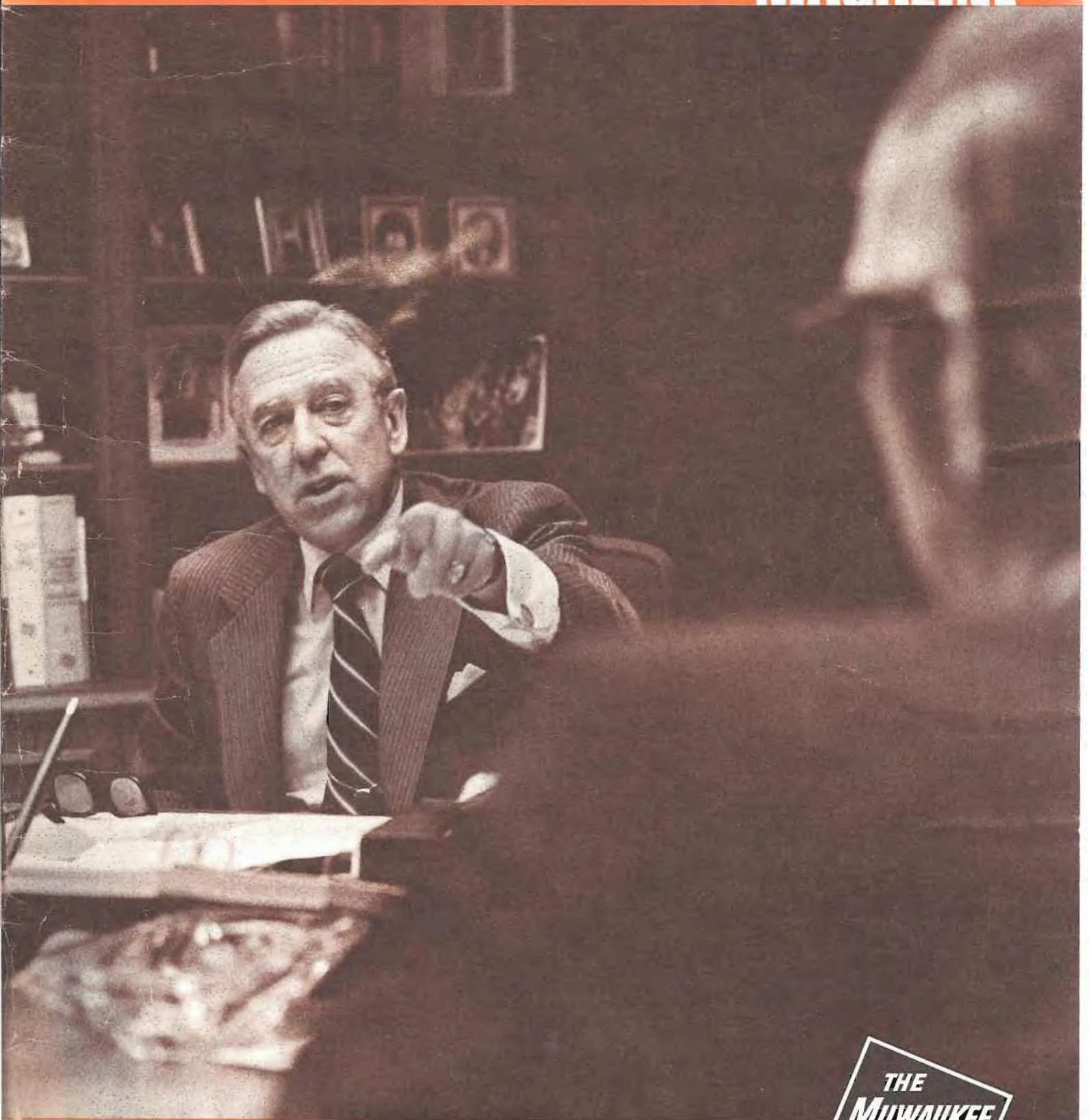


THE MILWAUKEE ROAD MAGAZINE



September, 1975

THE
MILWAUKEE
ROAD

THE MAIN LINE

Coal

Set-back in Dakota unit coal train operation (see our July cover story).

Service between Gascoyne, N. D. mine and power generating facility at Big Stone City, S. D. has been cut temporarily from six to two unit trains a week due to mechanical failure of a power plant turbine. It will take about a month to install a new turbine.

The Gascoyne/Big Stone City run is a model unit train operation and since this service began several months ago has been a major revenue producer for the Milwaukee.

Fuel costs

The ICC has adopted procedures to speed up the filing for rate increases to offset rising fuel costs. Under this plan, rail, water and air carriers and freight forwarders may file for a rate hike on 10 working days' notice to the Commission and to the public. Carriers presently are required to file on notice of either 30 or 45 days. Nothing will be effected, however, until the entire question of the nation's energy policy is resolved by the courts, the Executive Branch and the Congress.

BN inclusion

The Milwaukee has informed the ICC that it desires an oral hearing on an amendment filed in March to a 1973 petition for inclusion in the Burlington Northern (BN) system. The amendment does not alter the original request for inclusion in the BN. Dealing in the main with trackage rights and access to certain gateways, it was filed primarily to protect and improve the Milwaukee's competitive stance in relation to the BN.

On another Milwaukee/BN issue: Earlier this year the BN filed application with the ICC to acquire stock control of the Green Bay & Western Railroad in Wisconsin. The Milwaukee, Chicago & North Western and Soo are opposed to such acquisition and will present arguments during upcoming ICC hearings.

Social counseling

A fourth Office of Social Counseling has been opened by the Milwaukee in cooperation with its union representatives. Located in Chicago, it is to serve needs of employees and their families in providing confidential and professional help in handling problems of alcoholism, drugs, finances, marriage and other personal difficulties.

In keeping with the honor of confidence and privacy required in such a counseling service, which is available without charge to all employees and their families, the office is located at a non-railroad related site. It is open from eight to five, but appointments may be arranged for evenings and week-ends. Phone calls at (312) 236-1944 are received around the clock. Information given a counselor will not be disclosed to company officers without the client's consent, and in no case will it become part of the employment record.

Other Milwaukee social counseling offices are in Milwaukee (414) 475-6757, Seattle (206) 628-3947, Waverly, Ia. (319) 352-5272.

Commuter depots

Initial work has begun on construction of a new commuter station at Bensenville, Ill., scheduled for completion this year. It is part of a \$500,000 program funded by the Urban Mass Transit Agency (UMTA) which will involve the building of seven new commuter depots on the Milwaukee's two commuter lines serving the Chicago metropolitan area. Engineering Department personnel designed the stations and will supervise their construction.

Each depot will be built adjacent to the existing structure, which then will be dismantled. Most of the older buildings were erected before 1929, and some were remodeled during the 1960s. UMTA funds are administered by several mass transit districts.

Quinn: It's time now to plan remap of western rails

To a significant degree, the long-range future of the Milwaukee Road is in the hands of government—as is the future of railroads throughout the country. Our company's planners have for some time been seeking ways to affiliate the Milwaukee Road with greater financial strength. Current attempts to include the Milwaukee with Burlington Northern, and past attempts at inclusion and merger, are part of this search.

