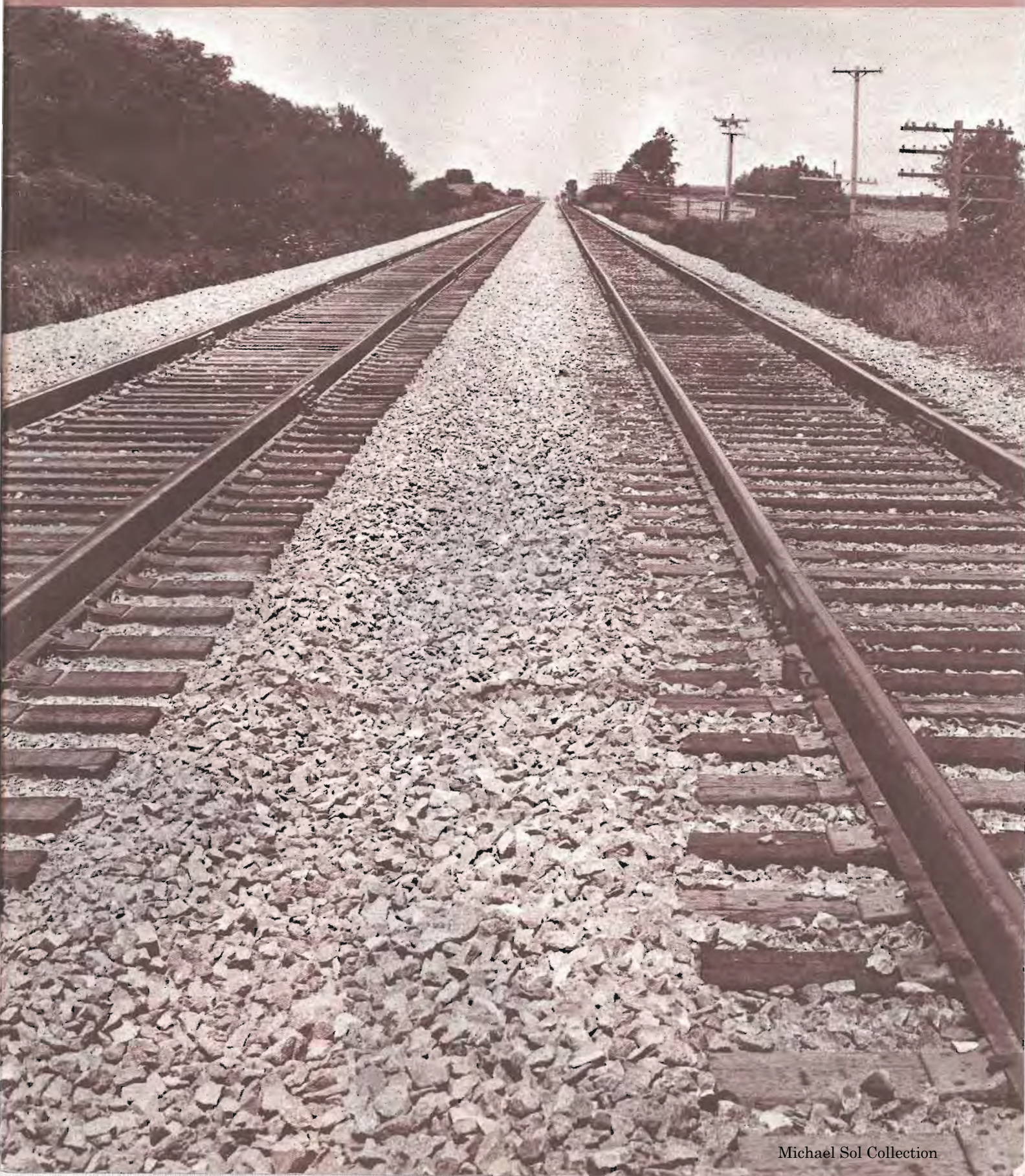


THE MILWAUKEE ROAD MAGAZINE

OCTOBER, 1974

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD





W. L. Smith

A message from the President

A little more than one year ago I used this space in our company magazine to explain the objectives of the Milwaukee Road and to show how we were attempting to achieve them. Looking back, I would say that in general we have been able to accomplish most of these objectives throughout our 10,000-mile railroad. Yet this overall accomplishment should not be lost sight of when we are dealing with specific, day-to-day problems.

In a letter to one of our employees, I recently attempted to answer his questions about the condition of the railroad on his division. I think a portion of that letter bears repeating here:

To understand what we are attempting to do requires that the basic objective of the railroad company be kept squarely in mind. The first objective is to return the railroad company to a profitable operation and to keep it there. This has basically been accomplished. The second and third primary objectives are very much interrelated and include expanding market opportunities for the Milwaukee Road and engaging in a program to strengthen physically both the plant and equipment.

As a result of our return to profitability in 1973, we have expanded our equipment investment program over the past two years, both in locomotives and cars. Also, as a result of improved operations last year, we were able to take on some additional maintenance of way programs over and above what had initially been budgeted and we have done the same thing in 1974. We cannot lose sight of the fact, however, that the ability to spend money is directly tied to the ability to earn money in the first place. We are not privileged to engage in deficit financing, so that our budgets are necessarily restricted to the revenues we take in. That is why the emphasis is, and will continue to be, on improving our market position in order that we can improve our plant.

You might be interested in knowing that the Capital Improvement Budget was enlarged from \$6.3 million in 1973 to \$11.4 million in 1974; the

Equipment Budget has been enlarged from approximately \$27 million in 1973 to something in excess of \$40 million in 1974.

It requires a great deal of patience to work for progress. This means that priorities must be established and a very clear recognition made of where limited resources must be spent first in order to get the maximum benefit. While it might appear from the vantage point of each of the 14,000 employees of the company that we are not doing enough in certain areas, and I freely acknowledge that this is the case, I would also hope that each of us will recognize an improvement when we see it and be encouraged by the fact that there are numerous demonstrations on the property at this time of additional effort to get us in the condition in which we would like to be. I hope that these comments will partially answer the questions in your mind.

Widely scattered as we are across the railroad system, I think it is possible for most of us to see changes taking place that will have a future impact on our profitability as a railroad, and consequently affect our ability to make further improvements.

