even better in that a sugar beet plant with similar capacity may be built on our tracks at Appleton, Minn.

Trucks Sub

The company is presently substituting trucks for freight cars in order to move wheat between Grass Range and Lewistown, Mont. This service is available because portions of the line between these points were washed out by heavy rains and flooding.

The trucking is being handled by Milwaukee Motor Transportation Co. under rail rates. At Lewistown the wheat is loaded into hopper cars for final movement by rail. The substitution of trucks for trains ensures that shipper service will not be interrupted.

Microwave Link

Plans are under way for the construction of a microwave communications system linking Milwaukee Road facilities at Madison and Portage, Wis. This project includes construction of 100-ft. supporting towers at Portage, Arlington, and just outside Madison.

U. S. Mail

Since early July the Milwaukee has been moving large volumes of U. S. Mail in both directions between Chicago and points along its main line route to the Pacific Northwest. This seven-day-a-week service involves movement of mail in trailers carried piggyback on flat cars. Volume is expected to be about 270 trailers a week.

Mail will originate and be delivered at Chicago, St. Paul, Billings, Great Falls, Spokane, Seattle and Portland. The Milwaukee Motor Transportation Co. (MMTC) will provide cartage service to and from local post offices.

We also have been awarded two other contracts to carry mail throughout our 16-state service area, which also involve MMTC.

THE
MILWAUKEE ROAD
MAGAZINE

VOL. 63 July, 1975 No. 6

CORPORATE COMMUNICATIONS
DEPARTMENT

James Keating, Editor

Jayne Van Grondelle
Asst. to the Editor

Staff

Wallace W. Abbey
Thomas D. Phillips
Martin L. Erickson
Larry Barbeau

Union Station / Chicago

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



Member,
Association
of Railroad
Editors

Cover

SD40 diesel locomotives pull a 100-car unit coal train into loading facilities at Gascoyne, N. D. Six such trains a week each carry 10,000 tons of low-sulphur lignite coal to Big Stone Power Plant in eastern South Dakota. Movement is entirely on Milwaukee tracks.



Soft coal shuttle billed a hit on the Milwaukee

Six trains a week cycle special cars 700 miles in massive Dakota mine-to-plant movement

In 1967 R. O. M. Grutle telephoned the Milwaukee Road for an estimated rate factor covering a movement of low-sulphur lignite coal from Gascoyne, N. D. to a planned power plant in the vicinity of Ortonville, Minn. Grutle is vice president-production of Otter Tail Power Co., Fergus Falls, Minn., and the impact of his call has been thunderous.

It set in motion a series of activities, a massive involvement of our personnel and a large company investment in power equipment that in 1975 equates to what is termed a 'perfect' unit train operation. In brief, that phone call resulted in today's movement of six trains a week, each consisting of one hundred 100-ton capacity cars of lignite coal in a 350-mile one-way shuttle from surface mines at Gascoyne to the now complete 440-MW power plant at Big Stone City, S. D. All movement is under Milwaukee Road power, all on our tracks.

Annual volume for at least the next 25 years will run about $2\frac{3}{4}$ million tons. In dollars and cents, that means about \$5 million a year in gross revenue. Increased operation expenses are covered by a rate escalation clause, reviewed each year.

The Big Stone Plant is a triumvirate joint venture of Northwestern Public Service Co., Huron, S. D. ($32\frac{1}{2}\%$ interest), Montana-Dakota Utilities Co., Bismarck, N. D. (20%), and Otter Tail

($47\frac{1}{2}\%$). When the phone call was placed eight years ago, about the only thing certain in the entire proposal was that a power plant would be built somewhere in or near Ortonville.

It was eventually determined that a location utilizing water from Big Stone Lake in the northeast corner of South Dakota—which was on our tracks—would be most feasible for the mammoth multimillion dollar facility. This decision came after several engineering studies on site evaluations conducted by Bechtel Power Corp., San Francisco, and a joint genera-

Opening and closing of lids on covered hoppers is completely automatic. In-transit coal savings from lids on 350-mile trip is estimated 100 tons.





Consist of unit coal train snakes around loop spur at Gascoyne, N. D. mine as it moves in for loading.

tion study by the New York firm of Stone and Webster Management Consultants, Inc. The three participating companies approved this selection in November, 1969 and the plant was completed and operating by May 1, 1975.

Prior to choice of a plant site, it had been established that Knife River Coal Mining Co., Bismarck, would provide the required lignite coal from a mine at Gascoyne in southwestern North Dakota, also on our line.

Once it was firm that both the plant and the mine would be on Milwaukee Road tracks, our personnel were quick to tackle the task at hand. They set out to demonstrate that the many Milwaukee Road benefits the Big Stone Plant would get extended to more areas than the physical track location.

Instrumental in this groundwork were George H. Kronberg, vice pres., traffic; E. W. Chesterman, asst. vice pres., traffic; J. T. Burke, general fuel agent; E. H. Vanhala, mgr. of cost research. Also involved were L. V. Anderson, asst. vice pres., and D. O. Burke, general manager. These men and many employees in their departments devoted thousands of hours and inestimable hard work in bringing this business to fruition.

"It was definitely a joint effort of many persons," said John T. Burke, manager of pricing, who has lived with the Big Stone coal

movement since 1967 when he was general fuel agent.

"And we really went to work on it when Big Stone was selected," he said. "One proposed plant site would have returned us no revenue at all. Another meant sharing revenue with a second line. But when the present location was finally chosen, we started to highball."

There were many meetings between Otter Tail Power and Bechtel and our traffic and operating personnel; as well, J. J. Drinka and L. P. Tarrance of the Milwaukee's Mechanical Dept. frequently attended these sessions, which covered all aspects and actual transportation of coal for the plant's fuel needs.

Behind-the-scenes work that went on at the Milwaukee was immense. Intricate estimates on operations requirements concerning runs and loading and unloading times; estimates on various cost plans of operations; detailed factors that centered around the millions of tons to be moved; trains, power and cars required.

"Before the rate bid was actually made, considerations of such things as gross tons added to the tracks and terms of the contract were necessary," said Marty Garelick, asst. vice pres., Chemicals, Fuels and Metal Products Profit Center.

Representatives from the traffic department even went to Wash-

ington, D. C. to meet with Interstate Commerce Commission officials. They wanted to discuss the entire plan as a precaution that would lessen any likelihood of later government dissatisfaction to the extent of suspension of operations.

A major consideration in rate proposals for this one-of-a-kind unit coal train operation was that Bechtel had in 1967 made the decision they would supply the necessary 232 specially designed flat-bottomed gondola cars, not us. We were therefore not required to extend capital expenditure for this sizable new fleet.

To adequately provide the power for this service, the Milwaukee

Engineer readies Pace Setter in lead locomotive as train prepares for movement through loading scroll.



purchased eight new SD40 locomotives for exclusive use between mine and plant. There is a maximum of .5% loaded grade throughout the eastbound trip, which goes slightly higher on the loop going into the plant. Using four units, we have the necessary horsepower.

The steel gondola cars, manufactured by Thrall Car, are probably the most unusual aspect of the entire operation. Developed by Bechtel in cooperation with the Milwaukee, the carriers each have a system of five hinged roof covers made by Stanray Corp. that allow rapid and fully mechanized loading and unloading.

Advantages of the lids basically are threefold:

- 1) Moisture caused by rain or snow will not gather in the lignite, while freezing problems are reduced through the lids' assist in heat re-

George Sweda (l.), conductor, Aberdeen Division, checks cars moving through loading tipples. **Gary Andersen**, console operator, controls flow of lignite through chute loader in background.



out switching.

The car lids are equipped with roller masts. As the train moves through the loading area under control of a Vapor Corp. Pace Setter that governs its speed to about one-third of a mile an hour, a bar pressures the side-mounted unlatching mechanism, popping open the spring-loaded lids.

The masts are then engaged in a 460-ft. long, ground mounted 'scroll' rail. The scroll gradually raises each lid to an open position before each car passes through the loading site where a pant-leg type of chute beneath an over-track tipple floodloads it, entirely under the control of but one man.

Conversely, the descending portion of scroll rail lowers the hinged lids as the train moves along until a pressure bar engages and firmly relatches each one in its closed position. Five lids on each car lessen stress on the roof as it is being opened and closed.