Last May, at the annual shareholders' meeting of the railroad's parent company, Chicago Milwaukee Corporation, Chairman William J. Quinn proposed that western railroads including the Milwaukee get together and plan a corporate restructuring of the railroads west of the Mississippi—before economic difficulties compel government to do so as it is now doing, with ConRail, in the east. Mr. Quinn proposed essentially four "core" railroads into which the others would voluntarily be absorbed through a series of steps designed to safeguard the rights of employees, equity owners and customers.

In its June 30 issue, *Railway Age* interviewed Mr. Quinn on what is rapidly becoming known as the "Quinn Plan" for the restructuring of western railroads. Senior Editor Gus Welty's questions, and Mr. Quinn's answers, are reprinted in this excerpt from the interview through the courtesy of *Railway Age*.

More recently, Mr. Quinn carried his message to the halls of Congress. He testified September 10 before a subcommittee of the Senate Commerce Committee which is considering a number of

bills designed to help the railroads. He proposed a series of amendments which would incorporate the Quinn Plan into an existing bill.

For a quick look at this recent development in the evolution of the Quinn Plan, see the story which follows the *Railway Age* interview.

Q. You propose that western railroads get together, voluntarily, to work on restructuring. Yet, the West has always been known for its independent thinkers. We have seen deep wounds opened by the Rock Island merger case, and, I suspect, new wounds in the current RI affair. In view of all of this, do you think what you propose can actually be accomplished?

A. I wouldn't have made my suggestions if I didn't believe something can be accomplished. Conditions have changed a great deal. What I am really suggesting is that the problems of the western railroads, of the nation's railroads, are so great and so serious—and time is wasting so much—that it's necessary in the interest of self-preservation to get together with government to attempt to work something out. I am suggesting that western railroads, in their own interest, should now get together, working with government—because I think everyone now realizes that government is an indispensable party in any solution to the railroad problem. We must come up with a workable approach—which will require legislation, to be sure—so that what has happened in the Northeast does not spread any further in the West.

Q. For now, at least, the ICC seems to have effectively locked Milwau-



William J. Quinn
Chairman of the Board

kee Road out of any affiliation—with Burlington Northern or Union Pacific, to be specific—because ICC wants Milwaukee to furnish competition to these other roads. Inevitably, some will say your suggestions are really aimed at finding a home for Milwaukee. How do you respond?

A. Naturally, I'm partisan, and I speak from the point of view of the Milwaukee. But Milwaukee is not alone in this situation confronting western railroads. There is too much railroad in the West—and I don't think very many people who know anything about the railroad situation will disagree with that. I think it only reflects business prudence to believe that Milwaukee's future is tied to the necessity of an alliance with greater strength. But—when I say "Milwaukee," you could substitute the names of any number of other carriers and use the same sentence with the same forcefulness. I believe that the state of affairs in the railroad business has reached such a crisis-point that we can no longer just say "Let's hope things will get better." Maintaining the status quo, even if we eliminate the effects of the depression in the economy, will not result in a material change in the trends in this industry, including the West. So, if it's partisanship, if it's "enlightened self-interest," to say there should be a restructuring with fewer railroads resulting and to say Milwaukee

should be included in a stronger system—well, I plead guilty to the charge. But I believe there are many other roads in the same position we are in.

Q. Obviously, you and your staff have given a lot of thought to how the goals of restructuring might be attained.

A. I stress two things. First, the basic concept of the plan is that we all get together, put our minds together, with good will, to try to get something done. Second, what we are offering are only suggestions that occur to us as to how we might try to work toward certain goals, and the implementation—I hope—would be through the give-and-take of consultation and cooperation among western carriers, with government, in looking at the problems and attempting to come up with specific answers. Believe me, we do not have all the answers here. My purpose, and I hope it's understood, is to sound a call for there to be a cooperative effort toward solving very difficult problems that are not going to go away.

Q. What sort of legislation would be needed before what you envision could take place?

A. The present concept of legislation dealing with mergers, consolidations, goes back to 1940. It presumes a more stable railroad situation than exists today. It presumes a railroad industry that is and will be pretty much as it was in 1940. Well, conditions have changed and I think we have to realize that these changes require a new outlook. Not only is the original 1940 approach out-of-date, but the methods of bringing that approach into being are also out-of-date—and I believe the Rock Island merger case brought that home forcibly. In order to do what I hope can be done, there would have to be a suspension of present antitrust legislation as it applies to putting railroads together and a suspension of ICC procedures concerning mergers under Section 5 of the Interstate Commerce Act. Our suggestion is that there be a five-year moratorium—and, yes, that does imply that the restructuring we propose be completed within that period, or whatever moratorium period might be established.

Q. If such legislation should become law, then what?

A. Our suggestion is that the Secretary of Transportation be empowered by the legislation, worked out cooperatively between government and the western carriers, to designate systems and a core railroad within each—probably four systems and four core railroads, though I really don't look at four as a magic number. Then, we suggest that each of the core railroads would prepare offers-of-acquisition to be made to the roads within each designated system. We suggest that there be minimums set forth in the legislation regarding these offers, but we do not propose that the method of acquisition be limited—in other words, it might be through acquisition of stock or exchange of stock or pur-



chase of assets or lease or whatever. We believe that these offers should include assumption of all of the to-be-acquired road's trackage rights, leased lines, joint facilities, tariffs, reciprocal switching obligations and so forth. The core road would be required to provide for immediate integration of the acquired lines as an integral part of the system. Now, if the offer were rejected, another core road could then come in with its offer—and this, of course, is one of the incentives for positive and responsible action by the core railroads, because each of them would know that if its offer is not attractive enough it may find another road coming in with a new proposal. But, assume that an offer is accepted, either the first one or a subsequent one. The core railroads would then designate those lines of the to-be-ac-

quired road which it would retain as part of the system. We suggest that the Secretary would be empowered to review these line-designations and alter them if he believed it necessary. Then—and this is one of the real sanctions—all acquired lines approved by the Secretary would be eligible for rehabilitation at Federal expense, through grants, to the extent necessary to bring them up to DOT standards.

Q. DOT standards?

A. It's possible that Congressional standards might be set up, though I don't believe that's the proper way to handle the problem. I believe that flexibility is desirable, necessary, and so I think it's preferable to have the Executive branch responsible in this area rather than to have standards solidified in legislation.

Q. What about time-frames?

A. There would be time limits established for each step of the procedure. We have suggestions as to what they might be, but they are only suggestions.

Q. What if a railroad refuses one and then another offer from a core railroad?

A. Well, of course, there would be a limit, an end—and if a railroad refused two, possibly three, offers it would simply be left out of the process and would have to go it alone.

Q. One goal, obviously, is the elimination of redundant plant. But in recent mergers, frankly, not an awful lot of plant, track, whatever, has been eliminated. Is this the fault of management, or is it something that's been pretty much beyond management's control?

A. Management, I believe, has been relatively without much ability to affect that problem. We have a classic case in this area now, in the attempt at rationalization in the Northeast—in trying to eliminate track which some say is excess and unnecessary and others

Cover

William J. Quinn, chairman of the board, Milwaukee Road, discusses his proposals regarding merger of western railroads with Railway Age magazine Senior Editor Gus Welty.

say is necessary. But if we are to create railroad entities that can continue with vitality and make a profit and be able to tap capital markets, something will have to be done about excess plant. In our proposal, we are suggesting that states, regions, shippers be given the opportunity to acquire track-age which is deemed to be excess. If they want to do this, fine. But this excess plant cannot be saddled onto a private-enterprise railroad operation—which really amounts to saddling that operation with certain social goals that it is simply not able to carry.