In 1973 this railroad moved more carloads of freight than at any other time in its history, topping the records set during WW II when the railroad went all-out to move war materials. Last year's good showing was undoubtedly helped by outside factors which caused a national upsurge in railroad traffic. Yet, despite this year's drastic declines in shipments of several important commodities, 1974 promises to come close to 1973 in total carloadings. This has been the direct result of our aggressive pursuit of new transportation markets and our ability to expand some old ones.

This month we inaugurated run-through operations with the Burlington Northern to move unit coal trains from Montana coal fields to a Wisconsin power plant, and more unit coal trains are being planned. Last spring we began a new concept in grain transportation with our so-called "MUT" trains, or Mini-Unit-Trains. We hope to see this kind of shuttle service expand, enabling us to move more grain and corn from the places in which it is grown directly to ocean and river locations, alleviating congestion at the Gulf Port terminals. When domestic automobile sales lagged earlier this year, and the public demand for imported cars increased, our railroad found a way to ship these cars quickly from ocean ports to American markets.

Throughout the railroad we are trying to make the kinds of changes needed to meet changing customer needs and to keep our operations profitable. By first meeting our goal of profitability we are better able to accomplish the rest of the things that we'd all like to see done on this railroad.

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Cover

Looking down the main line of the Milwaukee Road between Chicago, Ill., and Milwaukee, Wis.



transport briefs

Propose 7% rate increase

The nation's railroads have agreed to apply to the Interstate Commerce Commission (ICC) for a 7 per cent general freight rate increase. The proposed increase would become effective on Jan. 1 and would cover recent cost increases faced by railroads. Certain kinds of freight shipments are expected to be excluded from the increase, giving railroads actual revenue increases lower than 7 per cent.

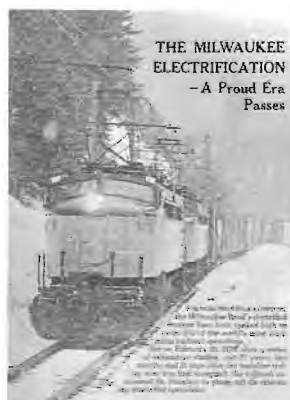
Amtrak proposes track improvement funds

Amtrak has proposed a five year financial plan that includes more than \$1 billion for improving tracks and increasing train speeds up to 110 mph on several runs. As part of this plan, Amtrak has earmarked \$85 million to upgrade track on the Chicago-Milwaukee corridor. Final approval on spending for track work, however, rests with the Congress and the Department of Transportation.

Start clearinghouse experiment

The Milwaukee Road, Southern, and Missouri Pacific have been given permission by the ICC to participate in a freight car clearinghouse experiment for 90 days. The three lines can use each others' cars on an unlimited basis during the experiment period, which will end on Dec. 15. The purpose of the experiment is to increase loading flexibility and improve service and reliability to shippers through a reduction in empty car mileage.

The Milwaukee Road Magazine recently won the Association of Railroad Editors' 1974 award for "Story of the Year" for the special supplement in the July-August, 1973, issue. The 12-page supplement featured the history of the Milwaukee Road's famous electrified operations in Washington, Idaho and Montana. The award was one of five presented by the Association this year. The Association of Railroad Editors draws most of its members from the editorial staffs of railroad company and railroad labor organization publications and is the world's oldest industrial editors group.





Trestle timbers smolder as Coast Division Chief Carpenter R. L. Shanklin (right) and Supervisor of Bridge Maintenance John Stanley survey fire damage. Sagging and kinked, two rails are all that remain of the portion of track once supported on a 282-

foot-long wood trestle. The steel span in the foreground had been supported by wood piles which gradually lowered the span into the river as they burned.

Fast work restores key bridge

News on the wire from Coast Division Superintendent M. T. Sevedge was not good:

"On June 4, 1974, rail detector discovered Bridge EE506 at Milwaukee milepost 11.7 between Lotus and Rover, Idaho, on the Elk River branch line had burned

down and steel truss has one end in the water. Apparently the bridge burned the night of June 3, 1974. . . ."

Several major lumber product facilities located in the central Idaho area rely heavily on Milwaukee Road service to stay in operation, and Bridge EE506 is a key bridge on the line. One industry, for example, moves 35 to 40 million logs each summer over the rails. The Elk River branch line also connects with the Washington, Idaho and Montana Railroad, a wholly-owned subsidiary of the Milwaukee Road, which serves other major industries in central Idaho.

Examination of the bridge began while it was still burning and revealed major damage. The timber pile trestle on the west end was completely destroyed, the 160-foot-long steel deck truss had dropped 19 feet into the St. Maries River and rails were twisted and kinked from the heat.

Damage estimate was over \$100,000. Estimated time for repair was a minimum of two months. The cause of the fire was not determined.

Bridge and building crews from Tacoma, Wash., and St. Maries, Idaho, worked from dawn to dusk seven days a week to rebuild Bridge EE506 in 27 days. Members of the two crews are shown here, left to right. Front row, kneeling: Foreman J. A. Goebol, Foreman F. M. Maitland, Chief Carpenter R. L. Shanklin, Assistant Engineer R. V. Perrone and Carpenter W. Raines. Second row: Carpenters D. E. Bonga, J. J. Pentland, L. J. Spresmon, D. L. Lindahl, D. A. Hansen and M. R. Pearson, and Crane Operator C. Herreid. Back row: Crane Operator E. N. Bassell, Crane Operator E. H. Job, Dozer Operator C. England and Carpenters C. E. Massey and L. T. Maitland.



Coast Division Assistant Engineer R. V. Perrone and Chief Carpenter R. L. Shanklin began work immediately to put the bridge back into operating condition. Calls and wires went to suppliers all over the country and the needed materials began to flow to the site. Timber and steel that were needed were in short supply but with co-operation of many suppliers the stockpile began to grow. A bridge and building crew arrived from St. Maries and another crew was sent from Tacoma, Wash. They were to work all daylight hours, seven days a week until the job was completed.

Engineering plans were drawn up and site preparation was begun almost before the fire was extinguished. Meanwhile, the Traffic and Operating Departments were arranging detour routes for the shippers in the area.

Actual reconstruction began on June 18 when piles were driven on the west end of the bridge. The entire 14 spans of timber approach trestle on the west end of the bridge would have to be rebuilt.

