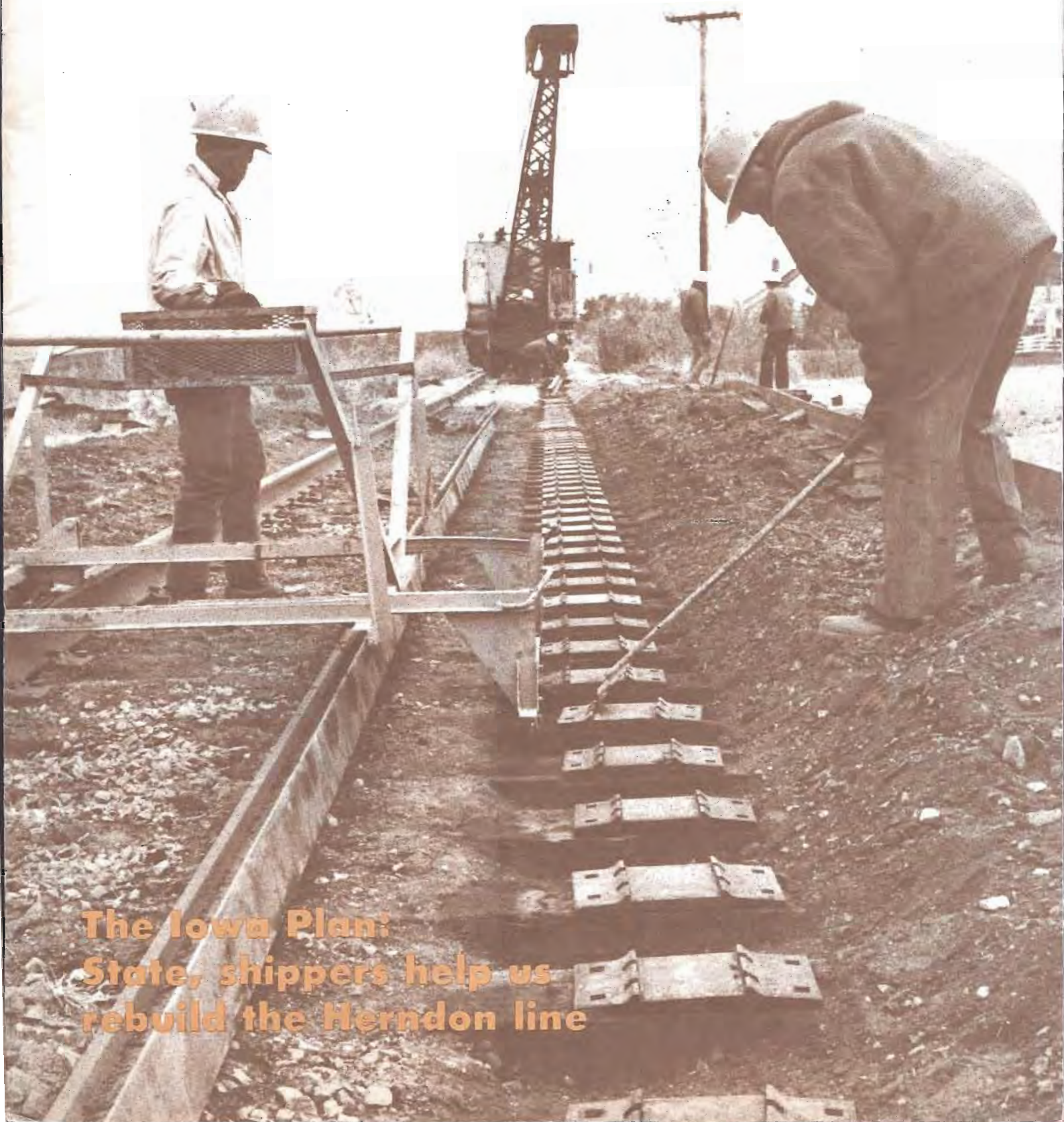


8/50

# THE MILWAUKEE ROAD MAGAZINE

October-November 1975



**The Iowa Plan:  
State, shippers help us  
rebuild the Herndon line**



# THE MILWAUKEE ROAD MAGAZINE

October-November 1975  
Vol. 63 Nos. 10 and 11

## IN THIS ISSUE

|                        |    |
|------------------------|----|
| Iowa plan              | 1  |
| Training program       | 6  |
| Spill contingency plan | 7  |
| Wise Owls              | 8  |
| Our company            | 9  |
| Hiawatha painting      | 9  |
| About people           | 10 |
| Retirements            | 14 |

James Keating, Editor

Jayne Van Grondelle, Assistant to Editor

Staff: Wallace Abbey, Larry Barbeau, Martin Erickson, Tom Phillips

## CORRESPONDENTS

*Here is the Magazine's "field staff." If you have items which you think might be interesting to readers and which you want to bring to the attention of the editors, please contact the nearest correspondent in the office indicated.*

### Bensenville

Delores Barton (Superintendent)

### Chicago

Kitty Capoccia (Equipment Accounting)

Frani Field (Disbursement Accounting)

Pat Johnson (Engineering)

Dorothy Kentner (Superintendent of Safety)

Marion Kuniej (Capital Expenditure Accounting)

Judy Lamarca (Engineering)

Marilyn C. Stypa (Engineering)

### Deer Lodge

Barbara Wales (Division Engineer)

### Galewood

Eleanor Mahoney (Freight Office)

### Harlowton

Ed Mielke (Roundhouse Foreman)

### Madison

Kathryn Skidmore (Roundhouse)

### Marion

Jeanne Beeson (Assistant Superintendent)

### Miles City

Ellen E. Roberts (Trainmaster)

### Milwaukee

Jim Boeshaar (Superintendent)

Mrs. John Farence (Women's Club)

Sharon M. Fryjoff (District Material Manager)

Pat Hoyer (Car Department)

Beverly Radtke (General Superintendent)

June Stanlee (Regional Data Office)

Nancy Stark (Locomotive Department)

### Portland

Bee Biehler (Area Manager, Sales)

### St. Paul

Edna M. Bowers (Car Department)

### Seattle

Lena Derr (Assistant Vice President, Sales)

### Sioux City

Marie Franken (District Manager, Sales)

### Spokane

Ethelyn Calavan (Assistant Superintendent)

### Tacoma

Lynne Schow (Roadmaster)

### Wausau

Naomi A. Cline (Roundhouse)

# Signals and switches

New sales manual -- Field sales offices and the four commodity profit centers in the Traffic Department now have their copies of the company's new Customer Services Manual. The manual provides a basic information source on proper ways to service the transportation needs of customers. It deals with Carscope, tracing, clearance loads, bad-order reporting, requests for assigned special equipment, and lease and track repurchase policies.