Q. On lines of a to-be-acquired road designated as a part of the system, would there be a requirement that the core railroad keep these lines in operation for a fixed period?

A. If Federal funds were used in rehabilitating such lines, yes, I'd say there would have to be some time-frame set in order to insure use of the line. On the other hand, we're always going to have change, and I think it would be wrong to make permanent an obligation to keep a line in service. We can't insure that what is fact in 1975 or 1980 will be fact forever—just as Congressional assumptions about railroad "fact" in 1940 have not survived.

Q. If you eliminate excess plant, inevitably you eliminate people. What about labor protection?

A. Our suggestion is this, that approval by the Secretary of a transaction would carry with it Federal responsibility for the protection of labor, both union and non-union. Labor which would be adversely affected would be protected at Federal expense. Labor is entitled to protection, but there is no way this can be handled without government involvement. Just as private enterprise cannot carry the burden of redundant physical facilities, it cannot carry the burden of labor displaced in the effort to carve out railroad systems that can survive.

Q. Any significant reduction in employment will mean a reduction of union membership. Rail unions can be expected to fight this. How do you respond?

A. I don't know that this will be a problem. Rail unions are fully as informed on the railroad's prob-



Chairman Quinn and Gus Welty of Railway Age discuss the 'Quinn Plan.'

lems as is rail management. Reduction in employment would be a very gradual process, as has been the downward evolution of the rail labor force historically except, as at present, when the rate has been speeded up by conditions of poor business. I expect that labor leaders will recognize this. I hope they will recognize that what we propose as an alternative is no more a concern for them than would be the decay of the western railroads' ability to be good employers. And let's not forget that there has been a significant movement toward unification among rail labor organizations themselves, which in a way leads in the same direction. I suppose we can expect this movement to continue.

Q. In your analysis of the problem, have you turned up complications on the financial side so far as acquisitions, abandonments and so forth are concerned?

A. Offers would have to be directed to the facts as they are. Recognition would have to be given to the financial structure of the carrier to be acquired—and this is why I feel that the concept should be broad enough to permit great flexibility in approach. Certainly we would not propose to do violence to the mortgages or do violence to the rights of other security-holders. I just think that with recognition of what the alternatives are, reasonable men will have incentives to get together.

Q. And those alternatives?

A. Start with the maintenance of the status quo as being intolerable. It can't continue indefinitely without the inevitability of the complete nationalization of the railroad industry—even in the West. If there are certain carriers who

feel they can hold out for an indefinite period and not be affected by what is happening in this industry, then they're not going to react favorably to something like this restructuring proposal. But I say to them—and I don't really think they have to be told—that if we're going to have more Rock Islands and if government is going to get involved in putting money into bankrupt roads in the West as it has been and is preparing to do in the Northeast, the effect on the so-called more affluent carriers is going to be pronounced—and they are going to be facing the same problem as is facing Chessie and Norfolk & Western right now, the problem of being next door to heavily subsidized competition.

Q. You have suggested that the four core railroads might be Burlington Northern, Santa Fe, Union Pacific and Southern Pacific. Do you regard them as being sufficiently financially strong to handle the job?

A. Within the framework of approach suggested, yes. Remember, costs of rehabilitation and labor protection would be borne by government. We are not suggesting that they take over other carriers completely at their own expense. Obviously, that's unrealistic.

Q. What does the proposal for the West have to do with Milwaukee Road's interest in taking over the lease held by Penn Central on the western lines of the Philadelphia, Baltimore & Washington?

A. That's a little different situation. We were approached by the PB&W trustee who suggested the possibility, in fact the advisability, of Milwaukee's attempting to succeed to the lease. What Milwaukee Road is telling the railroad world in putting its hand into the

PB&W situation is this: "Whatever happens, we want to be there and have a hand in the ultimate determination." We have declared ourselves in. Under proper circumstances, yes, it would be desirable for Milwaukee to get the PB&W's western lines, depending upon the terms. Of course, it may be that neither we nor anyone else will ever have the opportunity. But if there is an opportunity, we want to be able to be at the bargaining table.

Q. Your suggestions for the West have been out, in broad terms, for a while now. What reaction have you had?

A. I've had some expressions of interest—and some congratulations. I've had heartening encouragement from some shippers whose point of view and influence I value. I've had expressions of interest—expressions stronger than that, in some cases—from members of Congress. I am by no means discouraged. But—I think something has to be done, and I don't think there's too much time left to do it. I think there's talent in the western-railroad group which, given the task and given sufficient motivation, can come up with solutions. Of course, railroads can't do it by themselves. A turnabout in railroad affairs requires government involvement, principally that of the Federal government. Through cooperation by railroads and government, I believe a solution or solutions can be developed that will result in far less governmental cost than would be involved in out-and-out nationalization—which I see as the inevitable alternative to some cooperative plan aimed at developing answers.

Q. You've offered your suggestions. What happens now? Who has the initiative? In whose court is the ball?

A. The need, of course, is to begin discussions among the midwestern and western carriers and between these railroads and government. I hope that someone will, in effect, call for such discussions. It might be that the Department of Transportation should do so. Possibly two or more railroad chief executives should jointly do so. Clearly, in tune with our concept, I would prefer the initiative to evidence itself within the railroad industry.

Highlights of Quinn's recent Senate testimony

"Only by reducing the number of western rail systems—as has successfully been done in the South and is now being undertaken under extreme difficulty in the east—can the railroad industry remain a profitable, private operation."

With that as his purpose, Chairman William J. Quinn proposed to the Surface Transportation Subcommittee of the Senate Commerce Committee amendments to Subcommittee Chairman Vance Hartke's "Rail Services Act of 1975" which would get action on the Quinn Plan moving.

The highlights of the legislative plan Mr. Quinn offered:

- A Transportation Planning Board would prepare a comprehensive plan for the restructuring of the western railroads. On the board would be one representative each of the U. S. Department of Transportation, the United States Railway Association, the Interstate Commerce Commission, Amtrak, and the western railroads. Mr. Quinn suggested that the USRA be empowered to "call these persons together and proceed with the program."

- The Transportation Planning Board would designate four "core" railroads from among the strongest railroads in the west financially. It would also designate which of the remaining or "satellite" lines would be joined to each "core" through merger, acquisition, coordination, or other form of consolidation.

- Each "core" railroad could make an offer for any or all of the "satellites" assigned to it. The "satellites" receiving offers could accept or reject them or make counter-offers.

- Should no agreement be reached between "core" and "satellite," the planning board would assign the "satellite" to another "core," and the negotiation process would be repeated. "Satellite" railroads about which no agreement was reached in the second round would remain independent.

- The Transportation Planning Board would have an over-riding authority as to track aban-

donments. It could compel a "core" railroad to continue to operate lines of the "satellite" railroads it acquired even though the "core" railroad had contemplated abandonment. Lines which the planning board found unnecessary would be offered to states, municipalities and rail shippers, to Amtrak, or to any responsible organization before being abandoned.

- The Department of Transportation would set maintenance standards for "satellite" lines acquired by "core" railroads. The cost of bringing such lines up to DOT standards would come from the DOT in the form of a grant under a program modeled after the Urban Mass Transportation Act of 1964.