While crews were rebuilding the pile trestle, preparations were being made to jack up the steel truss span with two 100-ton jacks. On June 30 the crew began to raise the steel truss. It was a slow process of jacking and cribbing that took nine days to complete.

A new timber pier was built to support the west end of the steel span, and on July 15 a message was sent stating that, with a slow order, the bridge was ready for initial train service. Bridge EE506 had taken only 27 days to rebuild from the time actual reconstruction began.



Perched atop newly-built wood trestle, a railroad crane lowers the last pile bent into place. The use of 70-foot-long piles required considerable bracing during reconstruction of the trestle. The 14-degree curve and 1½ per cent grade of the bridge further complicated the project.



Attending the recent three-day seminar in Chicago, Ill., for new company officers were, left to right: Front row: Ron Creamer, Tim Ryan, Ken Butterly, Al Monzo, William Kaminski, Dennis Burr, Fred Volzke, Bill Bert, Bob Mann, Paul Samek, Larry Lau. Second row: Fred Krebs, Richard Potvin, James Hill, Brian Smolinski, Wayne Flynn, Al Serotta, Dennis Graham, John Miller, Mary LaBahn. Third row: Jeff Hudson, Booker Wimberly,

Herbert Taylor, John Siktberg, John Phillips. Top row: Joe Moomau, Ed Jurjonas, Chuck VanWinkle, Glen Osness, Terry Pelkola, Thomas Lojewski, Mike Pawlak, Bill Goulding, Lou Bolwahnn. The training seminar gives participants a chance to meet top managers of the railroad and its subsidiaries and to learn about company facilities in the Chicago and Milwaukee areas.



Milwaukee Road Assistant Chief Mechanical Officer Arthur W. Hallenberg (left) presents a 32-year safety award to O'Neill Miller (second from left) at a safety presentation in Harlowton, Mont., in July. Lee Walker (third from left) receives his 29-year

award from Car Department General Superintendent George L. Wood. Fred Fulks (second from right) received an 8-year safety award and E. H. Mielke received an award for 22 years of accident-free service at the Harlowton Roundhouse.

Individual safety awards presented on Rocky Mtn. Div.

Noting that Rocky Mountain Division employees are leading those on other Milwaukee Road divisions in this year's safety standings, representatives of the Mechanical Department

visited Deer Lodge, Harlowton, Miles City and Lewistown, Mont., to present employees with individual safety awards.

Arthur W. Hallenberg, assistant

chief mechanical officer at Milwaukee, Wis., was on hand to make the presentation of awards to Deer Lodge Locomotive Department employees. Forty-eight Roundhouse employees were presented with lapel pins and decals for their hard hats.

Award recipients and their years of safe service are: J. F. Magone, 45 years; Peter Nielsen, 37; G. S. Lane, 38; W. W. Stejer, 31; L. H. Kemp, 31; I. J. Hansen, 31; C. Van Blaricom, 28; P. J. Healey, 27; R. A. Hagemo, 24; E. B. Owens, 23; T. V. Hunt, 21; H. Monson, 21; D. J. Lemieux, 20; F. L. Miller, 18; R. L. Charles, 17; J. E. Traverso, 10; A. M. Donich, 7; R. J. Hunt, 7; W. W. Boyd, 6; Gus L. Johnson, 5; F. B. Wisner, Jr., 5; E. V. Ulver, 5; A. A. Springer, 4; C. A. Pearson, 4; J. A. Walsted, 4; C. K. Smollack, 4; R. M. Shandy, 4; D. E. Donich, 3; D. L. Downard, 3; Earl Wahl, Jr., 3; K. R. Stone, 2; K. R. Pearson, 2; M. M. Gruell, 2; R. C. Bell, 2; F. J. Moriarty, 2; George R. Bouvier, 1; R. C. Matz, 1; M. P. Manson, 1; R. L. Reynolds, 1; K. L. Stone, 1; T. Hiltz,



Deer Lodge, Mont., Carman-Derrick Engineer Marshall Pitts (center) was recognized for his 31 years of accident-free service with the Milwaukee Road. With him at the award presentation are (left to right) Assistant Chief Mechanical Officer Arthur W. Hallenberg; Richard F. Labbe, who received recognition for his 29-year safety record; Master Mechanic D. A. Radabaugh, and Car Department General Superintendent George L. Wood.

Jr., 1; E. T. Wayrynen, 1; S. R. Newman, 1; J. D. West, 1; N. P. Miller, 1; B. L. Kingrey, 1, and V. E. Crooks, 1.

George L. Wood, Car Department general superintendent at Milwaukee, presented the Car Department awards to the following Deer Lodge employees:

M. Pitts, 31 years; R. F. Labbe, 29; F. L. Stumvoll, 7; W. Collinsworth, 7; H. E. Haas, 6; G. E. Lowery, 6; T. N. Stone, 5; R. W. Carlyon, 5; R. R. Hickman, 5; J. M. Lenning, 4; K. P. Fleming, 4; H. J. Lampert, 4; J. G. Lovely, 2; C. D. Murphy, 2; W. G. Schroeder, 2; E. E. Shunkwiler, 2; J. D. Hunt, 2; H. D. Beckman, 1; D. J. Collins, 1; L. L. Sheldon, 1; A. O. Shunkwiler, 1, and R. W. Phillips, 1.

T. G. Nissen, district material manager, presented awards to the following Material Division employees at Deer Lodge: Lyle Neubauer, 5; Bob Brand, 4; Dell Haux, 1, and Bill Speck, 1.

J. F. Magone was extended special recognition by Mr. Hallenberg for his 45 years of service without an injury. Mr. Magone's safety record embraces his entire career with the Milwaukee Road. He began as a helper in the roundhouse and recently has been stationary engineer.

Harlowton Awards

Forty-four awards were presented to Car and Locomotive Department employees in Harlowton. O'Neill Miller, who recently retired from the Roundhouse, received an award for 32 consecutive years of accident-free service. A. C. Anderson was hon-

Tomah employees log decade of safe work

On July 27, the 80 Mechanical Department employees at the Tomah Shops, located in a small town on the Milwaukee's main line in east central Wisconsin, passed a major milestone. They had worked almost 1½ million man-hours during the past 10 years without one disabling injury.

"This is indeed a most outstanding achievement," railroad President Worthington L. Smith told Tomah Superintendent Frank Reese. "My congratulations to you and all of your associates at Tomah for having brought about this remarkable safety record," he said.