Turbos in the Corridor -- Amtrak on October 26 began operating Turboliners the full length of the Milwaukee-Chicago-Detroit "corridor" using in part the Milwaukee's main line between Chicago and Milwaukee. One train a day makes the full run, passing through Union Station in the process. A second turbo makes a daily Chicago-Milwaukee turn. Until now, Turbo service over the Milwaukee has been Sunday only.

Import rate builds business -- Recently, the Milwaukee established a unique rate on import traffic, and as a result new traffic in electronic equipment, iron and steel products and motorcycles is flowing eastward out of North Pacific Coast ports. The rate applies to all kinds of freight loaded in containers or trailers destined mainly to our terminals in the Midwest. It's figured on a per-loaded-car basis; the alternative is existing rates based on minimum rates. Savings to shippers through this Milwaukee Road first: as much as 15%. The new rate can be combined with existing rates to destinations east of Chicago and result in greater savings to points such as Detroit, Pittsburgh and New York.

Grain is moving, but there's no rush -- The 25-car and 50-car unit grain movements are beginning to roll toward the Gulf, but a depressed grain market has gotten them off to a slow start. Mini-unit train service in Iowa was short-lived: It was suspended after a week because of shipper storage limitations. There's a new route open from Milwaukee Road points to the Gulf for when the grain does move, however: Milwaukee Road to Forreston, Illinois Central Gulf beyond. The new route connects our stations with two new Louisiana ports, Reserve and Destrehan. It's more direct than moving the trains via either Omaha or Kansas City and contributes more to net revenues. An added service: two

(Continued on the inside back cover)



# IOWA HELPS US WE HELP IOWA

By Tom Phillips

For the first time on the Milwaukee Road and probably in the nation, a state is using taxpayer dollars to help pay for improving railroad branch lines. That state is Iowa.

Iowa ranks fourth among the states in total railroad mileage: nearly 8,000 miles of track. About a fifth of this total, 1,670 miles, is operated by the Milwaukee Road. The Milwaukee has more miles of railroad in Iowa than it has in any of the other 15 states it serves.

The economy of Iowa is based on agriculture. Iowa is the nation's largest producer of corn. Its farmers also grow an abundant variety of other crops. Although some of these crops are transported to market by trucks and barges, the majority of the state's agricultural output begins its trip to market by rail. Without an efficient railroad network the state's agrarian economy would suffer greatly.

An economic crisis for Iowa

almost became a reality during the "Great Grain Boom" of 1973. Grain sales to the Soviet Union created an unprecedented demand for Iowa corn. The Milwaukee Road and other lines assigned

*With ballast, tie and rail work done, this section of the Herndon line now will handle high-capacity covered hopper cars. General Roadmaster Chet Lewandowski inspects.*

huge fleets of hopper and box cars to meet this tremendous market demand.

Some problems developed in moving such a large volume, however. One: the discovery that some



# STEEL GANG



of the most important branch lines in the state could not meet the demand of a heavy and sustained traffic flow. Although these lines were in fairly good repair and could easily accommodate box-car traffic, they had not been built to withstand the strain created by the movement of high-tonnage covered hopper cars. The railroads had to reduce train speeds. They could not use hopper cars on some branch lines.

Something had to be done, and quickly.

First action to solve the problem came early in 1974. The Iowa legislature appropriated three million dollars and earmarked it for rehabilitating branch lines. The legislature also established an Energy Policy Council to direct the branch-line program.

It was no accident that "energy" was part of this group's title. As an industry, transportation in all

forms consumes about a fourth of the nation's energy supply. Political leaders in Iowa were deeply concerned about the availability and the efficient use of energy. The Energy Policy Council was given the job of managing energy—which also meant that the group would be involved with the management of transportation.

Working closely with representatives of the state's railroads, the Energy Policy Council selected the branch lines that would get rehabilitation funds. To date, projects covering about 500 miles of railroad have been approved. One project is the Milwaukee Road's 101-mile branch line between Herndon and Spencer.

This line was selected because it serves one of the richest farm regions in Iowa. Several major privately owned and farmers' cooperative elevators, such as those



*Replacement ties are in north of Churdan and now the ballast train arrives to unload its crushed rock. Heavier-duty track will result.*



The day dawned chilly and rainy; winter was definitely close as the 40-man extra gang turned again to its daily task: replacing worn-out 65-pound-to-the-yard rail on 20 miles of the Herndon-Spencer line with second-hand 85-pound rail. The race with the weather would be aided by machinery—and by the fact that while the rail-laying was in full swing all traffic on the branch would be diverted.

Laying rail is an assembly-line process with a difference: the “machinery” moves and the “product” stands still. This series of photos by Tom Phillips illustrates how the job is done.

*Taking up old rail and putting in new is done one step at a time. Angle bars joining rails are removed (top right). After old rail is rolled to the side, crossties are added to receive the larger tie plates (right).*



at Jefferson, Fonda and Albert City, are located on the line.

The Albert City facility is of special importance because what may be the largest single grain-storage unit in the world was built there recently. The new structure has a one-million-bushel capacity; the entire Albert City elevator has storage for more than three million bushels.

The Herndon-Spencer line was also chosen because of its strategic location. It connects the Milwaukee's two major east-west lines across the state. Traffic coming off the branch line has ready access to barge-loading points on the Mississippi, to the Great Lakes ports, and to the Milwaukee's trans-continental route to the Pacific Northwest.

It is important to note that while the Herndon-Spencer line needed work it was a profitable line and was not being considered for discontinuance. In fact, the railroad was planning maintenance work on the line when the Energy Policy Council was established.

The initial estimate for track and roadbed improvement was put at two million dollars. The Iowa branch-line program was designed as a cost-sharing effort with money coming from the state, the railroads, and shippers: \$800,000 in state funds; \$800,000 from the Milwaukee Road; \$400,000 from on-line shippers.

The funds advanced by the ship-

pers are an interest-free loan to the railroad which the Milwaukee will repay at a set rate for each car loaded and received. The Milwaukee's contract with the state also contained a provision that the railroad would begin repaying the state's \$800,000 after annual car-loadings on the line passed a certain level. This repayment would follow the same per-car rate set up for shippers.

The Herndon-Spencer improvement was originally scheduled to be done in four years. Work would consist of extensive ballasting, roadbed surfacing, and the installation of new ties. Additionally, 20 miles of 65-pound rail would be replaced with used, but still very serviceable, 85-pound rail. The goal of this work was to increase the weight limit of the track so that hopper cars could load at any point.