Before this scroll apparatus was put into actual use at the mine, it

was first constructed alongside a section of tracks at our Milwaukee yards for extensive testing. Hundreds of passes were made by a 70-ton gondola to determine durability of the scroll rail, car lids, masts and latches. (The original plan called for this size car in the unit trains.)

Subsequently, our dynamometer test car accompanied this gondola on the road in normal traffic movements. All acquired data from strain gages, acceleration measuring devices and other measurements indicated nothing critical or inoperable. Actual service of the 232 cars in this usage has well proved out their durability and excellent design.

"It is a sacred trust for a railroad to handle coal for a power plant that services energy to so many people," Burke said. "And the relationship between plant personnel and the Milwaukee Railroad is close. There are no real problems, no conflicts between

Map shows route between Gascoyne and Big Stone City.

tention (lignite loads between 38° and 40° F.);

- 2) Snow will not accumulate in empties which would cause a buildup of frozen lignite within the cars which, because it would prevent complete dumping, would reduce carrying capacities;
- 3) Environmental problems are eliminated and transportation economy is boosted as the lids prevent wind-blown loss of the light coal which in transit has a high percentage of fines. Savings of coal are estimated to be as much as one per cent, or a hefty 100 tons each trip.

Loading the cars is a scheduled four-hour operation on a loop spur capable of holding the entire 100-car train. This loop, a track design also employed at the plant, allows train direction to be reversed with-

Milwaukee Road technicians observe scroll mechanism as it lowers hinged lids over loaded gondola cars.





Rotary dumping mechanism at Big Stone Plant overturns each car to empty coal onto open steel grid and through to a conveyor. The grid function is to break apart any large pieces of lignite that may have formed during transit.

anyone. If one does develop, we all sit down and talk it through. It is so much easier to resolve problems when there is but one transportation line involved."

Garelick stated: "Although the life of a normal power plant is about 35 years, we are hoping that because they have plenty of property available at Big Stone the power company may go to a second unit to extend the life of the plant

... and our service. Right now that seems very probable.

"As for supply," he added, "that's no problem. Western North Dakota is filled with low-sulphur lignite."

Dumping the coal at Big Stone is an operation as simple as loading. Unlike the mine operation, however, where the train moves on its own power governed by a pace setter, an automatic car positioner

moves the unit train forward one car at a time. A rotary dumping mechanism clamps each car (all have swivel couplers) to a track platform, then rotates it to an almost completely inverted position.

As each car is rotated, its lids open and the lignite falls some 12 feet to a grizzly, or open steel grid, and through to a three-carload-capacity hopper that supplies a 3,000-ton/hour conveyor belt. Beyond the dumper, the car lids are mechanically forced downward and relatched.

A special caboose on each train conforms in length with the gondola cars to act as an anchor unit for the last car to be unloaded. They are 56 ft. 5½ in. cars mounting standard Milwaukee Road caboose bodies.

Typically, a 100-car unit train will complete the 700-mile round trip cycle in 48 hours. This sched-



Power plant at Big Stone looms high against South Dakota sky.

After several months of 'cold storage' in Deer Lodge, Mont., followed by a difficult trip through city streets (reported in our April issue), Locomotive E70, one of the original Little Joes of the Milwaukee's electric era, now sits permanently on tracks embedded in concrete. Before a large gathering of Deer Lodge citizens, railroad enthusiasts, reporters and TV cameramen, these men officially dedicated the unit at July 4 ceremonies. They are (l. to r.): Ken McConnell, 1974 Chamber of Commerce pres. when city acquired engine; Ben Bailey, E70 project chmn. and 1975 C of C pres.; Stan Jones, supt., Rocky Mountain Division; Frank Shaw, MC at the dedication.



ule includes loading and unloading, eight crew changes and inspection service and light mechanical maintenance during its two stops at Aberdeen, S. D. The concept of use on main line tracks provides a turnaround time that is consistent with maximum utilization of all equipment.

Telephone calls such as the one from Grutle back in 1967 are rare. On the other hand, shippers such as Big Stone will not usually find such highly specialized service and professional expertise provided by the Milwaukee listed in their yellow pages.

Management training gets off to a good start

During the week of July 14, 10 Milwaukee Road trainees benefited from a week-long management orientation training program held in Chicago under direction of the Personnel Department. Here are some participant comments:

"All presentations by department heads were very informative. I was most impressed that these people seemed to really care about our future."

"Those in charge of the program always had time for us; no question went unanswered."

"It gave me the feeling of being part of the entire corporation rather than of just one department."

"We were brought to the realization that this railroad is people working together and doing an excellent job of making this organization what it is today and what it will be tomorrow."

The week was a full and a successful one for the management trainees. As R. J. (Bob) Schultz from Signals & Communications said: "There just wasn't enough time. I feel a second week would be the most beneficial addition to the program."

The five-day session was the Corporate Management Trainee Orientation segment of our recently instituted Corporate Management Program. This nine- to twelve-month training plan was established to provide the com-

pany with professionally trained supervisory and management personnel.

Each department has selected a training coordinator who, with the assistance of Rosemary O'Connor, asst. manager, education and training, prepared the trainee program, tailoring it to each participant's background, Milwaukee Road experience and career goals. Throughout, all trainees will be



Trainees visit the hump during tour of Bensenville Yards.

exposed to a wide range of subjects and experiences basic to railroad management.

During orientation, trainees viewed audio-visual presentations, heard talks by department heads and toured Union Station offices,

Bensenville Yards and the Milwaukee Motor Transportation Co. facilities there. They participated in workshop sessions and were given hour-long talk and discussion periods both by W. L. Smith, president, and W. J. Quinn, chairman of the board.

"The entire concept is in response to a suggestion by President Smith and Mr. Quinn that we develop a corporate management training curriculum to supplement on-the-job training within individual departments," explained Robert E. Sellards, asst. director, education and training.

"Applying to all departments, it is directed to entry level man-

agement positions, and definitely does not require a university degree. Four members of this first group were recently hired college graduates, and the others came from union ranks."

The first of two phases in the entire program, initiated by the recent week of training, is designed to provide general orientation about the railroad industry and the Milwaukee. The participant regularly is given a variety of learning experiences and basic work responsibilities in many departments, opportunities that will also provide enrichment of career background through assignments to various geographical locations on the system. This training phase is planned to absorb up to 40 per cent of the over-all nine to twelve months in the curriculum.



A tour of Union Station offices was part of management training week-long schedule.

In the second phase, trainees are assigned to the area of specialization in which they show particular ability and interest. These areas include operations, traffic,

market development and pricing, engineering, finance and accounting, purchasing. Also included are systems and procedures, personnel, labor relations, law, real es-

tate, corporate communications, mechanical, transportation and corporate planning.

Successful completion merits the trainee an appointment to a position at a decision-making level in his or her specialized field.

Selection of the present group followed a foundation procedure that will continue in future corporate management programs. Applicants are recruited and interviewed by the personnel department for subsequent top candidate recommendation to the specialized area each prefers.

Upon selection by a department through interviews, the trainee will be assigned to that office and therein provided a logical, meaningful sequence of learning experiences as part of the day-to-day responsibilities within the training program. The personnel staff and respective departmental training coordinators together conduct ongoing appraisals of each trainee on an individual basis.

"If our orientation week was any indication of what we may expect from this entire program," said Sellards, "and we suspect it is, we may look forward to many management rewards as it progresses.

"Presently, as economic conditions improve and manpower needs arise, trainees will be added on a regular basis. We know there is considerable management talent in our ranks that urgently calls for development," he added. "And we find that the Corporate Management Program is making important and efficient strides to fulfill this need."

Lawyer will teach

Ray Merrill of the Law Department in Chicago will teach a class at Elgin Community College, Elgin, Ill., starting September 8, Monday, 7-9 p.m., for the 12-week fall term. Title of the non-tuition course is "Healthy Economy versus a Healthful Ecology," and Merrill reports it a refinement over a class he handled last year ... "Your Right to a Healthy Environment." Ten Milwaukee Road employees completed the 1974 course.