On July 27, 1964, the Tomah Shops recorded what is known as a disabling injury—that is, an employee was unable to work for at least 72 hours after his on-the-job accident.

Ten years have gone by and work at the shops has gone on as usual. Mechanical Department employees cut and move heavy track switch parts at the frog shop and weld and grind metal as they repair the railroad's track maintenance machinery. Other employee groups at the shops work at the rail mill and in the material division.

ored for his 24 years of safe service, and E. H. Mielke and J. A. Girard each received awards for 22 years.

Among those in the Harlowton Car Department who received awards are L. C. Walker, with 29 years; V. E. Hutchinson, with 23 years, and I. C. Lichtenbarger, with 21 years.

Safety award pins and hard hat decals are awarded to employees for the number of consecutive years they have worked without sustaining a disabling injury. If an employee suffers an injury, only the time since his injury is counted. If a recipient qualifies for 1, 2, 3, 4 or 5 years, he receives a pin and decal bearing that number. For longer periods of safe service, awards show only five-year increments.

Milwaukee to give Electric units to Two Montana cities

Deer Lodge and Harlowton, Mont., major terminals on the Milwaukee Road's former electrified operations on the Rocky Mountain Division, have each been named as recipients of retired electric units donated by the railroad. Each community had expressed the desire to receive an electric unit for display purposes.

Unit E70, a so-called "Little Joe" unit that was built in 1950, will go to the City of Deer Lodge, according to an announcement by Milwaukee Road President Worthington L. Smith.

Unit E57B, a boxcab electric unit built in 1916, will be presented to the City of Harlowton, Mr. Smith said. This former road unit was in switching service when the electrification on the Milwaukee's main line in Idaho and Montana was replaced by all-diesel operations in June.

Schiffer heads AAR group

Charles L. Schiffer, Milwaukee Road treasurer headquartered in Chicago, Ill., has been elected chairman of the Association of American Railroad's Treasury Division. A native of LaCrosse, Wis., Schiffer has been the railroad's treasurer since 1968.

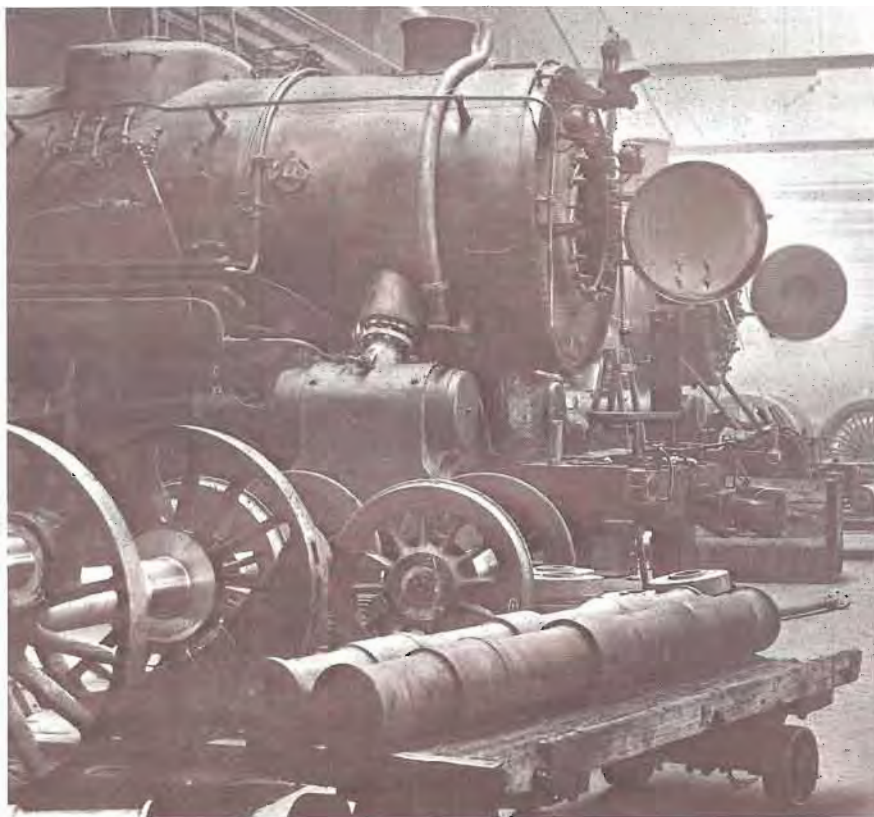


Eight of the twelve Deer Lodge, Mont., Roundhouse employees who received awards for 20 or more accident-free years of service are shown here with Arthur W. Hallenberg (left), assistant chief mechanical officer, and D. A. Radabaugh (right), master mechanic. Award recipients, left to right, are H. Monson, T. V. Hunt, C. Van Blaricom, P. J. Healey, W. W. Stejer, H. Landsiedel, J. F. Magone and G. S. Lane.

Milwaukee Steam

part one

The Milwaukee Road's history reaches back almost 125 years. An important part of the railroad's history is the story of the development of its motive power—the story of locomotives. Times have changed, but the need to move rail traffic efficiently and economically continues. Today diesel locomotives answer this need, but for more than a century steam power was the answer. Here is the first half of a two-part history of steam power on the Milwaukee Road, a history that is characterized by the development of bigger and heavier locomotives to pull the growing weight of the Milwaukee's trains.



Milwaukee Shops. In 1937 the locomotive repair shops at Milwaukee, Wis., were the heart of the railroad's steam engine maintenance program. Since the early days of steam the Milwaukee Shops had also been the birthplace of company-built locomotives. At peak production in the 1890s, the shops completed assembly of a new engine every three days. Steam locomotives required heavy maintenance at frequent intervals, a factor which sped the demise of steam once the diesel-electric locomotive had proven itself.

One day in November, 1850, the only locomotive owned by the Milwaukee and Mississippi Railroad Company pulled a small group of people seated on two open flat cars over five miles of new track between Milwaukee and Wauwatosa, Wis.

This short ceremony marked the beginning of the Milwaukee Road. It also was the beginning of a steam power era that lasted more than a century and saw the fledgling little Wisconsin railroad expand to more than 10,000 miles of system in fifteen states.

The engine used on the Milwaukee and Mississippi's first run was an American type with a 4-4-0 wheel arrangement. For the next forty years the American type would dominate the power roster of the Milwaukee Road. By the late 1870s, the Milwaukee's fleet of Americans contained examples from almost every major locomotive builder in the United States, including American types built at the railroad's own shops in Milwaukee.