Actual work began early last fall. By the time winter set in, Milwaukee crews had completed much of the ballasting, surfacing and tie installation on the north



*“Fat Albert,” a new million-bushel addition, dwarfs other storage units at Albert City, the largest elevator complex on the Herndon-Spencer line.*

# Employee training programs bolster safety and efficiency

They came to Harlowton from all over Montana — eight newly-hired men who wanted to be brakemen/switchmen on the Milwaukee Road. They came from Havre, Miles City, Lewistown and Three Forks for a seven-day training program, and they were not disappointed. During that week they were involved in a schooling experience that sent them home with an abundance of basic training and practical experience necessary to safely and effectively do their jobs.

This new training program is a systemwide venture of the railroad, one of three either in use or planned for use in the Operating Department. Along with the brakeman/switchman school, one aimed at the engineer/fireman is also now in effect. A clerk/agent/operator program will be started soon. As the first such training program conducted west of the Mississippi, the Harlowton school was observed by several railroad and union officials whose interest in its directives and accomplishments sparked their attendance.

The time-honored method of crew training popularly known as the 'sink or swim' school of learning is no longer considered the best

*Actual yard work where trainees do the job themselves is essential to the training program.*



manner in which to assimilate fundamentals of train operations. One of the key words in the new program is standardization, wherein all crews throughout the system learn basic operating techniques via the same methods. Prior training 'methods' were acknowledged to be as individual as the supervisors, officers or instructors in each division training the crews.

The method and scope section of the new program objectives



*Much of the brakeman/switchman school involves classroom discussion.*

states: "Through classroom lecture, illustration, discussion (with full use of audio-visual material) and practical training, trainees will become familiar with operating and safety rules, hand and lantern signals, job procedures, types of freight cars, job responsibilities, job benefits and reporting procedures. Through practical training on ground, trainees will learn to safely operate on and around freight cars, the use of hand and air brakes, switching procedures, safe handling of freight and exposure to all other aspects involved in the work of a brakeman/switchman."

Some students thought that a big order for seven days. And they found it was. Approximately 20 hours was spent in the classroom and 21 hours on the ground during the first four days. This training was followed by three days of closely supervised student trips.

Instruction involved rules on safety, work and union, basic responsibilities to the job. On the practical side, the men were instructed on how to properly and safely handle cars and trains.

The curriculum is handled by those who can handle it best, fellow employees. Instructors and coordinators include employees from the Operating, Safety and Personnel and Labor Relations departments.

Under direction of Jim Robertson, Western Region training coordinator with 34 years of Operating Department experience, all work of four brakemen/switchmen instructors in this area is

coordinated. There are two such instructors in both the Coast and Rocky Mountain Divisions, as there are in each division on the railroad, and their training teams in turn each have yard and road instructors to familiarize the students with all aspects of the job.

Robertson is supervised by Chad D. Anderson, dir. of oper. trng. programs, Milwaukee, who also attended the Harlowton session. The three training programs all were developed by the Personnel and Labor Relations Department in conjunction with their respective operational areas.

Reaction to the training program has been excellent with enthusiastic response. A commitment by the Milwaukee to safer and more efficient train operation, it is living up to all expectations as a big step toward thorough and effective training of operations personnel.



# Spill plan ready if we need it

Each year the Milwaukee transports approximately 150,000 carloads of potentially hazardous materials, a variety of commodities so named for good reason. Their destructive potential to the environment, property and human life is great.

These cargoes include chemicals, explosives, industrial gases, gasoline, kerosene and liquid petroleum gases. In addition to transporting such commodities, the railroad also has over 8.5 million gallons of stationary petroleum storage facilities.

When hazardous materials are stored, handled and transported in a safe manner, their danger potential is neutralized. But human error or equipment failure can turn these products into devastating forces of ruin and disaster.

For those who take comfort in statistics, the numbers show that hazardous materials are moved with greater safety by rail than by any other mode of transportation. But while in itself the record is one of which to be proud, it means little when a ruptured tank car

spills crude oil into a once clear river or stream.

Precisely because of this destructive threat, the Federal Government has instructed firms engaged in the manufacture, handling and transportation of hazardous materials to develop plans for use in event of their spillage.

The Milwaukee has prepared a hazardous materials Spill Contingency Plan (see p. 2, July). Engineering Department personnel, working closely with the Operating Department and other offices, prepared this plan which is based largely upon the National Oil and Hazardous Substances Pollution Contingency Plan developed by the Environmental Protection Agency (EPA).

It is divided into four major sections:

- 1) Discovery and notification of railroad, federal, state and local authorities;
- 2) Evaluation and initiation of action;
- 3) Containment and countermeasures;
- 4) Removal and disposal.



*On August 14, No. 205 derailed east of Kittitas, Wash. Overturned was a tank car of organic ammonia. The event brought the spill contingency plan into use for the first time as the car was "diked" to contain any leaks (large photo) and righted (above). The car didn't leak.*

Each section describes thorough and precise procedures for railroad forces in event of spill.

Any incident involving radioactive materials involving immediate notification of the Atomic Energy Commission which will supervise containment and removal of such materials.

If any spill occurs within EPA jurisdiction, a representative of this agency known as an On-Scene Coordinator will observe, offer suggestions and coordinate containment, removal and disposal activities. He also has authority to call for outside equipment and personnel if he feels that the railroad's efforts and resources are inadequate.

qu岸. Expenses for such work are chargeable to the Milwaukee to a maximum of \$8 million.

Don Bessey, railroad architect, feels that containment and countermeasures are the heart of our spill contingency plan.

"Quick application of proper containment measures can do much to limit or even neutralize a spill's damage potential," he says.

Because the greatest threat to environment occurs when hazardous materials enter a body of water, the Milwaukee's plan focuses much attention on containing and combating water spill incidents. It notes that the main thrust of initial action should be directed at containing the spilled material in the smallest possible area. Such efforts depend on a number of crucial factors, such as the density of spilled material, whether it is water soluble, and flow velocity of any threatened body of water. Once a spill has

been contained, removal activities should begin immediately.

As noted, the Milwaukee's plan underscores importance of cooperation and coordination of efforts between railroad forces and representatives of federal agencies. To further this goal, its appendix lists the locations and telephone numbers of EPA regional offices and district offices of the Bureau of Explosives. It also contains an extensive state-by-state listing of private contractors and equipment suppliers who can be contacted if a spill incident requires that the railroad's resources be supported by additional equipment and personnel.

Bessey believes that the total contingency plan can be described as the "combination of input from the EPA, other environmental protection groups, and our own experiences." Although the Milwaukee has dealt with hazardous spill incidents, he feels that the

new plan "provides a unified systemwide set of instructions that will enable us to more effectively respond to a spill incident."