- Government funds would also cover employee displacement claims. Possibly, the means for providing employee protection would be an adaptation of the federal Comprehensive Employment and Training Programs Act.

NRPC Travel Card renewal now automatic

Every active employee holding a Rail Travel Privilege Card (RTPC) issued by the National Railroad Passenger Corp. (NRPC) that expires January 1, 1976, or thereafter will not be required to apply for renewal of the card. Each RTPC will be renewed automatically by NRPC without need for application.

Retired employees, however, should continue to request renewal on NRPC Form 93A, "Request for Renewal of RTPC."

Any change of address and/or dependent status should be reported immediately using NRPC Form 91: "Request for Change of RTPC." To replace lost or stolen passes, Form 93B, "Request for Reissue of RTPC," should be submitted.

Any active employee who has not requested a Rail Travel Privilege Card — entitling him and his dependents to reduced travel on Amtrak facilities — may do so by using NRPC Form 90, "Application for Free or Reduced Rate Travel Privileges."

All forms are available from company supervisors.

FROM THE MAGAZINE

60 Years Ago—1915

In the year 1902, all railroads reporting to the Interstate Commerce Commission paid out, collectively, \$11,000,000 for loss and damage of freight. During 1914, the larger roads alone paid out over \$33,000,000 on this account. This item of expense has been increasing by leaps and bounds, and we must make a determined effort to reduce it.

O. Henry worried quite a little in trying to locate the typical 'Man About Town.' It was not necessary. Any husband whose wife is away on a vacation is the original 'Man About Town' — he is all over it.

Kiss Cake — Take one armful of pretty girl, one lovely face, two laughing eyes, two rosy cheeks, two lips like strawberries. Mix well together and press two lips. The result will be astonishing.

The Employees' Magazine is published monthly, devoted to the interests of and for free distribution among the 65,000 employees of the Chicago Milwaukee & St. Paul Railway System.

Correspondence Clerk Sheldon took a trip to Chicago to schedule games for the Minneapolis bowling team, but he got so engrossed looking at the bathers at Jackson Park that he forgot his mission and came home without any bookings.

The first Puget Sound stock train of the season pulled by our Milwaukee Terminal office on August 13.

30 Years Ago—1945

A hand car race between the Milwaukee Road's 'Hiawatha' and the North Western's '400' was run down Wisconsin Ave. in Milwaukee. We lost, but our team claimed a moral victory. It seems that the North Western team hauled its vehicle into the shops the night before, took the wheels off and filed the flanges.

We hear that Tacoma Brake-man Harold Wheeler did his share toward consolidating the railroads of the Northwest by marrying a clerk from the Northern Pacific.

With President Truman's announcement of Japanese acceptance of the peace terms, all restaurants promptly closed their doors in Montevideo, Minn. An edict from the mayor's office kept them closed, despite Asst. Supt. J. W. Wolf's plea that one restaurant remain open to feed the Milwaukee Road men. With something that looked like starvation staring the men in the face, Mr. Wolf and Traveling Engineer Pearson organized a food foraging party and raided the larder of a nearby extra gang.

When the Washington State Supreme Court reconvened early in September, the local freight office at Tacoma was left one clerk

short. W. J. Millard, a justice of that court, had been working as a freight clerk on the graveyard shift since May 1. His reason was simply that he wanted to do his best to bring the war to an end and it seemed to him that he could do the most good by working for a railroad.

10 Years Ago—1965

Buffeteria dining car service was inaugurated on the Morning Hiawathas Sept. 13. Typical of the meals served is the \$1.75 luncheon which features chopped sirloin steak or fried chicken, french fried potatoes and string beans, a roll and choice of beverage.

Our new passenger station in Milwaukee at the intersection of West St. Paul Avenue and North 5th Street is our major contribution to the multi-million dollar redevelopment program in the central city.

G. V. Valley, genl. agt. in New York City, is appointed asst. traffic manager, New York City.

Milwaukee medallions sold in bronze, silver and gold

The Milwaukee Road Women's Club has made a special purchase of Milwaukee Road commemorative

All orders should be sent to: General Governing Board, Milwaukee Road Women's Club, 5118



medallions and is offering them at a reduced price of \$7 each (including postage and handling).

The medallions are cast in bronze and carry a reproduction of the F-7 Hudson/Baltic Hiawatha locomotive on one side and the Milwaukee Road logo over road-bed ballast on the other.

Foster Ave., Chicago, IL 60630, allowing 6-8 weeks for delivery. Send check or money order—no cash or stamps.

Special orders can be taken for this same medallion in nickel silver at \$12.50, gold plate at \$20, and solid gold at \$300 each. The latter is subject to the market value of gold at time of order.

RETIREMENTS

Coast Division

Hugo F. Hansen, carman, Seattle, Wash., 8/15.

Rocky Mountain Division

Edwin W. Hirsch, welder, Deer Lodge, Mont., 8/1.

Gregory D. Marmorato, section laborer, Missoula, Mont., 7/11.



Roadmaster **Kenneth J. Anderson** and his wife, Mabel, were honored by a capacity crowd at the Elks Country Club in Lewistown, Mont., on the occasion of Mr. Anderson's retirement after 41 years of service with the Milwaukee. He retired June 27. Pictured with the Andersons are their daughters, **Judy Ege-land** (l.) of Helena, Mont., and **Janet Griffin** of Butte, Mont.



Ralph Hale, who retired as agent at Mobridge, Mo., on May 17, served the Milwaukee nearly 47 years at various stations between Mobridge and Harlowton, Mont. Pictured with his wife, **Ella**, he was honored at a retirement party by fellow employees.

Peter Nielsen, clerk, Deer Lodge, 8/1.

Homer O. Walton, section foreman, Saltese, Mont., 7/3.

V. H. Wells, B. B. foreman, Harlowton, Mont., 7/15.



Clarence Ritterodt (2nd from r.), section laborer at Roundup, Mont., retired June 2 after 41 years of accident-free service. He started as a laborer on the Trans-Missouri Division and has been a relief section foreman and a machine operator. With him are (l. to r.) **John Manchester**, **Milton Howard** and **John Solberg**.



Conductor **E. R. Martin** (r.), Miles City, receives congratulations of Traveling Engineer-Trainmaster **J. J. Wrecza** on making his last run prior to retirement on July 29. He started his career with the B&B Department in 1936 and after some five years as a brakeman was promoted to conductor in 1949. The Martins will live in Roundup, Mont.

IM&D Division

Edward R. Franks, conductor, Sioux City, Ia., 7/2.

D. D. Lines, conductor, Sioux City, 7/30.

Aberdeen Division

Engineer **Ward Halverson** (r.) of the Aberdeen Division is shown with Engineer **Vernon A. Miller**. Halverson retired after 38 years of service.



Conductor **Truman E. Stark** of Montevideo, Minn. (2nd from l.) retired July 29 after 32 years of service. With him are (from left) Engineer **Wayne Hill** and Trainmen **Chester Baker** and **Hollis Anderson**. Stark will live at 620 S. 10th St. in Montevideo.



W. E. Hocum (l.), conductor on the Middle Aberdeen Division, poses with Engineer **Howard Gardner** after his last run following 38 years of service. He will continue to reside at Route 1, Granite Falls, Minn.