The Americans had a number of important advantages. Extremely flexible, they could be used for passenger, freight, or switching service. Light in weight, they were easy on the tracks. And of great importance, the



Americans were economical to operate and maintain.

More than 360 American type locomotives served on the Milwaukee Road and their average service life was about forty years. By the 1890s more powerful engines had replaced the Americans on main line service.

1880: The Ten Wheeler

The need for more speed and power lay behind the introduction of most new locomotive types on the Milwaukee Road. In the early 1880s the American types were replaced on heavy freight service by the Ten Wheeler type, or 4-6-0. These were heavy engines that weighed in excess of 100,000 pounds.

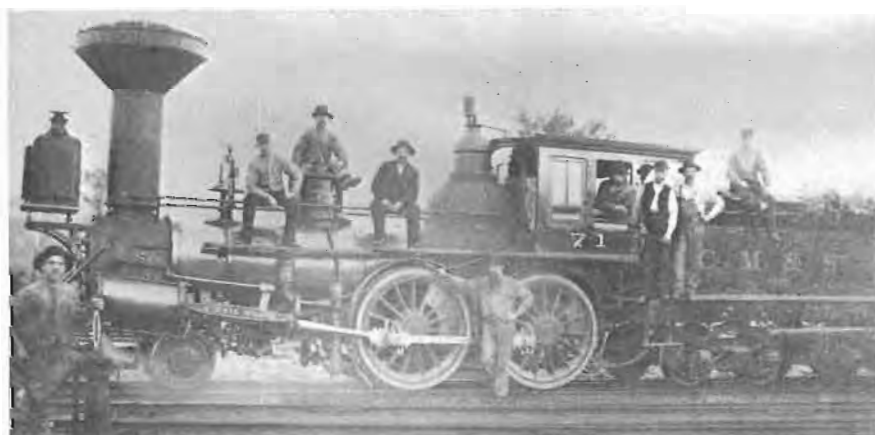
The bulk of the Milwaukee's Ten Wheelers were built between 1892 and 1901. The usefulness and versatility of these engines is reflected in the fact that many were rebuilt during the 1930s and 1940s. As late as 1940, 120 Ten Wheelers were still in service and some of these engines remained in operation until the phase-out of steam power in the early 1950s.

1896: The Atlantic

In 1896 the first 4-4-2 Atlantic type was introduced on the Milwaukee Road. These engines were designed for fast passenger service, especially on the 84-mile run between Chicago and Milwaukee.

On July 3, 1896, a new Atlantic pulling a thirteen-car passenger train with a total weight of 1,200,000 pounds covered the 74 miles between Forest Glen, just outside of Chicago, and Milwaukee in 82 minutes. This

American "H". Crew of a gleaming 4-4-0 American pose with their passenger train around 1900. Built by Schenectady in 1880, this Class H4 locomotive served until 1917. Over 54 feet long with its tender, Engine 359 had 69-inch driving wheels and weighed 81,000 pounds.



Milwaukee's First. Shown late in its career, this is the Milwaukee Road's first locomotive. Built in 1848 by the Norris Works in Philadelphia, this 4-4-0 American type was 43 feet long and weighed 46,000 pounds. It was the first locomotive operated in the State of Wisconsin and at various times carried the names "Bob Ellis" and "Iowa" and bore the numbers 1 and 71.

run included one stop of five minutes and several slowdowns.

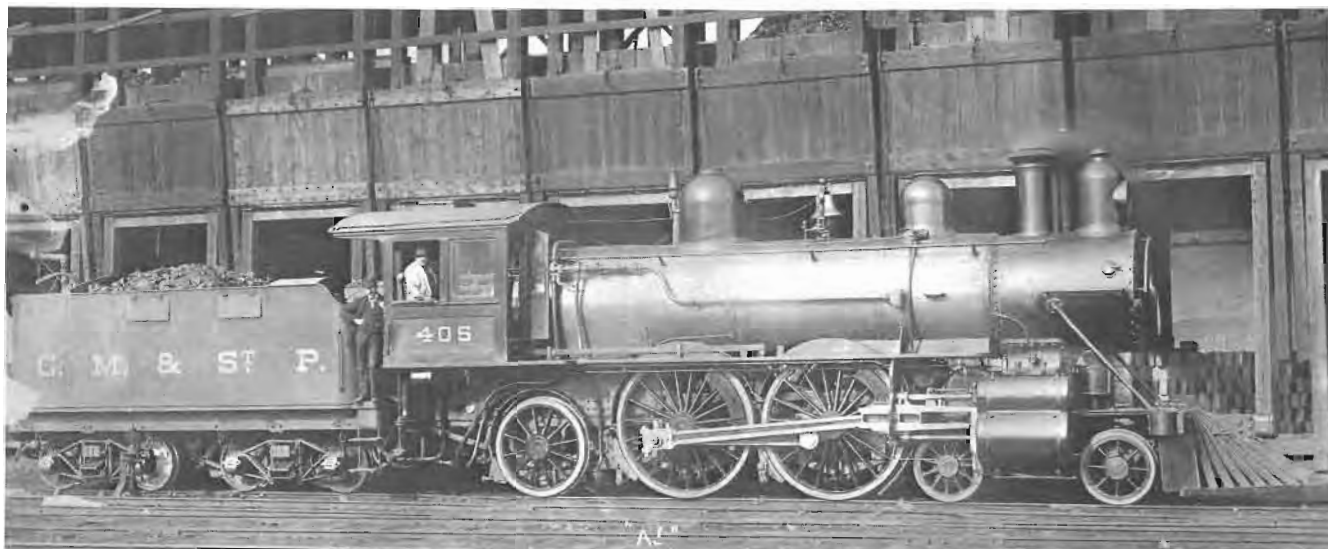
Best known of the Milwaukee's Atlantics were the four built by the American Locomotive Company (Alco) between 1935 and 1937. These engines powered the famous Hiawatha trains between Chicago and the Twin Cities.

When the first of these engines rolled out of the Alco shops in April, 1935, it was the biggest Atlantic type ever built. Each of the four Atlantics built by Alco weighed more than 200,000 pounds and had driving wheels seven feet high. Industrial designer Otto Kuhler supervised the styling of these engines, which were

the first to be scientifically streamlined.