The plan further commits the Milwaukee Road to its continuing fight for protection of the environment. President Smith acknowledged this commitment when he introduced the contingency plan.

"As a transporter of hazardous materials," he said, "it is our moral and legal obligation to provide for the protection of the environment. Further, it is each employee's responsibility to be willing to maintain and improve spill response efforts."

The Milwaukee Road has to contend with the possibility that a hazardous material spill incident may occur at any time, at any location, along its 10,200-mile system. The spill contingency plan cannot prevent such an incident from happening, but the quick application of its procedures can do much to keep an unfortunate event from becoming a disaster.

## WISE OWLS

How much are your eyes worth? The men pictured below thought enough about their eyes to wear safety glasses on the job — and they are glad they did.

The National Society for the Prevention of Blindness sponsors the Wise Owl Club of America. This program encourages the use of eye-protective equipment. Employees and students are awarded membership when their eyesight has been saved by safety

glasses — either on the job or at home.

There are more than 57,000 members in the Wise Owl Club. The Milwaukee Road enrolls approximately 10 employees a year.

What protective eyewear can save you, only you can estimate. Could you continue working at your job if you lost an eye?



*Traveling Engineer-Trainmaster John Kiley (left) presents award to Engineer Charles Cotton. Charles was struck by flying glass after an object was thrown through his engine windshield.*



*Car Foreman Lee Leopold's eyes were saved from injury when hot metal struck his safety glasses. Lee (third from right) accepts Wise Owl Award from District General Car Foreman Jack Bell as co-workers look on.*



*Jim Hougham (left) is welcomed to Wise Owl Club by Division Engineer Bob Low. Safety glasses deflected a metal fragment that could easily have injured Jim's left eye.*



# The Milwaukee Road: longest of the 'granger' railroads

*In news parlance it's a "backgrounder." Here, it's an opportunity to tell you briefly about the company. What follows is the text of a new statement about the Milwaukee Road developed by the Corporate Communications Department for general uses. If you know of someone who could put a copy or two to use, give the department a call on extension 221.*

With its easternmost terminal at Louisville, Ky., and its multiple western terminals at Pacific North Coast ports, the Chicago, Milwaukee, St. Paul and Pacific Railroad Company has the nation's longest single-line transcontinental route. From Louisville to Portland, Ore., the Milwaukee Road extends more than 2,700 miles.

The Milwaukee Road serves the Midwest and the northern tier of states to the Pacific Northwest.

Presently it is the only railroad which extends both east and west of Chicago while serving that city.

The Milwaukee Road serves, among many other points, Milwaukee, Minneapolis-St. Paul, Des Moines, Omaha, Kansas City, Billings, Seattle and Tacoma as well as Louisville, Chicago and Portland. It reaches foreign markets through Great Lakes and Pacific Coast ports and through connections with Canadian railroads.

Statistically, the Milwaukee Road has approximately 10,200 miles of route, and 15,000 miles of track, in 16 states. The railroad employs between 12,000 and 13,000 persons depending on the season. Its total revenues in 1974 were nearly \$395 million. It operates approximately 790 locomotives and 32,000 freight cars.

Farm products—grain, principally—constitute the largest sin-

gle group of commodities for which the Milwaukee Road provides transportation services. Farm products accounted for nearly 16% of 1974 gross freight revenues.

The line's grain business earns it the informal classification of a "granger road." But the Milwaukee Road is more than a granger line, too. Food and food products are a major source of revenue (13.2% of total gross freight revenues in 1974). So are lumber products (12.8%); transport equipment, mainly new automobiles and parts (10.2%) and pulp paper products (9.2%). As demands for low-sulfur coal increase, the Milwaukee Road's relatively light coal traffic is increasing dramatically.

The Milwaukee Road is a subsidiary of Chicago Milwaukee Corporation, a holding company formed in 1972. Other subsidiaries of Chicago Milwaukee are Aslesen Company and Vulcan-Hart Corporation, which are in the food-service and food-service equipment fields, and Hi-Way Paving, Inc., a concrete paving subcontractor with operations principally in Ohio and West Virginia.

The Milwaukee has two principal subsidiaries of its own: Milwaukee Motor Transportation Company and Milwaukee Land Company.

Milwaukee Motor provides piggyback and container terminal services at 58 locations for the railroad. It also operates over-the-road trucks under common-carrier rights in several of the states the railroad serves.

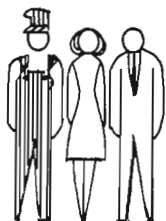
Milwaukee Land Company is a property-development, timber-producing and land-sales company the total operations of which span the railroad's territory. Milwaukee Land owns approximately 152,000 acres of timber-producing land in Idaho, Washington and Montana and some 4,000 acres of industrial property in 11 states.

The Milwaukee Road operates a commuter service to and from suburbs to the west and north of Chicago. Forty trains a day serve approximately 30,000 passengers. Amtrak intercity trains operate over the Milwaukee Road between Chicago, Milwaukee and St. Paul.

## AVAILABLE: THE HIAWATHA AT RONDOUT



*Remembering the scene from his youth, artist Gil Reid painted this watercolor of the Hiawatha of 1935 "Roaring Through Rondout." The scene was used first as the dust-cover illustration on Jim Scribbins' book on the Hiawatha. Now, by special arrangement with Kalmbach Publishing Co., the book's publisher, Reid is making full-color reproductions available at \$5 each. The 19" x 13" painting is reproduced on 22" x 16" stock. Orders accompanied by a check or money order should be mailed to Gil Reid at P.O. Box 251, Brookfield, Wisconsin 53005.*



## ABOUT PEOPLE ON THE RAILROAD

### Coast Division

#### Portland

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

#### Eugene

**Robert A. McCray**, chief clerk, has been appointed sales rep. at Spokane.

#### Sacramento

Effective Aug. 1, the Sacramento office terminated operations. **J. F. Ricken** continues as resident dist. mgr.

**Vernon P. Petermeyer**, sales rep., has been transferred to Medford, Ore., as a resident sales rep. reporting to the Eugene agency.

Chief Clerk **G. C. Courtwright**

has been transferred to Eugene maintaining the same position there.

Agent **R. M. Gordon** vacationed in San Diego, Calif., visiting his son **Rob** who is stationed with the Marine Corps there. He also visited other relatives in the Los Angeles area.

#### Tacoma

*Lynne Schow, Correspondent*

#### Bridge and Building

**Michael Blanch**, son of **Al Blanch**, asst. chief carpenter, graduated as a Bachelor of Pharmacy with honors from Washington State University and is now working as a staff pharmacist at Valley General

Hospital in Spokane.