Iowa Division

Vernon C. Gibson, B. B. carpenter, Chillicothe, Mo., 7/29.

Clarence B. Gries, assistant section foreman, Charter Oak, Ia., 7/18.

F. L. Hobbs, conductor, Ottumwa, Ia., 8/4.

Twin City Terminals

William G. Bowers, crane operator, Minneapolis, Minn., 8/1.

James Crockett, conductor, Minneapolis, 8/15.

Arnold J. Tieman, crossing man, Minneapolis, 8/1.

La Crosse Division

Edward E. Ham, freight inspector, Madison, Wis., 7/31.



This photo was a result of the gathering of some 60 persons to bid farewell to three retirees at the Minneapolis Roundhouse. From left are Roundhouse Foreman **Vern Crawford**, Retiree Engineers **Kenny Eastman** (7/31), **Harold Dorsey** (7/31) and **Tom Quinn** (8/1), and Traveling Engineer and Trainmaster **John Kiley**.



Clayton L. Severson (r.), asst. cashier at the Minneapolis Regional Data Office, is presented with a retirement cash gift from his associates by **M. G. Kutz**, regl. data mgr. Severson started with the railroad in 1942 and retired August 15.



Marlow A. Peterson (r.), locomotive engineer on the Macalester Job, retired August 15 after 40 years of accident-free service. With him is **John Kiley**, traveling engineer and trainmaster.



*Engineer **Gordie Rath** of La Crosse, Wis., recently retired.*

Alvin J. Walter, section foreman, Lanesboro, Minn., 8/1.

Milwaukee Division

C. T. Arthur, switchman, Muskego, Wis., 7/16.

John Clark, janitor, Fox Lake, Ill., 8/8.

Wilbert L. Clark, blacksmith, Milwaukee, Wis., 1/10.



Ray Fendrick (l.), carman welder, retired August 1 from the freight shop. With him is **Vern Waterworth**, shop supt.

Robert Feuchtmueller, section laborer, Milwaukee, 8/15.

J. C. Judge, train clerk, Milwaukee, 7/31.

Ben Lubow, laborer, Milwaukee, 7/29.

Edward T. Nowicki, assistant chief clerk, Milwaukee, 8/12.



Stanley Kaener, B&B foreman, Milwaukee Terminals, retired on disability Mar. 14 and was presented with a cash gift by his co-workers. Stanley began work with the company in 1947.



After 45 years as a clerk for the Milwaukee, **Willard Stark** retired July 16. He took time out here during a retirement party in his honor to pose for a photo in the chair he has occupied for nine years as chief clerk to Supt.-Car Dept.



Honoring **Erv Becker** (4th from l.) on his June 30 retirement is this group who joined a festive party in Milwaukee. From left are District Genl. Car Foreman **J. V. Sands** and Mrs. Sands, **Mary Becker**, Erv, Vice Pres.-Optn. **F. G. McGinn** and Mrs. McGinn, Chief Mech. Ofcr. **F. A. Upton** and Mrs. Upton. Erv, who was wrecking foreman at Davies Yard in Milwaukee, and his wife will move to their new home in South Carolina.

RETIREMENTS (Cont'd.)



At a retirement party held in Milwaukee Oct. 3 for **R. J. Casey** (c.), dist. mgr.-sales, Milwaukee, **W. R. Bickley** (l.), area mgr.-sales, Milwaukee, and **D. M. Wiseman**, vice pres.-sales and svc., Chicago, conveyed good wishes on behalf of all company employees. Casey served the railroad 41½ years and was also located in Detroit and Davenport, Ia.



Benny Matuszak, carman welder in the Milwaukee Freight Shop, retired July 1 after nearly 39 years of service.



John Tronson (r.), B&B Carpenter at Milwaukee Shops, was honored at a retirement party when he left the company August 22 after 23 years of service. Chief Carpenter **Jim Keene** offers congratulations to the retiree, who will move with his wife to Visalia, Calif.

General Foreman **Len Barry** (c.) bids farewell to two of his foremen on the event of their retirement July 1. **Matt Plamenig** (l.) was with the company nearly 41 years and **Don Murphy** nearly 32 years.



Otto H. Olson, welder, Milwaukee, 8/11.

William J. Schmidt, section foreman, Beaver Dam, Wis., 6/27.

Norval G. Steinhagen, conductor, Beloit, Wis., 7/31.

Anton Wenninger, storehelper, Milwaukee, 6/30.

Chicago Division

Warren B. Alexander, district sales manager, Buffalo, N. Y., 7/31.

Torrence R. Anderson, car foreman, Jasonville, Ind., 7/31.

K. H. Bahr, claim investigator, Chicago, Ill., 8/15.

Louis Grzesik, inspector, Bensenville, Ill., 7/26.

Charles H. Hammond, chief clerk-cashier, Terre Haute, Ind., 7/31.

Virgil W. Heitman, carman, Savanna, Ill., 7/25.

Joe J. Korinek, counterman, Chicago, 7/31.

Edward A. Leeper, electrician, Bensenville, 7/31.

James V. Maloney, assistant to general manager, purchases & material, Chicago, 7/31.

Frank L. Mertes, chauffeur, Chicago, 7/31.

Pablo Moreno, perishable freight inspector, Bensenville, 8/11.

Lloyd L. Pauli, roadmaster, Chicago, 7/31.

James N. Peterson, carman, Savanna, 7/29.

John M. Reid, Jr., switchman, Chicago, 7/31.

J. J. Slipper, locomotive engineer, Chicago, 7/31.

A. P. Stephens, switchman, Bensenville, 8/8.

President's Trophy Contest

Current Safety Standings of Divisions and Departments

January 1 through September 19, 1975

Rank	Division	Fatalities	All Injuries	Casualty rate
1	Rocky Mountain		70	56.67
2	La Crosse		103	66.49
3	Coast		123	71.16
4	Aberdeen		87	72.06
5	Chicago	2	229	83.22
6	T.C.T.		144	84.49
7	Iowa	1	145	95.30
8	Milwaukee		389	105.95
	Others		25	9.32
	SYSTEM	3	1315	72.88

Rank	Department	Fatalities	All Injuries	Casualty rate
1	Stations		56	24.79
2	Signals & Communications	1	26	46.17
3	Enginemen		97	49.58
4	Locomotive Department		98	60.76
5	Car Department	1	132	81.10
6	Electrification		6	82.52
7	Road Trainmen		230	96.23
8	Material Division		30	117.30
9	Bridge & Building		33	117.59
10	Track		266	120.30
11	Yard Trainmen	1	333	198.34
	Miscellaneous		8	2.55

Veterans convene in Milwaukee; ease membership requirements

A gala day was enjoyed by all at the 1975 Reunion of the Veteran Employees' Association of the Milwaukee Road, considered one of the most successful in the event's 62-year history. A total of 311 members and spouses gathered at the Pfister Hotel in Milwaukee on Saturday, Aug. 23.



Worthington L. Smith (l.), pres., is pictured at the head table with **Edwin O. Schiewe**, retired vice pres. & genl. counsel.

Of special significance in the organization's business matters resolved was an easing of membership requirements from 20 years of service to 15. Any active or retired employee with at least 15 years of service on the Milwaukee may now join the Veterans Employees' Association.