Although other railroads were already using diesel power for fast passenger trains by the late 1930s, the flat terrain between Chicago and the Twin Cities was well-suited for steam. The four streamlined Atlantics were originally intended to pull five-car trains. Yet these engines often worked eight-, nine-, and ten-car trains with ease and no speed loss.

In the end the Atlantics became victims of their own efficiency. The Hiawathas they helped to make popular called for longer trains, which meant more power. The Hiawatha Atlantics did yeoman duty



Atlantic "A". Its coaling stop completed, this Class A1 4-4-2 is shown shortly after it rolled new from the Baldwin Works in 1889. Engines such as 405 weighed about as much as the Ten Wheelers but helped earn for the Atlantics a reputation for speed. These fast engines remained primarily in passenger service until the late 1930s.



Ten Wheeler "G". This Class G4 Ten Wheeler is shown in service just before it was scrapped in 1928. Built in 1886, Engine 2106 had 63-inch driving wheels and weighed just over 111,000 pounds. Moderate grades on the Milwaukee's main line were favorable to the use of Ten Wheelers and the railroad owned more than 500 of them. The 4-6-0 saw service on both freight and passenger trains.



Consolidated "C". Built at the Milwaukee Shops in 1905, this Class C1 2-8-0 Consolidated type had 50-inch driving wheels, weighed 177,000 pounds and put out a tractive effort of 41,120 pounds. Nearly 250 Consolidateds served on the Milwaukee pulling both main and branch line freight trains. Engine 481 was scrapped in September, 1940.

until after World War II when they were assigned to service on shorter speed runs. They remained in service until 1951.

1900: The Consolidated

Around 1900 the Milwaukee Road began using the Consolidated type 2-8-0 locomotive for heavy freight service. These bigger engines proved very serviceable and 69 were built between 1901 and 1910. Of the Milwaukee's Consolidateds, all but four were built at the railroad's Milwaukee Shops.

By 1910 the need for more power led to the introduction of the bigger Consolidated 2-8-0s. These engines weighed just over 215,000 pounds and they put out a tractive effort of almost 43,000 pounds.

In 1929 the Milwaukee put fifty Consolidated 2-8-0s into service which were similar to the earlier design but had superheaters and put out a tractive effort of over 43,000 pounds. These were the largest engines operated by the Milwaukee prior to the railroad's acquisition of the Chicago, Terre Haute & South-eastern Railway Company in the early 1920s. Seventeen of the C.T.-H.&S.E.'s 2-8-0 Consolidateds were the largest of this type ever used on the Milwaukee. Put to work almost exclusively as heavy switchers and transfer locomotives, these big Consolidateds put out a tractive effort of almost 53,000 pounds.

Originally built as coal burners, many of the Milwaukee's Consolidateds were converted to oil and remained in operation until the late 1940s and early 1950s.

In 1907 the Milwaukee Road was in the market for a large number of



locomotives. The Puget Sound extension was nearing completion and the Milwaukee needed a type of engine that could handle freight trains westward from the Twin Cities and over the steeper grades to the base of the Rocky Mountains.

1907: The Prairie

At about this time many lines in the Midwest and West were getting good service from the Prairie 2-6-2 type. Of special importance to the Milwaukee, the Prairie type could burn a grade of lignite coal known as Roundup which was available in quantity along the railroad's line in eastern Montana. This meant that better grades of coal would not have to be hauled in from the Midwest.

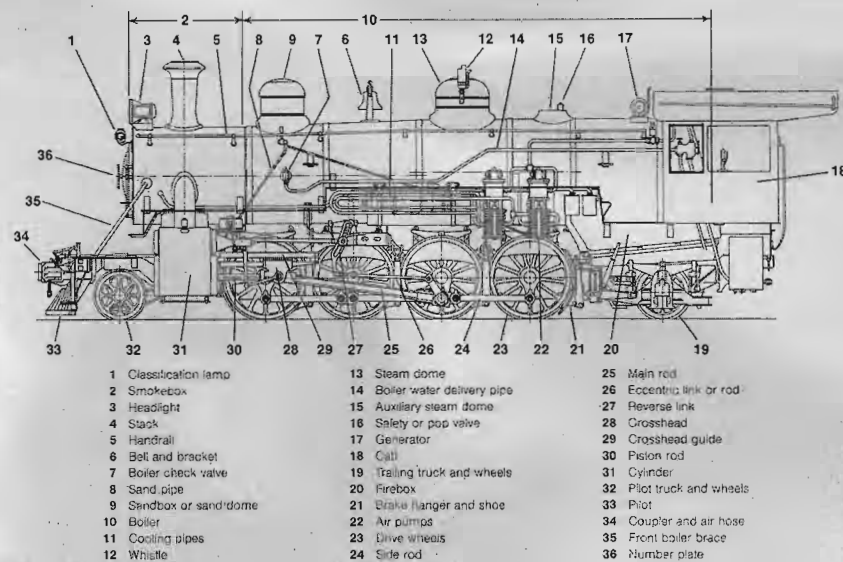
Between 1907 and 1909, 195 of the 2-6-2 Prairie types were built by Alco and the Milwaukee Shops. The Prairies proved to be sturdy and reliable engines. In time they were used on every western division of the Milwaukee Road. Working in twos and threes, the Prairies could move heavy freight trains up steep mountain grades.

1912: The Mikado

But mountain operations called for a still bigger locomotive. The Milwaukee Road relied on the 2-8-2 Mikado type locomotive to move trains on that part of the line that eventually was electrified. Commonly known as Mikes, the 2-8-2s had the same size driving wheels as the Prairie type, but with a fourth pair of drivers added. A typical Milwaukee Mikado weighed 260,000 pounds and produced a tractive force of nearly 47,000 pounds.

The Milwaukee constantly upgraded and improved its Mikes. In

Streamlined. Wearing its famous orange, maroon and grey streamlined shroud, Engine 2 was one of four Hiawatha Class A engines. Beneath the shroud was an Atlantic engine based on a design more than 40 years old. These were the first Atlantics produced in 14 years. The time-proven Atlantics used on the Hiawatha runs commonly turned in speeds of 100 miles per hour. On May 15, 1935, Engine 2 set the Milwaukee's official speed record when it was clocked at 112 miles per hour near Mauston, Wis.