#### Division Engineer

**Ronald V. Perrone**, formerly asst. engr., has accepted a position with Transco Pacific of Kent, Wash. Cake and coffee were served in his honor and a personalized brief case was presented by his co-workers.

#### Operating

**Burt Hegge**, asst. supt., Tacoma, placed second in the Northwestern Transportation Golf Tournament held recently at Meadow Park Golf Course, Tacoma. He turned in a low net of 71.

#### Yard Office

**Ed and Candy Cappizzi** are parents of a baby boy, **Kyle**, born June 22. Ed is yardmaster and Candy a clerk at the Tacoma Yard.

Yardmaster **Bill Fox** and his wife have adopted a baby girl, **Sarah Elizabeth**.

Clerk **Mark Wagner** and wife, **Sherie**, have a new baby, **Joshua**, born July 6.

Industry Checker **Kitty Reed** was married to **Steven Stockinger** on Sept. 14.

Carman **Matt Battle** married **Gale Ferrier**, daughter of Traveling Engr. **Wayne Ferrier**, on Aug. 30.

#### Seattle

*Lena J. Derr, Correspondent*  
*Office of Area Manager-Sales*

#### Freight Adjustment

"Perils of the Sea" were brought home to **Reg Morris** of freight adjustment in the wee hours of Labor Day morning when the boat he was helping to crew from Valdez, Alaska, to Seattle ran aground off the British Columbia coast. The "Cathlynn", a 65-foot motor vessel owned in part by Reg, had been in passenger service at Valdez for the past year and was being re-



In August, 105 Milwaukee employees and retirees gathered at Lincoln Park, Tacoma, Wash., for the annual picnic co-hosted by the Milwaukee Railroad Retired Employees Club and the Milwaukee Women's Club. Club officers pictured are (l. to r.), front row: Mrs. **Dorothy Clover**, pres., Mrs. **Erna Peterson**, secy., both of the Women's Club. In back are **George Micell**, pres., **Tom Norwood**, secy.-treas., and **William Merrill**, vice pres., all members of the Retired Employees Club.





*The Old Church, a Portland, Ore., historical landmark, was scene of the recent wedding of **Sara Lynn Miller** to **Joseph Franklin Mitcham**, son of Mr. and Mrs. **J. Harold Mitcham**, area mgr.-sales, Portland. A reception was held following the ceremony at the Aero Club of Oregon.*

turned to Seattle. The Canadian Coast Guard vessel "Racer" was but 45 minutes away when the "Cathlynn" ran aground and was instrumental in preventing its sinking. "It takes a monumental amount of faith to think you can walk on water," said Reg, "but I would have been willing to try."

Billings, Montana

**G. T. O'Dore**, dist. mgr.-sales in Billings, Mont., has been appointed secy./treas. of the Billings Rotary Club for the coming year.

Regional Data

This office had a picnic for families on Sept. 7 at Lake Wilderness. **Farrell Groves**, mgr., regl. acctg., Chicago, and his wife, **Nadeen**, attended.

Revising Clerk **Cleo Wilson**, her husband and son vacationed in Murdo, S.D., visiting her father, and in Emerson, Neb., with other relatives.

Real Estate

**Paul W. Scott**, western director, Real Estate, Economic & Resource Development, on Aug. 22 was honored by Station KIXI and Northwest Orient Airlines as "Citizen of the Day."

Milwaukee Land Company

**Herbert C. Johnston** has been appointed manager of Washington Timberlands. He formerly was dist. forester with the Land Co. at Forks, Wash. Mr. and Mrs. Johnston will make their home in Kent.

Marketing and Pricing

**Larry G. Harvey**, who handles TCFB rate applications, is again hosting foreign students this year. Messrs. **Pieter Van den Akker**, Holland, age 18, and **Nobuhiko Fukuta** of Japan, age 23, will attend the University of Washington. In the 10 years Larry has been hosting students, he has had 38 from eight different countries.

Assistant Superintendent

A buffet dinner was held at the Beverly Park Community Clubhouse on Sept. 6 honoring Yard Foreman **Ray Pence** and Yardmaster **Coy I. Carter**, both recent retirees. About 50 active and retired employees attended the gala affair, during which Messrs. Pence and Carter were presented with gifts.

On Sept. 12, cake and coffee were served at the Seattle yard office to honor two more recent retirees — former Yard Foreman **D. G. Smith** who had been working on the road as a brakeman for a number of years, and Yard Foreman **John J. Kriss**. They also were presented with gifts.

A salmon bake was held at the Seattle Yard recently as our salmon fishermen finally proved their point and brought a baked one to work. Thanks go to Carman **Nick Mancuso**, Rndhse. Frmn. **Wayne Keatley** and General Yardmaster **Bernie Johnson**. It was noted that the size of the fish was about 20

pounds less than what was indicated when caught. Some still think the threesome bought it at a local fish store.

Seattle Portmaster **C. C. Hughes** is still running his horse at Longacres and it is our understanding if the season is long enough, he'll have a winner.

Coffee and cake were served in honor of **H. F. Hansen** who retired Aug. 15. Hugo had been an employee of the Car Department for many years.

Seattle Yardmaster **J. W. Radcliff's** father died recently.

## Rocky Mountain Division

### East End

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

Congratulations to the **Duncan Finlayson's** on their 60th anniversary, celebrated Sept. 9.

In August **Greg Harbac**, son of Conductor and Mrs. **E. O. Harbac**, was married.

Brakeman **Curt Hughes** married **Margi Lou Hayenga** on Aug. 3. The couple will make their home in Miles City.

## Twin City Terminals

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

**Harold D. 'Bud' Weidenhamer** died in Minneapolis on Sept. 11. He was the son of former Supt. **Wm. M. Weidenhamer**, Lines West. His son, William, is repr. adj. svcs., Minneapolis.

Two new grandfathers: Car Foreman **Max Knospe** announced **Brian**, born to son **David** and wife,

***Stacy Prudence**, two-year-old daughter of **Bonnie Prudence**, steno-clerk in Anchorage, has a look at a large Alaskan cabbage. It weighed 28 lbs. and was 'Grand Champion' of the Alaska State Fair in Palmer.*





**Thomas R. Richter**, son of **Robert Richter**, asst. supt. of rules, Milwaukee, married **Jeane Frances Cunningham** Aug. 9 in Dawson, Ia. After honeymooning in the Black Hills area, they returned home to Boone where the groom is director of respiratory therapy at the Boone County Hospital.

and Asst. Car Foreman **L. Davis** has a new granddaughter.

## Iowa Division

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

Cashier **Frank Adrian**, 1812 Avenue C, Council Bluffs, has retired after 34 years of service with the Milwaukee.