Opening the Veteran's get-together was, of course, the tradi-

tional registration and Switch Shanty activities that took up most of the morning. Getting into the 'swing' of things was a happy time shared by all as registrants contacted friends and in general made the best of a day for remembering. There was music, there was dancing, there was much chatter and refreshment that kept things moving at a fast pace.

Midday saw delegates leave the Shanty's hub of activity to partake of a buffet luncheon in the Grand Ballroom, where the Reunion Banquet was later held. Guest speaker at the evening festivity was Worthington L. Smith, company president. Toastmaster was Edwin O. Schiewe, retired vice pres. and genl. counsel; F. G. McGinn, vice pres.-optn. and president of the Veteran Employees' Assn., presented the welcome address.

At the general business meeting in the afternoon, McGinn was re-elected president and Werner C. Lummer, retired dist. strkpr., was re-elected vice president. Members re-elected to the Executive Committee are: John C. Clementi, Dorothy Kentner, Joseph W. Macht, Fritz H. Miller, Arthur J.

O'Rourke, Roland W. Spangenberg and Edwin G. Tyckoson, Sr. W. B. Braheny will continue in the appointed position of secretary-treasurer.

A model of a Milwaukee Road engine was presented to Steve Swedish who with his orchestra has for many years been providing musical entertainment at the Milwaukee Reunions.



Attending the Reunion were (l. to r.): **G. H. Harder**, retired statistician in office of vice pres.-optn.; **R. L. Hicks**, retired supt. of optg. rules & special instructions; **A. C. (Tony) Novak**, retired supt. road & suburban passenger svcs.; **James McPherson**, genl. chmn. BRAC; **W. R. McPherson**, retired supt. transpnt.



This group photo includes **Mrs. E. W. Mann**, whose husband is genl. chmn. BLE; **N. H. McKegney**, supt.-Milwaukee Division; **E. R. Koudelka**, dir., labor relations; **Ray H. Kentner**, labor relations mgr.; **E. W. Mann**.

Partaking of the day's festivities were these retired employees. From left are **Frank W. Bunce**, chf. mechl. ofcr.; **Werner C. Lummer**, dist. strkpr.; **Frank Shively**, mchnst.; **Ed Te Brake**, mechl. dept. supr.



THE MILWAUKEE ROAD MAGAZINE

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Asst. to the Editor

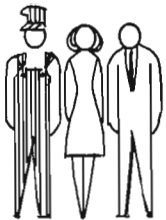
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Member Association
of Railroad Editors





ABOUT PEOPLE ON THE RAILROAD

Coast Division

Portland

Bee Biehler, Correspondent
Office of Area Manager-Sales

Sales Department

Dan W. Goodwin, sales rep., and wife, **Lois**, vacationed in Plankinton, S.D., and while there attended a family reunion.

A two-week vacation in Southern California was enjoyed by your correspondent, **Bee Biehler**, husband, **Bob**, and son **Grant**. Tours to Disneyland, San Diego, Palm Springs and Catalina Island were highlights of the trip.

Freight Department

Ron Emerick, chief clerk, and family vacationed in Yellowstone, Glacier and Grand Teton national parks.

San Francisco

Proud grandparents for the first time are Director of Sales - Alaska and Mrs. **D. W. Cooksy**. A daughter, **Alyssa Ellen**, was born Aug. 5 to their daughter and son-in-law **Laurie** and **Steve Hawkins** in Minneapolis.

Los Angeles

Peter Reiter, sales rep., and wife, **Rosemary**, had a two week vacation in Alaska and Hawaii.

Sales Rep. **Robert H. Holcomb** and wife, **Clara**, spent three weeks visiting friends in Orcas Island, Wash. They also have purchased property there for a retirement home.

Dottie Tedder, secretary, has returned to work after an extended illness.

Tacoma

Lynne Schow, Correspondent
Roadmaster's Clerk

Engineering Department

Ron Perrone is the 'man of the hour' in Tacoma Division Engineer's Office. Not only has he been nominated by the United States Public Relations Service, Inc., to appear in the 1975 edition of **WHO'S WHO IN WASHINGTON**, but he also was advised by the State of Washington Division of Professional Licensing that he has passed the engineers examination and is now a Professional Engineer.

Operating Department

Brakeman and Mrs. **Bruce Davis** are the parents of a new daughter, **Susan Lane**, born July 21.

Signals and Communications

James Rainier Martin was born on July 30 to Sr. Asst. Electronic Maintainer **Dennis** and **Nancy Martin**.

Track Department

Steve and **Nan Hall** have a new girl, **Connie Marie**, born July 31.

Dan Hildahl, a 37-year employee of the Milwaukee, retired on Jan. 6. Dan was general foreman of Extra Gang 5525, which had been



*Receiving Wise Owl Award is Harlowton Electrician **Mervin Thompson**. Master Mechanic **D. A. Rada-baugh** makes the presentation to Thompson who received a broken safety lens when working under a locomotive traction motor.*

assigned to both the Coast and Rocky Mountain Divisions.

Seattle

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

Property Taxes

Julie Norman, 16, daughter of **Astrid** (steno-clerk, real estate) and **Bob Norman** (asst. property tax rep.), left for Ciudad del Carmen, Mexico, where she will spend 11 months as an exchange student at the University of Carmen.

Purchasing & Material Department

Mary Roberts and her husband visited Salt Lake City, Utah to meet their new granddaughter, **Amy Michelle**, born June 29. The parents are Mr. and Mrs. **Bill Rob-**

erts. Bill was formerly employed in the assistant general manager's office in Seattle.

Kathy Harris and her husband, **Keith**, vacationed in Ohio, Wisconsin, Minnesota and Montana visiting relatives and friends.

District Sales

Sonja Wham, secretary, had a dynamite three-week vacation visiting Turkey, England and the Greek Isles.

R. G. LaFave, sales rep., and his wife, **Mary Lee**, attended the British Columbia square dancing festival in Penticton, B.C. This has been a hobby of the LaFaves for several years and they compete in many square dancing contests in the Northwest.

District Sales Office—Longview

Two weeks before moving into a new home, District Manager-Sales **Gary B. Troske**, wife, **Rita**, and four sons enjoyed a trip to Disneyland.

Regional Data

J. J. Komurka and wife, **Pat**, had 5 weeks vacation visiting sons **Mike** and **Dave** in St. Paul, Pat's mother in Wisconsin and their daughter, **Lynn** and family in Denver. They brought their grandchildren **Danny** and **Kari** home from Denver.

They also visited Victoria and Vancouver, B. C., and Ocean Shores, Wash.

Bill and **Betty Whalen** were at Hylite Lake, out of Bozeman, Mont., for one week at a family reunion. There were 61 present.

Trucia Tureman and her daughter, **Catherine**, vacationed in Victoria, B. C.

Paul Bexheimer spent a week's vacation in Portland, Ore. with his parents.

Joyce Ask and children vacationed with her parents, Mr. and Mrs. **Victor Goldie**, Deer Lodge, Mont., and visited various parts of Montana, Alberta and British Columbia.

Brooke Henderson and **Ron Wingfield** have left the Regional Data office. Ron now works for the Union Pacific Railroad.

Maggie Harn and son spent four days in Salt Lake City attending her niece's wedding and visiting relatives. Maggie has also just moved into her new home in Kent, Wash.