Steam locomotives were generally identified by three specifications: wheel arrangement, type and class.

In the United States the Whyte system, which gives the number of a locomotive's pilot wheels, driving wheels and trailing wheels, was used to specify wheel arrangement. Using this system, the locomotive in the drawing above would be identified as a 2-8-2.

Locomotives were also identified by type. For example, a locomotive with a 2-8-2 wheel arrangement was known as a Mikado—probably because this type of engine was first designed for use in Japan in the late 1890s.

The Whyte system and type names were standard throughout the American railroad industry. But these were only basic specifications. While all 2-8-2s were known as Mikados, individual locomotives of this wheel arrangement and type might vary as to size of drive wheels, boiler and other features.

Each railroad has its own system for classifying engines of the same type. Classes were usually identified by a letter. It is important to point out that there was no standard industry-wide system for engine classification. On the Milwaukee Road, for example, a 2-8-2 Mikado was a class L engine. The same type engine, however, might be a class K on another line.

Varieties within classes were shown by the addition of a number and/or letter to the class letter. Thus an L3 on the Milwaukee would show that the engine was probably newer and had more modern features than an L2-a.

Locomotive numbers are also helpful for identification purposes. Most railroads assigned a certain number series to each engine class. Drawing above is from *N Scale Primer*, copyright 1974, Kalmbach Publishing Co. Reprinted by special permission.



Mikado "L". For more than 30 years the Mikados were the workhorses on the Milwaukee Road's freight trains. Engine 8389 is a Class L2-b Mikado 2-8-2 and is shown here in 1927. Built by Baldwin in 1923, 8389 was not scrapped until December, 1955. These engines were easy to build and maintain. By 1920 more than 10,000 Mikados were in service in the United States, and in 1923 the Milwaukee's Mikado fleet reached 500.



Prairie "K". A true veteran, Engine 5534 was built by Brooks in 1908 and remained in service until December, 1954. This engine is representative of the 195 Class K1 2-6-0 Prairie types used by the railroad. This engine had 63-inch driving wheels, weighed 206,000 pounds and produced a tractive force of 33,320 pounds. Most of the Milwaukee's K1 Prairies were scrapped between 1935 and 1945.



Mallet "N". Designed for steep grades, the 2-6-6-2 Mallet types used by the Milwaukee Road were big, powerful and slow. A Class N2 engine such as 5026 was over 88 feet long, had 57-inch drivers and put out a tractive effort of 70,396 pounds. Combined weight of engine and tender was over half a million pounds. Mallets were primarily intended to pull a 900-ton train at speeds of 6 to 8 miles per hour up the 2.7 per cent grade on the west side of Snoqualmie Pass in Washington, prior to the 1914 completion of Snoqualmie Tunnel. The Mallet's poor performance in winter cold made electrification of the mountain territories a welcome event for engine crews.

1912, for example, the Milwaukee Shops turned out fifty Mikados that used superheated steam. Fifty more of this design were built by Alco between 1912 and 1914. These were followed by 200 Mikados built by Baldwin between 1920 and 1923.

During World War I the United States Railroad Administration designed a heavy duty Mikado type engine. Between 1918 and 1919, 100 of the U.S.R.A. pattern 2-8-2s were assigned to the Milwaukee Road.

Many of the Milwaukee's Mikados were veterans of forty years of service when they were scrapped in the early 1950s.

1910: The Mallet

Although the Mikados were excellent engines, it became clear that even more power was needed, especially for pusher service on the mountain divisions. Accordingly the Milwaukee ordered 25 Mallet type locomotives with a 2-6-6-2 wheel arrangement from Alco. These engines were put in service between 1910 and 1911. The big Mallets were the first articulated engines used by the Milwaukee. Articulated engines had two sets of cylinders and driving wheels under a single boiler—the lead set of drivers pivoted to allow the big engine to take curves in the track.

Although powerful, the Mallets were slow and their massive weight did considerable damage to roadbeds. Many of the 2-6-6-2s were scrapped in the mid-1930s after little more than twenty years of service.

The Milwaukee Road's locomotives had come a long way since the first little American made its five-mile debut in 1850. But even bigger and faster locomotives were to join the Milwaukee's steam roster before steam finally gave way to electric motors and diesel engines. The concluding half of the Milwaukee Road's steam history will appear in the December magazine. ■

Q. & A.

How does Social Security affect Railroad Retirement benefits?

About 40 per cent of all railroad retirement beneficiaries now receiving annuities under the Railroad Retirement Act are also receiving, or are entitled to receive, social security benefits. The following questions and answers explain the effects of social security entitlement on the railroad retirement annuities of retired employees, their spouses and survivors. Also included are the Railroad Retirement Board's answers to questions frequently asked about the effect on benefits of military service credits.

Q: What adjustment is made in the amount of a retired employee's annuity when he is also eligible for social security benefits?

A: Under the regular formula used to compute the annuities of most railroad retirees, the general increases provided in 1966 (7 per cent), 1968 (average about 10 per cent) and 1970 (15 per cent) are each subject to offset for the comparable increases the retiree receives in his social security benefit. At present, the railroad annuity may be reduced by an average of about 19 per cent of the social security benefit.

Q: Were the 1971 10 per cent increases, the 1972 20 per cent increases and the 1974 "pass-through" increases in railroad retirement annuities also subject to adjustment for social security benefits?

A: No. These increases are not subject to any such offsets. The full amounts of these increases are paid under both programs.

Q: Is a wife's annuity affected by eligibility for social security benefits?

A: Yes. A wife's railroad annuity will be affected by a social security benefit paid to her either as a wife or on the basis of her own earnings. The offset in a wife's annuity is similar to the offset in an employee annuity.

Q: What effect does eligibility for a social security benefit have on retirement annuities paid under the overall minimum guaranty provision?

A: This guaranty provision ensures that the total of monthly benefits paid to the retired employee's family under the Railroad Retirement Act will not be less than 110 per cent of the amount they would have received from the social security system on the basis of combined railroad-social security earnings. Under this special guaranty, any actual social security benefits such individuals are entitled to are subtracted from the guaranty amount. Therefore, if the employee or his wife become entitled to social security benefits, their annuities will

generally be larger under the regular railroad formula.

Q: Does eligibility for social security benefits have any effect on the amount of a supplemental annuity?