On July 30, 60 employees, retired rails and friends gathered at Council Bluffs Car Department for a coffee party in honor of **'Woody' Southard** who retired July 7 after 37 years of service. He was given a cash gift.

Asst. Roadmaster **Alfred E. Pauli** of Olin, Ia., retired July 31 after 48 years on the Milwaukee. Mr. and Mrs. Pauli left Aug. 1 on a trip which will include a visit with their son in Colorado.

A baby boy, **David Paul**, was born to Cedar Rapids and Marion Switchman **Larry Leatherman** and wife on July 30.

Retired Sectionman and Mrs. **Charles Springer, Sr.**, observed their 50th anniversary Aug. 29. They celebrated the event on July 13—the first time in 10 years their children were all home at the same time.

**Dennis Straubinger**, son of Wire Chief and Mrs. **George Straubinger** of Perry, married **Rosemary Lamendola** May 29.

**Rhonda Springer**, daughter of Fireman and Mrs. **Roy Springer**, married **Jerry McDowell** July 5.

**Jeffrey Montang**, son of Mrs. **Martha Montang** and the late **Melvin Montang**, brakeman, married **Deanna Sutherland** at St. Patrick's Catholic Church in Perry June 28.

Conductor and Mrs. **Roger Hethcote** were honored on their 25th wedding anniversary Aug. 17 at



**Herbert Hintz, Jr.**, clerk at **Rothschild, Wis.**, married **Rose Ellen Howe** Aug. 2 at St. Therese Church, Schofield, Wis. A reception and dance was held at the **Wausau Eagles Club**. His father is **Herbert Hintze**, chief clerk at **Wausau, Wis.**

an open house hosted by their children.

**Ava Hayward**, widow of Signal Supervisor **Ernest Hayward**, died recently.

**Emma Slater**, 84, widow of **George Slater** of Perry, died Aug. 27 at the Dallas County Hospital.

**Roberta Green**, daughter of Engr. and Mrs. **Earl Green** of Perry, has accepted a teaching position at Immanuel Christian School in Toronto, Ont.

**Carman Don Hempy** retired from the Cedar Rapids Car Department on July 27 after 38 years of service. He was given a retirement party at the Longbranch Supper Club July 11. He and his wife are making their home at Rogers, Ark., and will spend summers at Lynxville, Wis., on the Mississippi River.

**Eric Hoes**, son of Engr. and Mrs. **Don Hoes**, exhibited the Champion Purebred Suffolk Ram at the recent Dallas County 4-H Fair at Kennick-Feller Park in Adel. The Hoes family just returned from a vacation at Nester Falls, Canada.

**Frank Earl Millard**, retired engineer of Sun City, Ariz., died in August, according to news received from **L. L. Long**, Hiawatha Club secy. there, and retired Conductor **Elmer Fisher**, also of Sun City.



There are 167 years of Milwaukee railroading in this group, gathered together to celebrate the 50th wedding anniversary of **R. G. (Red)** and **Bess Adams** (front, center). Red retired from the Iowa Division in 1968 after 49 years with the company as a conductor. Relatives with the Adams couple and their total years of employment are Grandsons (front, left) **Alfred P. Smith** (1) and (front, right) **Donald A. Adams** (3). Standing, from left, are **Alfred E. Smith**, son-in-law (27); **Richard A. Adams**, son (25); **Ester Nast**, niece (31); **Donald W. Adams**, son (31). Mr. and Mrs. Adams live at 1717 E. Lawn Drive, Savanna, Ill.



## La Crosse Division

*Naomi Cline, Correspondent  
Roundhouse, Wausau*

**George Tetzlaff**, son of IBM Clerk and Mrs. **Wm. Tetzlaff**, recently married **Jacqueline Krueger** at St. Agnes Catholic Church, Callon, Wis. A reception and dance were held at the Wausau Elks Club.

**Wendy Oleson** became the bride of **K. Wilcox**, son of Asst. Rndhse. Frmn. and Mrs. **Kenneth Wilcox**.



*Heidi Ristow, daughter of Operator and Mrs. **Robert Ristow** of La Crosse, Wis., has been awarded a college scholarship by the Union Toy and Prescription Foundation of Milwaukee.*

The wedding was at St. Mark's Lutheran Church and dinner, reception and dance at Trails End, Wausau.

Conductor **Neal R. Davis** of Wisconsin Rapids died Sept. 8 after a long illness. The funeral was held in Wisconsin Rapids where he was assigned to the Patrol. He had been an employee since 1946.

## Milwaukee Division

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

Our annual Christmas party will be on Dec. 15 beginning with a luncheon at 12:00 noon at the Plankinton House. Husbands are invited to attend.

From Las Vegas came news of Mrs. **Anne Baumgartner** being 'on the mend' after a slight stroke and a broken arm.

Mrs. **Anne Kiltie**, now residing

at Oldsmar, Fla., visited in the Milwaukee area. Anne left for home with another of our members, Miss **Doris Kiefer**, who will help with the driving; the two plan to stop at the Grand Ole Opry en route.

Mrs. **William (Agnes) McDonald**, 81, died Aug. 24.

Mrs. **Urban Petrie's** husband died recently.

*Jim Boeshaar  
Office of Superintendent*

Congratulations to Car Record Clerk **Joe Wuerl** and Conductor **Billie G. Lazenby** who each have a new granddaughter.

Also **L. L. Christianson**, retired clerk, is new grandpa of a baby boy.

*Beverly Radtke  
Office of Superintendent  
Operating Rules*

**Robert Krause** died Aug. 23. He started with the Milwaukee in 1941 and retired in 1972.

Retired Switchman **Joe Wenzel** and his wife celebrated their 50th wedding anniversary July 16.

## Chicago Division

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

Birthday congratulations go to **Charley (Chick) Winandy**, retired Auditor-Joint Facility Accounts, who recently marked his 80th birthday. Other octogenarians retired from this office and still 'going strong' are **Jake Balderson** (89), **Ed Carlson** (89), **Jim Early** (88), **Jack Roland** (87), **Whip Parrott** (86), **Harry Buckman** (84), **Art Wallander** (84), **Harry Stansbury** (83), **Loren Rice** (81).

**W. R. Freybert**, asst. engr., reported the death of his sister, **Donna Amadio**, who was buried Oct. 18 in Elmhurst, Ill.

*Frani Field  
Manager Disbursement Accounting*

Congratulations to **Buddy Moore** and his wife, **Sherry**, on the birth of their daughter **Katie**, born Aug. 2.

We would like to welcome back **Barb Eichler** and **Doreen Freitag**, who were on sick leave.