Marketing and Pricing

The annual office picnic for this department was held this year at Lake Wilderness on Aug. 9. It was well attended, and as usual, everyone had a good time.

C. R. (Buss) Wohlers became a grandfather recently, a baby girl born in June, in New York.

Kay Miller, secy., and **Agnes Horak**, retired and a former Milwaukee Magazine correspondent, enjoyed a two-week tour of the Hawaiian Islands in July.

Area Manager - Sales

Judi Tomkovic, secy., spent her vacation moving into a new home in Richmond Beach, Wash.

Assistant Superintendent

Yardmaster Ernest C. Pickeral died on July 31. He had worked as a yard foreman and yardmaster in Seattle Yard for 34 years.

Rocky Mountain Division

Harlowton and North Montana

*Ed Mielke, Correspondent
Roundhouse Foreman*

Harlo's world traveler and newswriter from afar has just returned from a trip to South Africa. Retired Clerk **Barney Grinnvoll** sent many pieces of interest to friends during this year's trip.

Yardmaster Fielding M. 'Tick' Thompson has called it quits after more than 38 years of service. He was honored with a cake and coffee party at the office and presented with a gift. His wife, **Bonnie**, came from their new house in Kalispell for the retirement party.

Lewistown reports the annual Milwaukee Women's Club picnic. Retired Section Foreman **Ray Grensten** reports the usual crowd and tables of fried chicken, salads, and you name it, followed by ice cream, pop and games.

College days are finished for these Lewistown people: **Kenneth Guin**, son of Trainman and Mrs. **Bill Guin**, received a BS in psychology; **Jerry Graham**, son of Trainman and Mrs. **Wally Graham** received the Associate of Science degree from Cumberland College in Lebanon, Tenn.; **Rory Jakes**, son of Trainman and Mrs. **George Jakes**, received his Master in ele-

mentary counseling from Gonzaga University.

Edwin J. Shannon, son of Agent and Mrs. **Joe Shannon** of Denton, Mont., was married to **Cynthia Lee Kipp**.

Roadmaster Kenneth J. Anderson retired after 41 years of service at a party held in Lewistown. He and his wife will continue to live in Lewistown and enjoy extra time at their cabin in the Little Belt Mountains at Monarch, Mont.

Ralph E. Hale, local agent, retired from service after nearly 47 years as agent and telegraph operator at various stations.

Miles City

*Ellen E. Roberts, Correspondent
Office of Trainmaster*

Congratulations to Conductor and Mrs. **C. A. Nissen** on the birth of their second son July 30.

During ceremonies conducted at the Naval Air Station in Coronado, Calif., Commander **Paul E. Caine**, son of Mrs. **I. M. Caine** and the late Conductor Caine, assumed command of Carrier Air Group Eighty.

Retired Section Laborer and Mrs. **Earl Belden** celebrated their 50th wedding anniversary. Five of their seven children and their families joined in the festivity.

Retired Machinist **John L. Klamm** and Retired Clerk **Jesse B. Franklin** died in July. Both were buried in the Custer County Cemetery with military graveside rites.

Mrs. **Myrtle Webster**, wife of retired B&B Carpenter **G. W. Webster**, died on July 20 following an illness. Mrs. Webster was the mother of Mrs. **Terry Becker**, whose husband works in the roundhouse in Miles City, and the sister of retired Section Laborer **Clarence Coey** of Miles City.

Mrs. **Catherine Shea**, widow of retired Chief Engineer **Dan Shea**, died in Aberdeen where she had been living with her daughter and son-in-law, Mr. and Mrs. **Parke Burns**.

Aberdeen Division

*Mavis Mace, Correspondent
Roadmaster's Office, Mobridge*

Conductor **H. H. Natzel** ended 38 years of railroad service on

May 31. Harold, one might say, was 'born' a railroader; in 1912 he was born in a Section House in Portsmouth, Ia. He and his wife will continue to live in Montevideo at 507 Kingman.

The birth of a son, **Jeffery Allen**, was announced recently by his father, Section Foreman **Ronald Sathers**. Jeffery was born on June 25, also the birthday of his sister.

On the same day, Section Foreman **L. E. Picha** of Prior Lake and wife became first-time parents



R. J. Tait and his wife are pictured at a recent luncheon held in his honor upon his transfer to the Minneapolis traffic office as asst. dist. mgr. He has been a sales representative in Aberdeen, S. D. for the past nine years.

upon the arrival of **Kristine Michelle**.

Brakeman **Kenneth Sparby's** wife presented him with **Kristopher Grant**, their first-born, who arrived on July 5.

E. P. Galihir, trainmaster, was feted at a coffee hour on Aug. 5, having been transferred to Terre Haute, Ind., as asst. supt. Welcomed is **G. A. Chamberlain**, formerly of Terre Haute, as new asst. supt. at Aberdeen.

On his departure July 25, **Larry Whitney**, asst. div. engr., was honored at a coffee party. Replacing him at Aberdeen is **Jerry Krohn**, from Chicago.

Ward Opitz, jr. engr., transferred to the Aberdeen office June 1 when the Austin engineering office closed.

A new junior engineer at Aberdeen is **C. W. Anderson**. Chuck re-

cently graduated from Michigan Technological University at Houghton.

Welcome is also extended to two new brakemen, **Paul D. Walien** and **Michael D. Mace**, headquartered at Montevideo.

Congratulations to Bridge and Building Foreman **J. F. Giese** and his wife on the arrival of **Michelle**, born Aug. 1, and to **David Hoyer**, car distributor and his wife, who became the parents of **Stephanie**, also an Aug. 1 arrival.

Jack Tait, sales representative, was transferred to Minneapolis as asst. dist. mgr. - grain sales. **Fred Volzke**, who moved to Aberdeen from Minneapolis, replaced Jack.

Jim Ewalt, signal maintainer, Granite Falls, and his wife announced the arrival of their first child, **Nathan Leslie**, born Feb. 20.

It was a boy for Junior Engineer **Greg Stach** and wife when **Nicholas Anthony** arrived on April 12.

Twin City Terminals

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

Retired Storehelper **Carl Matson** died in August.

On Aug. 25 it was a real thrill to see the Freedom Train pass through the yard on its way to Minneapolis. The steam locomotive

has a beautiful face lift job and is worthwhile for anyone to take the time to see.

Electrician **Robert Dobin** of the Locomotive Department is recovering after open heart surgery.

Shop Sched. Engr. **Kenny Beck** and wife have returned from a trip to Australia where they attended the World Conference of Returned Veterans. Mrs. Beck is a former National President of the WACs.

Machinist **Roger Losie** of the St. Paul Roundhouse underwent an emergency appendectomy.

Milwaukee Division

*Jim Boeshaar, Correspondent
Superintendent's Office*

Bill Schmidt, section foreman at Beaver Dam, Wis., retired July 27 after 40 years of service. The gift he received from his friends will help him catch up on his fishing.

J. S. Knickel, Jr., has been transferred to Mobridge as traveling engineer-trainmaster with **Chuck Weiland** coming to Milwaukee to be traveler here. **E. L. Bell** will be at Muskego in Weiland's former job. A luncheon was held at the Marc Plaza for Knickel's sendoff.