Members of the Corporate Management Trainee Orientation group are (front row, l. to r.): Bradley Randall, jr. engr., Chicago; Robin Hall, Labor Relations officer, Chicago; Robert Baniewicz, jr. engr., Chicago; Robert J. Schultz, trainee-Signals & Communications, Chicago; Glenn Phillips, jr. engr., Chicago. In second row (l. to r.) are: Ronald Brandt, Purchasing & Materials, Milwaukee; Tyrone Robinson, personnel officer, Chicago; Alexander Kantas, marketing analyst, Chicago; Michael Majkrzak, trainee-Signals & Communications, Chicago; David Kerpius, sales repr., Philadelphia.

NOTICE

TO: PARTICIPANTS IN, AND BENEFICIARIES OF:

1. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Medical Care Plan
2. Chicago, Milwaukee, St. Paul and Pacific Railroad Company Short Term Disability Income Plan
3. Milwaukee Motor Transportation Company Short Term Disability Income Plan
4. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Accidental Death-Benefit Program
5. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies and Chicago Milwaukee Corporation Life Insurance-Special Risk Accident Plan
6. Chicago, Milwaukee, St. Paul and Pacific Railroad and Subsidiary Companies Group Life Insurance Benefit Plan
7. Railroad Employees National Group Insurance Plan (Travelers Group Policy Contract GA-23000)
8. Railroad Employees Supplemental Sickness Plan Covering Shop Craft, Signal, Maintenance of Way, Dining Car Employees and Sleeping Car Porters

By notice dated February 10, 1975, we informed you that we had applied to the U.S. Department of Labor for an extension until June 30, 1975 of the need to amend the plan instruments under which the above-indicated plans are established and maintained to comply with Sections 402, 403 (a), (b) and (d), 405 (b) and (c), and 410 (a) of the Employee Retirement Income Security Act of 1974. The purpose of this notice is to inform you that the Secretary of Labor has now extended the postponement of the applicability of those Sections (except Section 410 (a)) until not later than January 1, 1976.

July 22, 1975

L. W. Harrington
Vice President-Labor
Relations & Personnel
CMStP&P R.R. Co.

Dan Josh
Comptroller
The MMT Company

FROM THE MAGAZINE

60 Years Ago—1915

205149 is the number of a C., M. & St. P. 41-ft. box car now standing on the Quay at Vera Cruz, Mexico, directly opposite the building occupied by Carranza, the self-declared Constitutionalist President of Mexico. A curious public is ever eager to see the inside of this apparent 'treasure house,' but as it is surrounded by a strong military guard, its contents remain a profound secret.

W. G. Carrotte, chief clerk to Agent Alleman, and Clara Field, stenographer for Mr. Alleman, were united in marriage at the bride's home in Puyallup. Outside of the minister having been pinched for speeding while en route to perform the nuptials, there was not much excitement.

Our genial Superior Division baggageman, Otto Falk, wished to weigh the new arrival, but was unable to find the family scales. Just then the ice man called and his scales were pressed into service. The baby weighed 40 lbs.—the ice man was told he needn't return.

Wm. Rollinson, section foreman at Mitchell Yard, has bought a new horse and buggy. He says: "No automobiles or Fords for me."

Several of our boys at the Savanna roundhouse have purchased some of the New Combination Suit overalls and look very 'Cute.'

Cayenne pepper is excellent to rid cupboards of mice. The floor should be gone over carefully and each hole stopped up with a piece of cloth dipped in water and then in cayenne pepper.

A pay car went over the P. S. Lines, giving us our May checks. Our memory went back to over 30 years ago, but when we went into the car and looked around, we missed the gold, silver and currency scattered over the desk . . . our chink in dollars and cents.

Men's pantaloons this season will be provided with two legs. Simplicity is the keynote . . . Creases will extend from the bottom of the leg to 4.5 in. above the kneecap, the crease being produced by pressing; always remove pants from your person while having them pressed. White chiffon draped into a ruffle about the bottoms should attract attention.

When seated, one should always hitch up his pantaloons so that the bottom of the leg will be 8.1 in. above the shoe top. You should carry a pocket rule and take measurements three times a day until you have attained the correct limitations. Some persons paint a bright red stripe across the hose at the right elevation so as not to be compelled to carry a rule. (*This was a parody on a women's fashion column.*—Ed.)

As the Territory of Dakota had been the haunts of hostile Indians—memory of the fate of the Sioux in 1876 did not add to the feeling of security among construction forces as they labored to put sinews of steel across those wonderful prairies, and you will find men still in service who can recall that more than one of those pathfinders for the Iron Horse fell victims of the tomahawk and the vengeance of the red men.

On July 14, 1881, we opened for business into Aberdeen; in 1880-81 the branch was built from Milbank to Sisseton; in 1887, from Orient to Eureka—the latter city for years held the record for being the largest grain shipping point in the world. The Jim River Line, from Aberdeen to Mitchell, was built in '81 and '82; and subsequently it was extended from Ellendale to Edgeley, N. D., reaching the latter point in 1886. The Fargo & Southern Railroad, begun in 1883, was completed into Ortonville in August of 1884 and taken over by the Milwaukee in '85.

30 Years Ago—1945

The Fire Prevention Trophy,

signifying the achievement of the Road's most outstanding record in fire prevention during 1944, was presented to Supt. R. A. Woodworth of the Madison Division.

To date there are more than 400,000 soldiers, sailors, marines and their female counterparts in whose opinion Aberdeen, S. D. has been elevated to a high position because of the Red Cross-USO canteen in the Milwaukee depot where honest-to-goodness pheasant sandwiches can be had—for free.

Red Cross May Report, Milwaukee Chapter, The Milwaukee Railroad Women's Club: Donated to Home Service \$6.02. Surgical Dressings 4 x 8's 1,030, Surgical Workers 81, Surgical Hours 346½. Knitting crocheted two A.R.C. afghans 50 hours, Civilian Mufflers 100 hours, Army mufflers 30 hours. Army sleeveless sweaters 44 hours, Army pilot sweaters 36 hours, making 260 hours. Total of 606½ hours worked by group.

10 Years Ago—1965

Milwaukee Chapter of the National Assn. of Railway Business Women, composed mainly of women employed in our company, was selected as one of eight winners of Achievement Awards in the 1965 Kate Shelley public activities competition sponsored by Modern Railroads magazine.

A new development in our piggyback service was highlighted at Great Falls, Mont. on June 17 with the departure of train No. 196 carrying two van-loads of fresh meat that had originated at the plant of the Needham Packing Corp. of Montana, and two loads of copper rods from Anaconda Wire & Cable Co., Black Eagle, Mont.

Clerk Frank Voldan, Chicago, secretary of the Milwaukee Road Employees' Assn., reports that on June 5 employees and their friends to the number of 340 enjoyed a delightful outing at Schwartz's Resort, Elkhart Lake, Wis.

Power desk 'plays chess' on a 16-state board

Take more than 10,000 miles of track, add some 30,000 freight cars, 780 diesel locomotives and 441 cabooses. Combine this equipment to make 100 major scheduled freight trains and hundreds of smaller ones. Set the system in motion and the result is a typical day's operations on the Milwaukee Road.

Coordinating the movement of trains and locomotives at each

interdivisional trains, control over local operations is divided among the eight geographic divisions of the railroad. Each is headed by a superintendent who is in charge of day-to-day train service within his territory. His staff controls a local pool of locomotives and cabooses, and even though general power assignments on trains operating within a division are ultimately under power desk supervision, each division has freedom to vary operations within its area under normal conditions.

Working on the perpetually manned power desk is much like playing a giant chess game on a board that extends from Kentucky to the state of Oregon. Under Director William Plattenberger, the transportation control center supervises a system-wide strategy to keep rail traffic flowing efficiently, a strategy that also depends on Carscope, its computer system service that keeps track of freight cars throughout the system.

In addition to equipment movements, power desk personnel must also know the characteristics of each locomotive on the Road's power roster—how much tonnage a unit can pull . . . when it is due for scheduled maintenance . . . whether it is best suited for long-distance hauls, climbing steep mountain grades, or pulling branch-line trains.

Another key role in this phase of the company is close affiliation with the Mechanical Dept. to keep abreast of the maintenance status

of the proper shops. If possible, a unit is assigned on trains en route to its next shop overhaul.