***Ray Weatherspoon** married **Levo-nia Small** July 26 at Zion Hill Baptist Church, Chicago, and honeymooned in Acapulco, Mexico. Ray has been an electrician at the Western Ave. Coach Yard in Chicago for two years.*

**Mary Warfield** had an adventurous vacation driving to Eldorado, Ill., in 19 hours.

We welcome our new clerks **Else Daszkiewicz**, **Kathy Yarris**, **Bobby Shoffner** and **Arlene Butler**.

**Judy Wleklenski** is on sick leave.

*Kitty Capoccia  
Office of Manager -  
Equipment Accounting*

**Gloria Piorek** and **Tom Wray** were married June 28. A reception was held at the Black Forest in Morton Grove.

**Gladys Gritzman** celebrated her 50th anniversary with the Milwaukee Aug. 21, most of those years spent in the freight accounting office in Union Station, Chicago. Pictured with her on the occasion is **Worthington L. Smith**, pres.



# RETIREMENTS

## Coast Division

**R. G. Brown**, engineer, Tacoma, Wash., 8/30.

**John J. Kriss**, switch foreman, Seattle, Wash., 9/12.



**Ernie Daniel**, sect. frmn., Spokane, is pictured with his wife, **Frieda**, and **Bob Serosky**, rdmstr., at a reception for Ernie who retired May 31. He started with the company in 1945.

**Delmar G. Smith**, brakeman, Seattle, 8/29.

## Rocky Mountain Division

**Richard C. Smith**, section laborer, Missoula, Mont., 8/29.



**Thurman M. 'Thurm' Bankey** retired Aug. 29 after 32½ years of service, most of it in Miles City, Mont., where he was chief clerk to the agent.

Gifts were presented at a coffee party honoring three retirees at Miles City, Mont. From left they are Conductor **Edwin R. Martin** (July 28 after 40 years service); Engineer **V. W. Jones** (June 30, 33 years); Conductor **E. T. Bickel** (June 27, 30 years). Making the presentation was Traveling Engineer-Trnmstr. **J. J. Wrecza**.



**Missoula, Mont., Section Foreman Mike Monaco** (2nd from r.) who retired Aug. 1, receives his safety pin honoring a perfect safety record of 45 years service without a personal injury. With him are (l. to r.) Rocky Mountain Division Engr. **Ted Striabel**, Rdmstr. **Al Schmit**, and Asst. Chief Engr. **N. E. Smith** of Chicago, who is holding the 1974 President's Safety Trophy won by the Division.

## Aberdeen Division

**Paul F. Gorman**, agent, Scotland, S.D., 8/29.

## Twin City Terminals

**Guy F. Bonvicin**, general foreman, Minneapolis, Minn., 8/29.

**M. C. Henry**, section foreman, Rosemount, Minn., 9/25.

**G. R. Stevens**, agent, Spring Valley, Minn., 8/22.



Two men from the Locomotive Dept., Milwaukee, have retired: Machinist **F. Wilson**, who started with the Milwaukee in 1936, and Machinist Helper **DeVanney Kellogg**, 1937. Pictured are (from left) **A. W. McCarthy**, genl. frmn.; **Wilson**; **W. P. Hodorff**, frmn.; **Kellogg**; **L. P. Drew**, dist. mstr. mech.

**J. Crockett**, (2nd from l.) Twin Cities Division conductor, retired Aug. 15 after 38 years with the Milwaukee. With him (l. to r.) are: **L. P. Sventek**, swtchmn.; **D. E. Peterson**, ydmstr.; **R. F. Shive**, trnmstr.



**Engineer A. D. Callan** (2nd from r.) retired June 13 accident-free after 32 years working for the Milwaukee. He is shown receiving congratulations from his co-workers (from l.): **J. Kiley**, **L. Hedges**, **C. Schmitz**, **J. Valento**.



Asst. Supt. **P. F. Ziegler** of Davenport, Ia., retired Aug. 31. With him is Mrs. Ziegler at party held his last day on the job.



## Iowa Division

**Walter H. Debning**, locomotive engineer, Davenport, Ia., 8/28.

**F. D. Edwards**, section foreman, Richland, Ia., 8/29.

**A. N. Lingscheit**, agent, Hawarden, Ia., 8/8.



Carman **Woody Southard** (2nd from l.) receives congratulations on his July 30 retirement at Council Bluffs from (l. to r.) **Les Bird**, strkpr.; **Charlie Poetzel**, secy., Car Foreman Assn.; **Ron Quirk**, car frmn.

## La Crosse Division

**Allen F. Brown**, conductor, La Crosse, Wis., 8/30.

**Joseph L. Brunt**, cashier, Portage, Wis., 8/15.

**John T. Conway**, assistant agent, Madison, Wis., 8/22.

**Orville L. Roberts**, car foreman, Janesville, Wis., 8/31.



**Mike Gucciardo**, asst. frmn., Janesville, Wis., Roundhouse, holds plaque given him in recognition of retirement after a 49-year career with the Milwaukee.



**J. W. Brunner** (c.), rdmstr., Wausau, Wis., receives congratulations on his retirement from **R. D. Richter** (l.), trnmstr., and **R. P. Peacock**, engr. Brunner started with the company in 1935.



When **H. F. Haff** (2nd from r.), agent at Merrill, Wis., retired May 31 after 38 years of service, he received congratulations from many friends and co-workers. Among them were (from left): **Jim Draeger**, asst. frmn.; **Ralph Nellis**, chief clerk; **Harry Nelson**, sect. frmn.; **Jerry Edmonds**, laborer.



**George Bluhm** (l.), blacksmith at Tomah Shops, Wis., is congratulated by **F. J. Reese**, shop supt. George retired July 3, ending a career that started in Sept., 1935.



**H. A. (Randy) Randrup** (c.) of Rothschild, Wis., retired July 31. Best wishes are offered him by Clerks **Bob Binkowski** (l.) and **Herb Schremp**.

## Milwaukee Division

**Fred P. Averill**, machinist, Milwaukee, 8/29.

**Walter H. Bartsch**, blacksmith-welder, Milwaukee, 8/4.

**George Welik** and his wife, **Marie**, are pictured at a retirement luncheon in his honor held in the Milwaukee, Wis., Depot July 30. George retired as a freight service inspector after 52 years of service with the Milwaukee Road.



**Stephen Engl**, carman, Milwaukee, 8/1.

**Tommie Hicks**, crane operator, Milwaukee, 6/10.

**John H. Leipelt**, brakeman, Milwaukee, 9/4.

**Donald R. Moffatt**, conductor, Milwaukee, 7/16.

**Edward V. Schmieder**, electric welder, Milwaukee, 9/3.

**Lott J. Wimer**, sheet metal worker, Milwaukee, 9/2.



**Lee H. Voltz** (l.), dist. matl. mgr. of lumber, retired May 30 after 39 years of service. With him is **Edward F. Volkman**, mgr. of matl.