Ernie W. Benson, train dispatcher at Milwaukee, died on Aug. 24. Ernie started his career as brake-



*Machinist **Bill Werner** (l.) receives his Certificate of Apprenticeship from **W. J. Weingart**, general foreman, at the Milwaukee CD-9 Wheel Shop.*

man on the I&SM Division in 1946 and was an operator on the La Crosse Division in 1949. Since 1950 he was a train dispatcher at Milwaukee.

John Tronson, B&B carpenter, retired Aug. 22 after 23 years of service. His department had a coke and coffee gathering and presented John with a gift. He and his wife intend to move to Visalia, Calif.

Michael Souhrada, 95, Spanish-War Veteran and Veteran of 45 years as section-foreman for the Milwaukee, died June 1 at V. A. Hospital, Wood, Wis.

*Sharon M. Fryjoff, Correspondent
District Material Manager*

Sectional Stockman **Garry Kitzmiller** and his wife, **Judy**, became parents of a son, **Gary Roy**, born July 13. Congratulations are also extended to the grandpa, **Glen Kitzmiller**, chief stockman.

Clerk **Kevin Mulcahy** and his wife, **Joyce**, are parents of a son, **Sean**, born July 15.

We all wish to welcome **Ronald Brandt**, management trainee. Ron came to Milwaukee from Othello.

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

August 18 marked the day of our annual picnic, held indoors at the Washington Park Senior Center. Attendance numbered 47, including a few husbands. Card games were enjoyed.

Sadie Ondrejka and husband, **Henry**, traveled to Kansas City, Mo., to get acquainted with their great-granddaughter **Dawn Michelle**, born on July 30.

Frances Fowler reports her husband, **M. C. Fowler**, retired member of the Milwaukee's Signal Dept., is recovering after a five-week hospital stay.

Lena West and husband, **Al**,

1,500,000 manhours safety record

THE TOMAH SHOPS RECEIVED special safety recognition recently for accomplishment of more than 1½ million manhours worked without a disabling injury. The record was attained through the period of July 27, 1964, to December 31, 1974, well over 10 years. Gathering for the awards celebration are (from left): **Ted Tanin**, personnel mgr., Mech. Dept., Milwaukee; **A. W. Hallenbert**, asst. chief mech. ofcr., Milwaukee; Tomah Shops Supt. **Frank J. Reese**; **J. A. Pitel**, asst. supt. of safety, Chicago. On behalf of all Locomotive Department employees, Reese received the 9th consecutive National Safety Council Award of Merit and also the Milwaukee Road Award of Merit.



visited family and friends in the Milwaukee area for a month. They live in Horseshoe Bend, Ark., after Al retired as crane operator in June, 1974.

*Pat Hoye, Correspondent
Car Dept., Shops*

Alex Wdowicki, retired machine hand in the freight shop, died June 22.

Erv Becker, wrecking foreman located at Davies Yard in Milwaukee, pulled the pin on June 30. Erv has moved around Wisconsin, Minnesota and Illinois picking up derailed cars and engines at all hours of the day or night on any day of the week. He started his career on the Milwaukee in 1934. He also retired from the Army that year as a Chief Warrant Officer. Erv and wife, **Mary**, are moving to South Carolina. The Beckers were honored at a party on June 27.

Benny Matuszak, carman welder in the freight shop, put in his final



*Nancy Stark, Correspondent
Locomotive Dept., Shops*

day on July 1 with almost 39 years on his record.

After completing 18 years as a blacksmith in the Forge Shop, **Wilburn Whitson** retired on July 1. He and his wife plan to return to the South to spend their retirement on a farm.

The freight shop has lost two foremen to retirement, **Don Murphy** and **Matt Plamening**.

A girl, **Tina Rae**, was born to **Gary** and **Jeannie Pilak** on July 25 at Mount Sinai Hospital in Milwaukee. Papa is a machine hand in the Passenger Shop Wood Mill.

Gerald Remm graduated from a



Jeanne Gundus, file clerk at the general office, was married June 20 to Robert Duston. They will make their home in Pewaukee after a Caribbean Cruise.

three-year blacksmith apprentice course on July 3 in the forge shop. On June 19, **James Zolicoffer** received his Certificate of Completion of a four-year electrician apprentice course at the electric shop.

A party was held for **Willard Stark**, chief clerk to Darrell Fisher, genl. supt.-car dept., at the Boulevard Inn on July 18 to celebrate his retirement from the General Office.

Verona Hmielewski, laborer in the freight shop, entered nine cacti in the Wisconsin State Fair competition during August and took seven awards: four firsts, two seconds, one third. That's making a point.

Chicago Division

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

Joe Kirchen, manager of Capital Expenditures, and his wife, **Doris**, joined the ranks of grandparents Aug. 2 when **Mathew Joseph** was born to his son **Joe** and daughter-in-law, **Kathy**, who reside in Arlington Heights.

Harry D. Buckman, who has been retired since July 1956 as an assistant auditor, died and was buried at Elmwood Cemetery.

Irene Stasiak, bill and analysis clerk, has two reasons to celebrate. On Aug. 11 her oldest son, **Roger**, received his Ph.D. degree in Par-

asitology and Laboratory Practice in the school of Public Health from North Carolina University. He accepted a professorship in Public Health at California State University, Northridge, Calif. Irene also became a grandmother for the third time when daughter **Dorene (Thomas) Wackerfuss** had a baby boy, **Andrew Thomas**, on August 22.

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

On Aug. 7, 46 persons gathered for a retirement party and dinner in honor of **Fred A. Mosser**, electronics maintainer who retired after 46 years service. Included were his wife, daughter and son-in-law, **D. L. Wylie**, **W. C. Kelley**, and several other officials from the Signal and Communications Department. A cash gift was given to Fred.

Engineer **Julius J. Slipek** retired from railroad service July 31 as a locomotive engineer. Mr. Slipek started his career in 1946 and for many years was roundhouse foreman at Western Avenue Roundhouse.

Switchman **Almon P. Stephens** retired Aug. 8 after 30 years of service. He was a Lieutenant in the Prospect Heights Volunteer Firemen's Association for 25 years and on July 18 the Association honored him and Mrs. Stephens with a retirement dinner and the 25th anniversary celebration.

C. E. Morrison, clerk at Galewood, has died. Also, **Leo Nast**, Savanna switchman and husband of **Esther**, steno-clerk at Savanna, recently died.

John Froehling recently returned from an interesting vacation. He is an assistant scoutmaster and took his troop on a trip to Glacier National Park where they spent many hours hiking and camping.

On July 20, members of Galewood Lodge 549 held a picnic at Caldwell Woods in Chicago. Twenty door prizes were awarded and a drawing was held for savings bonds. The winners were **E. A. Sieg**, dist. matl. mgr. (\$100.00), and **G. Paule** of J. J. Roche Company (\$25.00).

Loretta Maloney, retired chief file clerk, died Aug. 4.



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THIS OIL PAINTING of a Milwaukee Road yard scene was recently presented to Worthington L. Smith (r.), president, by Jack Gunthorp, executive vice president of Gunthorp-Warren Printing Co. The work, commissioned in 1968, will be on permanent display in the railroad's board room. Reproduction copies

in full color on heavy paper stock and measuring 25" x 24½" are available to interested persons on a one-per-request basis at \$2.00 each. Supply is limited. Send payment to the Milwaukee Road, Corporate Communications Department, 824 Union Station, Chicago, Ill. 60606.