The center is part of the Transportation Dept., headed by Genl. Supt. R. E. Beck. Both the center and the Transportation Dept. are functions of the Operating Dept. which is directed by F. G. McGinn, vice pres. Plattenberger, who is control center director, works directly with the railroad's two general managers, Bing Torpin and Del Burke, to monitor each day's train performances. (Bing is in charge of two operating divisions on Lines West, which include all territory west of Miles City. Del heads up divisions east of Miles City.

Because of center reports, the transportation section can monitor and expedite movement of special freight shipments. As well, progress of new unit trains and multiple-car shipments is under constant surveillance of the center for reporting to the general superintendent of transportation.

Further responsibilities keep the center in close touch with the Traffic Dept., providing it with information about train performances and capabilities to better meet needs of customers.

Looking at the actual operations of the control center, one finds minute-by-minute news reports constantly funneling into the power desk 'brain center' via telephone. Information includes such items as train arrivals and departures, condition of locomotives, and number of freight cars on hand at each key location.

To enable decisions that will affect the next day's operations, regular reports are drawn up from this vast information for circu-



L. W. Nigus, asst. director transportation control center (standing), has the responsibility of the power desk. Plotting the day's locomotive activity is F. A. Braughton, asst. supervisor, power bureau.

location is vital to the smooth flow of traffic on the railroad system as a whole. At the top of this system-wide structure of control is the transportation control center, which has as its best-known part the power desk, a small room at Chicago headquarters from which constant watch is kept over the railroad's trains.

Larry Nigus is in charge. An employee since March, 1942, he has been assistant director of the control center nearly three years. With four assistants, Larry implements a daily plan to get the best possible use of each of the locomotives.

While a major job of the power desk is locomotive assignment to

Heavy rains and melting snow triggered Harlowton's worst flood in 64 years, and with it came increased stress at the power desk.

(Photo by Bill Wilkerson and Stan Tichenor)



lation to key individuals, providing them with the input they must have on the current status of trains, their operations and their equipment.

Often, it is the power desk that first gets news in the home office of unusual events. A phone call from a Montana train dispatcher, for example, might bring initial warning that Chicago-bound freight trains are being delayed by a major flood, which has been a late spring problem this year around Harlowton. Such a local event can chain-react throughout the system, and if several major transcontinental trains get caught up in such a delay, freight shipments at other terminals will sit idle.

As a result of the power desk alert, general managers may quickly recommend detours over alternate routes. Division superintendents may want to start make-up trains from terminals farther east to clear out loaded freight, cars that otherwise would build up in volume until trains reached them.

Tied-up locomotives on delayed trains naturally will put a power squeeze on destination terminals. But because of the Milwaukee's lengthy system—when some trains will use the same locomotives from Chicago to Tacoma—the long-range effect means that a power shortage may not be evident for as much as four days after the initial delay.

Thus before any major decisions are actually implemented on a sudden realignment of power and equipment, the system-wide impact of all alternatives is weighed by the transportation control center. It is from there that the final decisions will emerge.

In more normal functions of its operations, the center maintains a detailed freight train manual that spells out the manner in which cars, engines and cabooses are to be assembled on every train, from the biggest transcontinental freight to the smallest once-a-week division patrol.

Schedules are developed with the notion of moving this assigned equipment in continuous round-

Northeast rail plan to Congress

The United States Railway Association (USRA) has submitted its Final System Plan to the Congress. It calls for a three carrier northeast rail network consisting of Consolidated Rail Corporation (ConRail) and expanded Chessie System and Norfolk and Western.

Congress has until Nov. 9 to approve or reject the USRA plan. If no action is taken by that date, it goes into effect automatically.

Contained are these basic proposals:

- 1) Consolidation of seven bankrupt railroads in the northeast into a 15,000-mile system in 17 states;
- 2) Abandonment or subsidization of nearly 6,000 miles of light density branch lines that carry about 2% of all traffic in the area;
- 3) \$2.5 billion in Federal aid;
- 4) Various regulatory reforms;
- 5) Improved passenger service;
- 6) The sale of approximately 2,000 miles of rail to solvent lines to create competition for ConRail in major cities;
- 7) \$4.2 billion for track rehabilitation over a 10-year period;
- 8) \$1.7 billion worth of new locomotives and freight equipment.

The USRA plan calls for financing of the entire proposal by a government investment of \$1.85 billion plus a \$650 million contingency fund to cover any unforeseeable financial problems.

trip cycles to make certain that specific locomotive types are returned to a terminal in time for servicing and another cycle. Careful logistics enable the railroad to keep its locomotives, which represent a total investment of \$140 million, performing useful work as much as possible.

And behind this important phase of over-all system efficiency is the transportation center which, with such key elements as the power desk, Carscope and other services, keeps the fleet rolling on schedule toward better profits from the Milwaukee Road dollar.

Hard hat suffers, but worker is OK

Carman Gene Iwaszuk of Bensenville felt more than lucky recently when a jagged piece of metal struck him on the head . . . and he walked off without any serious injury.

At 9:30 a.m. May 20, he was at work on a crane track changing out a brake shoe . . . a normal job that requires but normal equipment. And normal to every safety-conscious man in that kind of

work is a safety helmet—a hard hat. Gene had his, and in the right place.

On his head.

He was in a kneeling position when a passing gas truck struck the guard railing above on the Northwest Tollway overpass.

The vehicle tore out about 100 feet of aluminum rail that shattered and rained down on the work area below in pieces as big as a foot in length. Even though Gene was the only man hit, there were many other employees around.

And ironically, he was the farthest away from the accident impact, but the only one to get hit. Hard. A jagged piece of rail flew down and thumped his hat with force enough to dent it.

Gene stated that definitely if he had not been wearing his hard hat, he would have sustained a serious head injury.

Invalid objections to wearing hard hats include: "I don't work in an area where I have to be concerned about falling objects . . ." Or, "I work out in the yards and there's no need for a hard hat."

Sure, it may be hot, and cumbersome. But it may save your life. Hard hats help. Wear them.

RETIREMENTS

Chicago Division

Dorothy W. Bartlett, steno-clerk, Chicago, Ill., 5/30.

William R. Bishop, chief clerk, Chicago, 5/30.

W. C. Elzy, asst. engr., Chicago, 5/31.

J. P. Falout, swtchmn., Chicago, 5/30.

Leo F. Gibbons, asst. sec. frmn., Terre Haute, Ind., 5/30.

Hugh T. Gish, sec. frmn., Terre Haute, 4/30.

Donald E. Hanify, swtchmn., Bedford, Ind., 4/1.

Joseph Hargita, swtchmn., Bensenville, Ill., 5/30.

Kenneth R. Hinz, checker, Chicago, 6/2.

P. V. Mather, Jr., sig. engr., Chicago, 5/31.

Donald R. Poole, loco. engr., Bedford, 4/15.

Philip D. Scorza, rate clerk, Chicago, 6/18.

Frank E. Shafer, carpenter, Bedford, 5/30.

Francis H. Toland, electr., Bensenville, 5/29.

Milwaukee Division

Malcolm Alexander, mach., Milwaukee, Wis., 5/31.

Roman Farence, painter, Milwaukee, 3/21.

Theodore Frank, electr., Milwaukee, 6/3.

John W. Homac, control opr., Milwaukee, 5/8.

Nelson N. Hunting, carman welder, Milwaukee, 6/3.

Norman M. Ingualdson, mach., Milwaukee, 6/19.

Henry Krogmann, loco. engr., Milwaukee, 6/14.

Monroe H. Leeman, engr., Milwaukee, 6/7.

Robert C. McEldery, boilermkr., Milwaukee, 5/28.

Ceryl C. Mennen, swtchmn., Milwaukee, 5/31.

Alonzo L. Minor, mach., Milwaukee, 5/30.

Cecilia Russell, nurse, Milwaukee, 6/13.

Raymond A. Sear, chief clerk, Milwaukee, 6/4.

Leland H. Voltz, mtls. mgr., Milwaukee, 5/31.

Anton J. Wellner, mach., Milwaukee, 5/30.

John F. Zywicke, boilermkr., Milwaukee, 6/4.

La Crosse Division

Kermit C. Cawley, car clerk, Portage, Wis., 6/6.

Howard F. Haff, agt., Merrill, Wis., 5/31.

Lawrence Helgersen, sec. laborer, La Crosse, Wis., 6/2.