Milwaukee, Wis., Machinist **Fred Nuss** receives congratulations from Genl. Frmn. **W. J. Weingart** on his Aug. 1 retirement after 30 years with the company.

**R. J. Brueske** (r.), engr., congratulates Milwaukee Division Crane Operator **Oliver Johnson** who retired June 30 after 40 years with the railroad.



# RETIREMENTS



**Nelson Hunting** (l.), carman welder at the Milwaukee, Wis., Shops, retired June 3 after nearly 39 years with the Milwaukee Road. With him is **Matt Plamenig**, frt. shop frmn.



**Oliver L. Johnson** (c.), crane operator on the Milwaukee Division, retired July 3 after a career that dates back to 1928. With him are **Jerry Gresk** (l.), rdmstr., and **Elroy Gillis**, DSE.



**Voldemars Aparjods** (r.), carman in the Milwaukee Shops, is congratulated on his May 1 retirement by **Marty Porubcan**, frmn., after 24 years of service.

## Chicago Division

**Frank R. Arms**, switchman, Chicago, 8/29.

**Mary A. Brower**, clerk-steno, Chicago, 8/29.

**Ralph D. Claborn**, office engineer, Chicago, 8/29.

**Ralph Cuicci**, storekeeper, Bensenville, Ill., 8/29.

**Joseph A. Esposito**, inspector clerk, Savanna, Ill., 8/31.

**Sophie N. Lapaglia**, teletype operator, Chicago, 8/29.

**John J. McCluskey**, switchman, Bensenville, 8/23.

**Lettie M. Spear**, clerk, Chicago, 8/29.

**William J. Wilson**, district manager-sales, Toronto, Ontario, 8/29.



**Joe Fuscone** (r.), mail clerk in the Chicago Accounting Administration office, receives best wishes from Milwaukee President **Worthington L. Smith**. Joe retired Aug. 29, ending a career that began in 1926.



**Lee Murphy** (c.), yrdmstr. at Bensenville, Ill., offers his congratulations to Switchmen Retirees **Joe Margita** (l.), who had 39 years of service, and **Joe Falout**, with 34 years on the Milwaukee.



**Frank Toland** (l.), electrician at Bensenville diesel house, retired May 29 after 28 years with the Milwaukee. With him is **J. H. Kervin**, District mstr. mech.



**Tom Taras** (r.), Galewood, Ill., comptometer operator, retired from the company July 31. With him are **W. T. Jepson** (l.), regl. mgr., and **Vern Kluck**, asst. regl. mgr.



Upon completion of duties July 31, General Yardmaster **Harold A. Tilly** (c.) and Yard Pilot **Kenneth R. Bastow** (3rd from r.) retired from the Milwaukee Road. The Chicago men were honored at a party where each received a \$50 Savings Bond and other gifts. Pictured are (from left): **E. W. Prindiville**, **R. P. Lawrence**, **H. D. Smith**, **Tilly**, **Bastow**, **E. B. Buchholtz**, **B. W. Tanacula**.



# For Your Info

Watch for the new manual of medical standards. It sets up rules for medical examiners in hiring. Also new: physical exams for all employees every five years. The new rules are effective November 1. The company hasn't had a current medical standards system until now.

If you're an active employee, you won't have to apply for a 1976 Amtrak Rail Travel Privilege Card to get one. Renewal is automatic. For change of address or changes in dependent status, use Form 91, "Request for Change of RTPC." Use Form 93, "Request for Reissue or Renewal of RTPC," or Form 93B, "Request for Reissue of RTPC," only to replace lost or stolen cards.

The maximum amount of railroad salary per month subject to Railroad Retirement taxes will increase from \$1,175 to \$1,275 effective January 1, 1976. Additional taxes will be paid by railroad employers and employees in months in which an employee earns more than \$1,175.

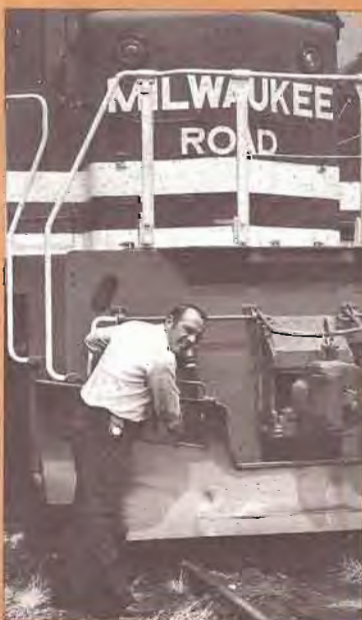
Good going, Chicago-area employees! You surpassed the 1975 Employees' Combined Fund Raising Campaign goal of \$68,100. A total of \$68,306.52 was pledged by 1,869 Milwaukee Road and MMTC employees. L. V. Anderson was the campaign's chairman.

## More signals and switches

(Continued from the inside front cover)

25-car blocks originating in Iowa are now being combined into a 50-car train for movement to one shipper's Chicago elevator on a once-a-week basis.

Exit PB&W, enter ConRail -- As the United States Railway Association's Final System Plan became effective November 9, the Milwaukee's discussions about leasing a part of the Penn Central and gaining direct access to such cities as Pittsburgh, St. Louis and Cincinnati went, for all practical purposes, by the boards. ConRail, the new operating company designed by the USRA, will consist in part of large segments of the PB&W subsidiary of Penn Central which had approached the Milwaukee with a lease in mind. While Congress didn't object to the Final System Plan for reorganizing bankrupt eastern lines, at this writing Congress hadn't completed action on how ConRail will be financed.



### Bicentennial roundup —

The occasion was a meet for a photo to be used in Trains: Eight red, white and blue locomotives from as many railroads got together on the Belt Railway of Chicago. On hand was Milwaukee Road 156 and Chicago Division Trainmaster-Traveling Engineer George Vogtli (left). Trains' photo team did its shooting from a "cherry picker" for a high-level view of the highly decorated units; the photo ran in the November issue.





MAGAZINE

516 W. Jackson Blvd.  
Chicago, Illinois 60606

Bulk Rate  
U. S. POSTAGE

PAID

CHICAGO, ILL.  
Permit No. 3283

*Due to the persistence of Louis Mucerino, Bensenville, Ill., driver with the Milwaukee Motor Transportation Co., an NBC Chicago television program recently featured a lengthy segment on the Milwaukee's piggy-back operation. The program, Sorting It Out, is a local*

*documentary that carries items of interest from Chicago and environs. After letters and phone calls from Mucerino, the show's director visited Bensenville and was quickly convinced he had a 'star.' Pictured are camera crew members during filming.*