Roy A. Hintze, loco. engr., Wausau, Wis., 2/19.

Kenneth Krotzman, B. B. frmn., La Crosse, 6/2.

Herbert A. Loechler, sec. laborer, Wabasha, Minn., 6/13.

Paul F. Mueller, agt., Janesville, Wis., 5/26.

Francis E. Zingler, mach., Tomah, Wis., 5/30.

Iowa Division

I. W. Borcharding, sec. frmn., Redfield, Iowa, 5/30.

Charles F. Carson, conductor, Marion, Iowa, 5/10.

Floyd F. Christensen, sec. frmn., Lake Preston, S. D., 3/31.

M. C. Hobart, agt. opr., Strawberry Point, Iowa, 5/30.

William F. Roe, eng. wtchmn., Ottumwa, Iowa, 5/29.

Jack A. Snyder, yrdmstr., Perry Iowa, 5/31.

Twin City Terminals

Elrey L. Carlson, carpenter, Minneapolis, Minn., 6/2.

Joseph M. Hentges, carman, St. Paul, Minn., 6/13.

Pevanney Kellogg, mach. helper, St. Paul, 5/30.

Here's how we're doing ...	Second Quarter Ending June 30		Six Months Ending June 30	
	1975	1974	1975	1974
RECEIVED FROM CUSTOMERS:				
for hauling freight, passengers, mail	\$ 89,121,191	\$102,940,550	\$173,848,429	\$195,587,326
PAID OUT IN WAGES:				
(Labor in operating expenses)	42,625,410	43,642,677	84,823,315	84,744,161
Per dollar received (cents)	47.8	42.4	48.8	43.3
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act	7,170,163	7,440,284	14,172,915	14,428,853
Per dollar received (cents)	8.0	7.2	8.2	7.4
ALL OTHER PAYMENTS:				
for operating expenses, taxes, rents and interest	53,811,317	48,206,539	105,828,882	92,129,324
Per dollar received (cents)	60.4	46.8	60.9	47.1
Ordinary Income (loss)	(\$14,485,699)	\$3,651,050	(\$30,976,683)	\$4,284,988
CARLOADS OF REVENUE FREIGHT CARRIED:				
Number of cars	205,953	251,443	399,510	484,785
1975 under 1974	45,490		85,275	

Departments restructure their job titles and responsibilities

Significant changes in the Labor Relations, Personnel and Social Counseling Departments all have been targeted to further sophisticate operations of this employee-directed group that undertook a



Adamson



Derrough

major expansion in June, 1973. Changes cover promotions, titles, abolishments and appointments.

"This new department structure will give us increased flexibility within the Departments, as well as between them," said Larry W. Harrington, vice pres., Labor Relations. "It also provides a more functional realignment of responsibilities that better places

the employee to realize his fullest capability."

Other key advantages of the Departments' new structure are reduction of payroll costs and of positions. Title changes were made to more readily identify areas of responsibilities, and several persons were moved into assignments that will enable them to make greater contributions than were previously possible.

Appointments include Earle D. Adamson to asst. vice pres.-personnel and Nicholas H. Derrough to director-EEO programs. In Labor Relations, Raymond H. Kentner and Walter D. Schultz are appointed managers; Robert L. Hicks, Jr., is now senior labor relations officer; Phillip E. O'Connor is labor relations officer.

In personnel, Geraldine A. Peters has been appointed compensation analyst and Judy A. Bartels and Joyce M. Schultz are organizational analysts. Title and

responsibility changes include Allen M. Christofferson to asst. director and Grace Baltazar to asst. manager, recruitment and employment; Robert E. Sellards to asst. director and Rosemary O'Connor to asst. manager, education and training; Ann DiBenedetto to asst. manager, salary administration.

Other changes include Kathleen Krol to asst. manager, human resource planning; Richard W. Simmons to coordinator-organizational research; Joe Marcheschi to asst. manager, personnel planning; Michael J. Loeser and Bernard M. Gregg to personnel planning analysts.

Barry M. Cornwell was appointed regional personnel manager-Lines West, with headquarters at Seattle. This position is a new regional operation of the Personnel Department in order to provide a more effective personnel function for employees in the Western Region.

The Medical Department-Lines East and the Medical Department-Lines West are combined as the Medical Services Division; Myron J. Tremaine, M.D., is chief medical officer. Doris M. Floore is now social counselor in Chicago.

Titles abolished were director-organization and manpower planning; asst. director-management and personnel development; asst. director-human resource programs; asst. manager-recruitment; asst. manager-employment; asst. manager-training and development; asst. manager-service bureau; one compensation analyst; manager-community action programs; chief surgeon-Lines East; chief surgeon-Western Region.

Retirements—

(Continued)

Edward G. Mortenson, loco. engr., Minneapolis, 1/4/74.

Clarence H. Olson, carman, St. Paul, 5/31.

William E. Smoka, staty. fireman, Minneapolis, 5/15.

Robert E. Stroberger, swtchmn., Minneapolis, 5/30.

Kermit Sutton, genl. frmn., Minneapolis, 6/13.

Francis C. Wilson, mach., St. Paul, 5/30.

Aberdeen Division

John E. Clawson, sec. frmn., Tarkio, Mont., 6/3.

E. Rieker, swtchmn., Aberdeen, S.D., 5/28.

IM&D Division

Robert J. Dyer, diesel house laborer, Sioux City, Iowa, 6/3.

Robert F. Johnson, clerk, Mankato, Minn., 5/30.

W. L. Kehrwald, agt., Yankton, S.D., 5/31.

Raymond McCann, engr., Austin, Minn., 5/7.

Charles J. Thompson, loco. engr., Austin, 5/30.

S. E. Tovar, genl. frmn., Sioux City, 6/2.

Leroy F. Williams, chf. revising clk., Austin, 5/30.

Rocky Mountain Division

Peter O. Droge, sec. frmn., Three Forks, Mont., 6/10.

Elmer Gilbertson, carman, Miles City, Mont., 6/15.

C. W. Rittierodt, sec. laborer, Roundup, Mont., 6/2.

Robert Ruzick, sec. laborer, Ryegate, Mont., 2/7.

Laverne White, sig. mtr., Miles City, 6/6.

Coast Division

Walter P. Babinski, carman welder, Spokane, Wash., 6/2.

Ernest B. Daniel, sec. frmn., Spokane, 5/30.

George A. Hutchinson, blksmith, Tacoma, Wash., 6/6.

Stewart C. Marler, carman helper, Spokane, 5/30.

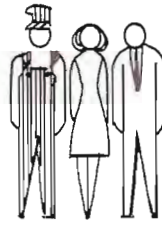
Elizabeth Meinhardt, steno., Seattle, Wash., 5/9.

Horsin' around

This July accident report was filed in the La Crosse Division.

"On July 16, 1975, Work Extra 330 was delayed 20 minutes when crew stopped to help remove horse that fell through and became stuck while crossing bridge two poles west of Kegonsa State Park Road (near Mile Post 123, between McFarland and Stoughton, Wis.). Horse belonged to Stickledstad Stables, Route No. 1, Stoughton, Wis. Injuries only to horse."

ABOUT PEOPLE ON THE RAILROAD



Coast Division

Portland

*Bee Biehler, Correspondent
Office of Area Manager-Sales*

Sales Department

Dist. Mgr.-Sales **R. D. LaHatt** and wife, **Ruth**, celebrated their 25th wedding anniversary May 24. A champagne reception was given by their children.

Vacationing in Georgia were

ing and wife, **Bobbie**, spent a May vacation driving to Salt Lake City, Chicago, Atlanta and other points. They also attended the graduation of their daughter, **Peggy**, at the Univ. of Tennessee, Knoxville.

Ofc. Mgr. **E. C. Lange** of our V. P. ofc.-traf. dept. in Chicago and wife spent their 26th wedding anniversary here; they also spent their first anniversary in San Francisco at the World's Fair.

Sacramento

Sales Rep. **Vern Petermeyer** and wife, **Jonelle**, celebrated their 25th wedding anniversary in Hawaii. June 13 marked Vern's 30th year of service with the Milwaukee.

Los Angeles

Sales Rep. **Michael J. Rzeznik** and wife, **Joannie**, adopted a son, **Michael J.**, born Apr. 12. He joins a sister, **Michele**.

Salt Lake City

R. E. Hollingsworth, dist. mgr.-sales, was elected second v. p. of the El Kalah Shriners Bowling League of Salt Lake City for the 1975-76 season and also v. p. of the Shriners Ladies Mixed Bowling League for the same season.

Tacoma

*Lynne Schow, Correspondent
Roadmaster's Clerk*

Chief Dispatcher's Office

Pamela Krupa, night oper. at Othello, returned to work on June 1 after a long leave.

Loyal Vess, day telegraph oper. at Kent, is recovering at home

Jack Wise (l.) won the first annual Huntsman-Wosinski Memorial Golf Tournament. With Jack and the trophy he will retain for a year are (l. to r.) **Minnie Huntsman**, **Marlene Wosinski** and **Steve Barry**.



from a recent illness.

Credit Union

The Milwaukee Credit Union held its annual meeting on Mar. 1 at the Puyallup Elks Lodge. **William A. Martin** and **Daniel P. Cartwright** were elected directors and **Helen Ivory** credit committee member.

Division Engineer's Office

Paula Kay, daughter of Asst. Div. Engr. **Ed Wheeler**, was mar-



Bonnie Kay Petersen is a 1975 grad of Tacoma General Hospital School of Nursing. She is the daughter of Chief Dispatcher and Mrs. **Don Petersen**, Tacoma.

ried to **Robert S. Norwood** Apr. 4.

Bob and **Betty Butler** are the parents of a daughter, **Michelle**, born May 1. Bob is asst. div. engr., Tacoma, and Betty is formerly asst. supt. steno, Tacoma.

Operating Department

Jack Wise, fld. instr., won the first annual Huntsman-Wosinski Memorial Golf Tournament. More than 50 Milwaukee employees and retirees competed for the trophy. The tournament is in memory of **Robert P. Huntsman** and **John A. Wosinski**; before their deaths both men worked in the Trans. Dept.

Superintendent's Office

Phyllis (Best) Price, former supt. ofc. worker and presently a West Germany resident, visited Tacoma in June. A luncheon was given at the Tacoma Elks Lodge.

Retirements

Maurice T. Sevedge, coast div. supt., retired May 17 after 38 years of service. More than 300 friends attended a retirement dinner on the evening of April 26 at the Federal Way Elks Lodge. An electric golf cart was presented Maurice which is expected to be much used at the Sevedge's new home in Sun City, Ariz.

Seattle

*Lena J. Derr, Correspondent
Office of Assistant Vice President-Sales*

Law Department

Mrs. Nancy Olson is taking the place of **Joanne Williams**, secy.



Blacksmith **George A. Hutchinson** (second from left) of the Tacoma Roundhouse receives congratulations from **Richard Hargis**, dist. mstr. mech., on his retirement after 27 years of service. Also pictured are George's sons—and roundhouse mechanics—**Ronald** (l.) and **Robert**. Hutchinson family service now totals 98 years as George's father retired from the Milwaukee several years ago as boiler foreman.

Area Mgr.-Sales **J. H. Mitcham** and wife, **Betty**. They also attended his 35th high school class reunion in Norcross, Ga. where Mitch was master of ceremonies.

Irene Baker, wife of **A. W. Baker**, retired sales rep., died in May. She was buried in Spokane, Wash.

Freight Department

Ron Emerick, ch. clk., won a color TV raffled at the Transportation Club of Portland's Spring Golf Outing.

San Francisco

Dist. Mgr.-Sales **E. Paul Schill-**

Nancy graduated from the Univ. of Southern California, majoring in legal secretarial work.

Adjustment Services

Hugh McCann, dist. mgr., vacationed in Europe.

Roy Jorgensen, reg. mgr., and his wife vacationed in their motor home touring the West Coast.

Finance & Accounting

Elise Paluch, formerly of the Port Townsend Railroad, joined our department.

Judith Tomkovic was **Judi Sawyer** before her marriage May 23.

International Sales

William R. Hayghe was appointed mgr., intl. sales, on May 1.

Retirees

The Seattle-Tacoma Retirement Club's picnic is scheduled for Aug. 14 at Lincoln Park, Tacoma; the Tacoma Women's Club will participate.

B. E. Lutterman, retired vice



Jim Ranney, boardman at Three Forks, Mont., retired after almost 33 years with the company. He has been a correspondent for the Magazine since 1963.

president, and his wife visited Europe.

Mrs. **O. R. Anderson** has returned from a trip to the Orient.

Assistant Vice President-Sales

In July this correspondent, **Lena Derr**, vacationed in the southeastern part of our United States.

Spokane

Ethelyn Calavan, Correspondent
Office of Assistant Superintendent

Ernest Daniel, sec. frmn. at Spokane, retired May 31. He and his wife were honored at a cake-and-coffee reception where Ernie was presented with a cash gift.

On June 17 friends of **Harry Ehmer** gathered at the Holiday Inn to honor his June retirement and present him with a monetary gift. Harry and his wife, **Dorothy**, will live in Seattle.

George Cooper, agent at Meteline Falls, is back after open-heart surgery.

Ross R. Snider died at the age of 80. He was a trainman with the Milwaukee for 45 years.

Rocky Mountain Division

Deer Lodge Area

Barbara Wales, Correspondent
Office of Division Engineer

Butte (Mont.) Sec. Frmn. **Tom Byrne** and his wife are enjoying their first child, **Danelle Christene**, born Apr. 28.

Dispr. **Al G. Wilson** died recently after a brief illness. He had been with the Milwaukee since 1937.

Rdmstr. **John Satake** became a grandfather for the first time when his daughter, **Leslie Moor**, and her husband, **Eddie**, became the parents of a boy, **Sean Arlo**.

David R. Lintz, son of retired Engr. **Bill Lintz**, was a graduating senior in the Montana State Univ. School of Architecture at Bozeman, Mont. this spring. Dave received the 1975 American Institute of Architects School Medal Award.

Brakeman and Mrs. **Kurt Page** became parents of a baby girl, **Danette**, recently. Danette has two sisters, **Veronica** and **Rikki**. Grandmother **Betty Patch** is an operator at Alberton, Mont. where the Page family also resides.

Retired Clerk **Dana Mathews** of Lewistown has spent the past few weeks helping out on his son's dairy at Big Forks, Mont. after the younger Mathews hurt his leg in a farming accident.

Eugene F. Anderson, retired Butte clerk, died May 22. He and his wife, **Inez**, moved to Butte in 1941 where he worked for the Milwaukee until his 1971 retirement.

Three Forks

Boardman **Jim Ranney** retired after nearly 33 years of service. Jim was a correspondent for the Magazine for many years.



Pictured at his retirement party is **Maurice T. Sevedge** (center), Coast Division supt. With him are his son (l.), **Dr. Pat Sevedge**, and son-in-law, **Bob Butler**.

Harlowton and North Montana

Ed Mielke, Correspondent
Roundhouse Foreman

Retired Trmn. **Russell 'Rusty' Coward** died recently in Harlowton, where burial was held. He joined the Milwaukee Road in 1916 in Roundup, Mont.

Mrs. **Irene Gilham**, formerly of Lewistown, Mont. and wife of deceased Engr. **Roy Gilham**, died in Pocatello, Ida. Burial was in Lewistown.

Lynn Davis, son of Shtmtl. Worker and Mrs. **Alfred Davis**, married **Kandace Bender** in First Lutheran Church in Missoula.

The Lewistown Milwaukee Women's Club Annual Spring Family Dinner was held in the Eagles dining room. Persons came

Signal Maintainer **LaVerne 'Whitey' White** (r.), Miles City, retired after 40 years of service. Offering congratulations is **M. S. Lester**, supvr. of signals.





With a service date of June 20, 1914, Carman **Clarence Olson** (center) of Twin City Terminals is congratulated on retirement by Asst. Car Foreman **J. Breen**.

from Great Falls and Harlowton and intermediate points.

Conductor **Pete Zwolle** retired in March. He was given a complete fishing outfit by his co-workers.

Carman **Leonard Eadus** was elected to the City Council and joins Electrician **Dick Stoltz** who is already a member.

Angelo Felix Peccia, 88, died in April; burial was in Harlowton Catholic Cemetery. His career with the Milwaukee spanned from 1921 until 1958 when he retired.

Patricia O'Neil, daughter of B&B Frmn. **Richard O'Neil** of Harlowton in April married **Leon Ruble** of Billings at Trinity Lutheran Church in Harlowton.

The Harlowton Milwaukee Women's Club held a family din-

ner at Senior Citizens' Hall.

Miles City

*Ellen E. Roberts, Correspondent
Office of Trainmaster*

Carman and Mrs. **John Higgins** are parents of their first child, a son, born June 1.

The **Jim O'Connors** of Jordan are the parents of a son, **Douglas Duane**, born Apr. 15. The grandfather is Strkpr. **Duane Parks**.

Terry Spear, who relieved as yard clerk the past two summers at Miles City, will enter law school this fall in Missoula.

Five-year-old **Jeremy Harbaugh**, son of Brakeman and Mrs. **Loren Harbaugh**, won a new bicycle for

Recent retirees at Sioux City, Ia. are (l. to r.)

*Engr. **H. J. Finnegan** (32 years); Conductors **Stanley Ruchensky** (31) and **K. R. South** (31); Genl. Sect. Foreman **Sol Tovar** (39); Conductor **L. F. Plendl** (32); Brakeman **R. B. Pomerico** (31).*



being the youngest participant to complete a March-of-Dimes Walkathon.

Dorothy Parker, wife of Engr. **Rick Parker**, is back home after surgery and several weeks of treatments in San Diego.

Miles City.

Aberdeen Division

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

Retired Engr. **Paul B. Leitner** died at a Walla Walla, Wash. hospital. He was employed in engine service at Sioux City 46 years prior to his retirement in 1956.

Rndhs. Laborer **R. J. Dyer** retired June 3 after 34 years of service. A party was held at the roundhouse in his honor.

Dr. J. R. Westaby died at a Madison, S.D. Hospital staff meeting June 16. He was a Milwaukee Road physician for many years.

Lawrence Palmer died in his home at Madison, S.D. June 15.

Twin City Terminals

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

Retired Car Foreman **A. J. Demmers** died.

A. W. McCarthy, diesel shop genl. frmn., is now 4th Degree,

*Pictured with **Charley Carson** (l.), conductor on the Iowa Division, is the 7:00 a.m. transfer crew at Marion, Ia.: from left, Engr. **George Machacek** and Brakemen **L. N. Striegel** and **D. M. Boyle**. Charley retired after 38 years with us.*





Terry Lynn Schubring became the bride of **John Nilles**, son of Chief Clerk and Mrs. **Ralph Nilles** of Merrill, Wis., La Crosse Division. The wedding was at Immanuel Baptist Church, Wausau.

Knights of Columbus. He received the honor during a ball at the South Radisson in Minneapolis.

Car Dept. Steno. Clerk **Lester Broman** of American Legion Post 472 was chairman of Memorial Day services of the Navy Rock and Mast at Lake Calhoun, honoring all departed Navy, Marine and Coast Guard veterans.

Kailee Chentek is the new granddaughter of your correspondent, **Edna Bowers**.

Genl. Car Frmn. **E. J. Lemay's** son, Mike, recently married **Jane Goeden**.

Notification was received of the deaths of Trnmstr. **Dale Krider** of Minneapolis and DGCF **Loren Dindemer** of Bensenville.

Mach. **Robert McDonald** died recently after a short illness.

Henry Myrtvedt reports the recent death of his wife.

Car Frmn. **Max Knospe** announced arrival of grandson **Brian**, born to son **David** and his wife.

L. Davis, asst. car frmn., is the grandfather of a new girl.

Iowa Division

*Jeanne Beeson, Correspondent
c/o Asst. Superintendent, Marion*

Services were held in Cedar Rapids for Mrs. **Frances M. Kindig** who died May 17. She was the widow of **Harry Kindig**, formerly

sect. frmn. at Louisa, and mother of Asst. Rdmstr. **W. G. Kindig** of Marion.

Conductor **C. E. (Charley) Carson** of Marion retired May 23 after 38 years on our division. Friends presented him with gifts at an ice cream and cake party.

Sig. Mntr. **Donald W. Binner** died May 31 as a result of accident injuries suffered May 29. Don had been employed in the Sig. and Comm. Dept. 21 years.

Lonnie Furne, daughter of Sig. Mntr. and Mrs. **Jim Furne** of Oxford Junction, started work in Miller's Barbershop, Lost Nation. Ms. Furne graduated in April from Cedar Rapids School of Men's Hairstyling.

At a retirement party held in June at the Longbranch Supper Club, Cedar Rapids, friends honored Rdmstr. **John P. Weiland** of Marion and Agt. **Mark C. Hobart** of Strawberry Point, both of whom retired May 31.

A. D. (Dean) Woodford, rdmstr. clk. at Marion, was honored at a cake and coffee party May 7. Dean has moved to Perry and is now working as chf. clk. in the div. engr. office.

Fred Arnold, retired Perry rndhse. employee, and his wife vacationed in Burbank, Calif.

Mr. and Mrs. **Leslie Fish** are parents of a son. Grandparents are Engr. and Mrs. **Keith Fish** of Perry.

Retired B&B Employee **George Snyder** and wife have been on a trip to California.

Retired Engr. **Herbert Christisen**,

Bruce Campbell, son of Roundhouse Foreman and Mrs. **Kenneth Campbell** of the La Crosse Division, married **Mary Louise Skorski** May 17 in Rockton, Ill. at the Church by the Side of the Road.



86, of Perry, died in June at the Lutheran Home.

The Three-Quarter Century Club sponsored by the Perry *Daily Chief* recently honored Mrs. **Hager Small**, widow of retired boilermkr., who traveled the greatest distance to attend the meeting. **Thelma Green**, mother of Engr. **Earl Green**



Car Foreman and Mrs. **Clyde McCredie** of the La Crosse Division pose at Clyde's retirement dinner at Nino's Steak House in Madison where 70 friends and relatives honored his conclusion of 43 years of service with the Milwaukee.

of Perry, received a prize for living in Dallas County for the longest period of time — 89 years. Mrs. **Elizabeth Laborde**, widow of retired Engr. **Harry**, received a prize because she has the most living descendants, 110 in all.

Milwaukee Women's Club Member **Ruth Rankin** of Perry received a 50 year membership in Chapter DE, PEO.

Gail F. Meintzer, area mgr.-sales of Des Moines, carded a hole-in-one at Lake Forest Country Club near Eagle River.

La Crosse Division

*Naomi Cline, Correspondent
Roundhouse Office, Wausau*

The annual luncheon of the Wausau Chapter of the Milwaukee Road Women's Club was held May 13 at the Palm's Supper Club in Schofield.

Thomas Hack, son of Conductor and Mrs. **James Hack**, was named to the all-star squad of the 1975 Central Wisconsin Conference baseball team.

Brakeman **Clifford Klatt** was the winner of the singles title in the Wausau City Men's Bowling Tour-

nament, Class B.

It's a daughter, **Angela Lynn**, for Steno Clerk and Mrs. **Robert Benkowski** on May 19.

Your correspondent, **Naomi Cline**, and husband, retired Roundhouse Foreman **John**, are leaving for a Southwest vacation aboard their Winnebago.

Engineer **W. Lonsdorf** reports the death of his father.

*Kathryn Skidmore, Correspondent
Madison, Wis. Roundhouse*

Mike Gucciardo's retirement last year marked the end of his 49-year career with the Milwaukee Road. Ninety-eight friends and relatives had a dinner at Nino's

kee County Senior Center building in Washington Park.

Mrs. **Alma O'Gar** died on May 20 and Mrs. **Norma Koester** died June 14.

Reported on the sick list are Mrs. **Lydia Swan**, Mrs. **Charlotte Schultz**, Mrs. **Lena West**, Mrs. **Bess Domstrich** and Miss **Lillian Sultz**. From Phoenix, Ariz. comes word that Mrs. **Henry (Marie) Shannon** is hospitalized.

On July 6 Mrs. **Sylvia Ballard** traveled to Portland, Ore. to visit her sister **Dorothy** and brother-in-law **Otto Wustrack**.

Mr. and Mrs. **John Ehlert** will celebrate their 62nd wedding anniversary on Aug. 14.

*Pat Hoyer, Correspondent
Car Department*

Robert Walton, truck shop carman, died May 4 after being on sick leave since Jan. 8.

June 4 was the retirement date of **Nelson Hunting**, carman welder in the freight shop. He was a Milwaukee employee nearly 39 years.

*Sharon M. Fryjoff, Correspondent
District Material Manager's Office*

Marion Heltsley, scrap sales clerk at Milwaukee, has been off work since April due to illness.

Karen Volkman, stenographer, and her husband, **Steve**, are parents of a boy, **Ryun Matthew**, born Apr. 18. Sec. **Stockman Isaac Gonzalez** and his wife, **Martha**, are parents of a son, **Isaias Antonio**, born Mar. 12. Storehelper **Faith de Leon** and husband, **Ramon**, became parents of a daughter, **Rosanna**, born May 19.

*Jim Boeshaar, Correspondent
Superintendent's Office*

Harold Hansch, retired engr.,



Switchman **Frank Simunich** traveled to Ohio recently where, after 15 years, he met his two daughters, **Lori (L.)**, 22, and **Denise**, 21.

Janesville, died Jan. 24 at Janesville Hospital. Burial there was in Mt. Olivet Cemetery.

Mrs. **Howard Graves**, Beloit, wife of retired passenger brakeman, died Apr. 12 at Beloit Hospital. Burial was in Milwaukee.

Mrs. **James Ferrero**, Beloit, wife of retired mach., expired May 5. Burial was in Beloit.

Floyd Babcock, Beloit, retired engr., died May 18 at Beloit Hospital. Burial was in Iowa.

Conductor **L. A. Charland, Jr.**, of Milwaukee and his wife became parents of twins born May 9.

Chicago Division

*Eleanor P. Mahoney, Correspondent
Galewood Freight Office*

William Raymond Bishop retired May 30 after 42 years of continu-

Shown after their Apr. 26 wedding at the Methodist Church in Hardin, Mont. are Mr. and Mrs. **Jeffrey Chad Skidmore**, son of Correspondent **Kathryn** and Stoughton, Wis. Agent **Ken Skidmore**. After honeymooning, Jeff and his bride, the former **Nancy Manuel**, returned to their duties with the Military Police Corps at Ft. Richardson, Anchorage, Alaska, where both serve with the 56th Military Police Company.



Electrician **Gerry E. Frank (L.)** and Machinist **Harold M. Nixon (r.)** of the Air Room shake hands with **R. P. (Ronnie) Lawrence** at Western Avenue Diesel House, Chicago. **Gerry** has retired after 48 years of service, **Harold** after 36.

Steak House to honor Mike and wife, **Rose**.

Frank W. O'Neill, 65, retired engr., died Feb. 25.

Elec. Frmn. and Mrs. **David Odegard** had their first baby, daughter **Erin Noel** . . . Night Rndhs. Frmn. and Mrs. **Bud Knoop** welcomed the arrival of **Joanie Lynn**, born May 17.

Engr. and Mrs. **Bill Westby** became grandparents for the first time when their daughter, **Susie Schmidt**, gave birth to a son, **John Wayne**, May 25 . . . Engr. and Mrs. **Tony Coyne's** daughter, **Shelly Schmeling**, presented them with their second granddaughter, **Nickoline**, in May.

Milwaukee Division

*Mrs. John Farence, Correspondent
Women's Club, Milwaukee Chapter*

The Club's annual picnic will be held on Aug. 18 in the Milwau-

Paul Mather (center), signal engr., and his wife, **Maxine**, are congratulated by **W. E. Fuhr**, asst. ch. engr., on occasion of Paul's retirement after 40 years with the company. The Mathers plan to move to Tigard, Ore.



ous service with the Milwaukee. Ray was presented with a wallet containing a cash gift from all his friends at a retirement party.

Eleanor Mahoney, steno-clerk and your correspondent, spent two



Conductor and Mrs. L. A. Charland, Jr., Milwaukee, are parents of twins, born May 9.

weeks on vacation touring Disney World in Orlando, Fla. with her daughter Lucy Ann, Lucy's husband, Bill, and their children, Billy and Brigid.

Charlie Morrison, train clerk at the Galewood Control Center, died May 14. Charlie had 25 years with us, all at that location.

Fran Madigan is our new demurrage-detention clerk and is presently working **Jim Connolly's** position as detention clerk while Jim is vacationing.

*Dorothy Kentner, Correspondent
Office of Superintendent of Safety*

Retiree **Gordon Johansen**, formerly of the Safety Dept., had surgery and is now recuperating.

L. R. (Red) Guthrie of the CPR-S&YO Dept. had surgery recently and is home recuperating.

Retired Supvr. Perish. **Dave S.**

Westover, who had been residing in Santa Ana, Calif., died Mar. 8.

*Marion J. Kuniej, Correspondent
Office of Manager-Capital
Expenditure Accounting*

Mrs. Adelaide Schultz, bureau head of the bill and analysis section, became a grandmother for the second time; her daughter **Adriane (James) Totten** gave birth to **Amber Corinne** on June 2.

Nilo Flores, asst. engr., married **Luisa Caraan** July 26 at St. Sylvester Church.

Recent visitors include **Jack Fraser** and **George Kaberlien**, retired asst. engr., and **Charlie Winandy**, retired aud. of jt. fac. accts. **Mary Lou (Burke) Gleason**, formerly secy. to the mgr., stopped in to say hello en route to a visit with her parents. **Vivian Mortell**, also a former secy. to the mgr., and her two children, **Joey** and **Cindy**, paid us a visit.

*Marilyn C. Stypa & Judith A.
Lamarca, Correspondents
Signals & Communications*

Michael A. Majkrzak recently joined us as a supervisory trainee in the Chicago office.

Joseph G. Scott, another supervisory trainee, started with the Milwaukee June 2. An industrial tech. major, Joe graduated from the Univ. of Wisconsin in Platteville.

Robert W. Jahn, asst. engr. design, and **Richard J. Groom**, sig. designer, transferred on May 1 to work on the Mass Transit Project Team.

*Delores Barton, Correspondent
General Superintendent's Office,
Bensenville*

Dist. Engr. **Kurt Michl** and wife

have a new daughter, **Martina Ann**, born May 30. Martina joins **Stefanie**, 3.

IBM Oper. Diane Schnur and husband, Engr. Trainee **Leroy**, are parents of a son, **Jason Allen**. Jason joins **Tammy**, 4.

Loren A. Lindemer, dist. genl. car frmn., Bensenville, died May 25. Services were held at Savanna.

Richard A. Ribbon and **Earl Varner**, retired engr. from the 3rd District, died on May 1 and 2, respectively.

Retired Elec. **Harold Hoeft** and wife recently celebrated their 55th wedding anniversary. Hoeft was employed by the Milwaukee 48 years, retiring in 1964.

Frank Toland, elec. at the Bensenville Diesel House, retired May 29 after 28 years of service. He was given a cash gift by his co-workers.

*Frani Field, Correspondent
Office of Manager, Disbursement-
Accounting*

Lewis Balom of this office and his wife, **Sharon**, have a new son, **Lewis III**, born Apr. 28.

A party was held in honor of **Doris Floore** on May 14, who left to take over her new assignment with the Personnel Dept. as Counselor.

Congratulations to **Vicki Mackreth**, who celebrated her 50th year of service with the Milwaukee. She was honored with a party on May 24, highlighted by congratulations she received from President Smith.

Pictured at retirement party of Ray Bishop (second from right), chief clerk at Galewood, are (l. to r.) C. M. Wencka, asst. agt., J. P. Kalasmiki, agt., J. D. Feiereisen, supvr. of stns.



516 W. Jackson Blvd.
Chicago, Illinois 60606
RETURN POSTAGE GUARANTEED

Mr. Michael Sol
4611 North Ave. W.
Missoula, MT 59801

554

Bulk Rate
U. S. POSTAGE
PAID
CHICAGO, ILL.
Permit No. 3283

With a banner grain crop anticipated, the Milwaukee Road is readying all available covered hopper cars for service. To handle the expected heavy volume of shipments, it is anticipated that 20-car mini-grain trains

will once again be employed on shuttle runs between midwest grain producing centers and barge loading facilities on the Mississippi. Here, Don Whalen, head car foreman at Bensenville Yards, inspects cars.