A: No. The amount of a supplemental annuity is not affected by a social security benefit. However, it is subject to reduction if the annuitant also receives a private pension financed wholly or partly by his former employer.

Q: How is a widow's annuity adjusted for eligibility for social security benefits?

A: The provisions for widows' annuities are generally similar to those for employee annuities. That is, the full social security benefit is deducted when the annuity is computed under the special-guaranty provision, while only a part of the social security benefit is deducted when the annuity is computed under the regular survivor formula. Consequently, in most cases of dual benefits, the widow's annuity is larger when figured under the regular formula.

Q: What are the work restrictions for retired railroad annuitants?

A: For nondisabled employees and their wives paid under the regular railroad formula, regular annuities are not payable for any months they work for a railroad or for the last nonrailroad company they worked for before they retired. The amount they earn from any company other than a railroad or last nonrailroad company has no effect on their benefits. The restrictions on an employee supplemental annuity are the same, but in addition, an employee forfeits his supplemental annuity if he works in any employment covered by the Railroad Retirement Act after his closing date, generally the last day of the month following the month in which he attains age 65.

Q: What are the restrictions for their survivors? How do they relate to those for social security beneficiaries?

A: All nondisabled survivors and

those retired annuitants and their wives paid under the special-guaranty provision generally have the same earnings restrictions as social security beneficiaries, plus the added restriction that they cannot be paid for any month in which they have railroad service. If they earn more than \$2,400 in 1974, they will lose \$1 in benefits for each \$2 earned in excess of that amount, but no deductions are made for any month in which earnings are \$200 or less. These restrictions do not apply to survivors over age 72.

Q: How does the award of social security benefits affect the payment of railroad unemployment or sickness benefits?

A: The unemployment or sickness benefits paid by the U.S. Railroad Retirement Board are payable only to the extent that they exceed the amount of social security and/or regular railroad retirement benefits payable for the same days. In many cases, some unemployment or sickness benefits still remain payable.

Q: Does the award of benefits from the Veterans Administration or a military retirement pension affect the amount of a railroad retirement employee annuity?

A: Only if the same periods of military service are used as a basis for the Veterans benefits or military pension. However, military retirement pay reduces the amount of unemployment or sickness benefits in all cases, even though Veterans benefits do not.

Q: How is the adjustment for Veterans Administration (VA) benefits made in the amount of a railroad retirement employee annuity?

A: If the retired employee is paid under the regular railroad formula, and is receiving a VA benefit, his railroad retirement annuity would be computed two ways. First, it is computed without military service, and second, it is computed using military service, but the annuity is reduced by the percentage that his railroad retirement annuity is increased by the use of military service. However, the reduction for military service can never bring the railroad annuity below what it would normally be without the use of such military service.



Appointments

Milwaukee Motor Transportation Co.

Effective Sept. 1:

Thomas S. Hartnett appointed assistant vice president-administration, Chicago, Ill.

Donald J. Kinsfather appointed director of operations, Chicago, Ill.

Lloyd L. Allen appointed assistant director of operations and driver supervisor, Chicago, Ill.

Paula Cerny appointed administrative assistant to the president, Chicago, Ill.

Robert F. Kurka appointed director of safety, Chicago, Ill.

F. G. "Francis" Cleland appointed manager, South Dakota operations, Chamberlain, S. D.

Accounting Dept.

Effective Aug. 1:

Lowell J. Fossum appointed regional data manager, Cedar Rapids, Iowa.

Roland J. Symicek appointed assistant regional data manager, Minneapolis, Minn.

Paul J. Dexheimer appointed assistant regional data manager, Seattle, Wash.

Effective Sept. 1:

Terry S. Kleist appointed assistant regional data manager, Cedar Rapids, Iowa.

Melvin R. Picht appointed assistant regional data manager, Milwaukee, Wis.

Operating Dept.

Effective Aug. 1:

Robert E. Winter appointed superintendent air brakes, Milwaukee, Wis.

Charles E. Pollock appointed assistant superintendent air brakes, Milwaukee, Wis.

Effective Aug. 16:

Lawrence W. Nigus appointed assistant director of transportation control center, Chicago, Ill.

Effective Sept. 1:

Eugene W. Krueger appointed chief engineer of tests, Milwaukee, Wis.

James Wrecza appointed traveling engineer-trainmaster, Aberdeen and Rocky Mountain Divisions, Miles City, Mont.

James C. Brophy appointed car inspection officer, Milwaukee, Wis.

Effective Sept. 16:

Phillip A. Marbut appointed freight service inspector, Seattle, Wash.



Retirements

Applications Reported During July-August 1974

Joseph J. Adamczewski, electrician, Milwaukee, Wis., retired June 28.

Guye Allen, Jr., attendant, Chicago, Ill., retired June 1973.

Leonard J. Allorie, section laborer, Merrill, Wis., retired July 7.

David M. Amerman, brakeman, Janesville, Ind., retired July 10.

Edgar Anderson, electrician, Milwaukee, Wis., retired Aug. 16.

R. O. Anderson, section foreman, Charles City, Iowa, retired Aug. 10.

Rome Baker, section foreman, Bedford, Ind., retired July 15.

Russel O. Bakkum, cashier, LaCrosse, Wis., retired June 28.

Clarence E. Barry, track patroler, Terre Haute, Ind., retired May 26.

John Batch, section laborer, Aberdeen, S. D., retired July 5.

Elvitt Bates, general foreman, Cedar Rapids, Iowa, retired July 1.

Taylor John Beck, engineer, Madison, S. D., retired June 2.

Walter L. Becker, section foreman, Westport, S. D., retired July 12.

Vernon Beitz, section laborer, Fond du Lac, Wis., retired June 28.

Frank Benjamin, roundhouse laborer, Chicago, Ill., retired June 29.

Edgar H. Berry, switchman, Tacoma, Wash., retired Feb. 12.

George Bihun, carman, Chicago, Ill., retired May 31.

Knute Bjerkeset, carman, Tacoma, Wash., retired June 28.

Harold J. Blair, conductor, Janesville, Ind., retired June 28.

Harry A. Blair, bridge and building foreman, Perry, Iowa, retired June 28.

Peter J. Blotsky, section laborer, McIntosh, S. D., retired May 31.

Dahl C. Bogert, engineer, LaCrosse, Wis., retired May 3.

Frank F. Born, locomotive engineer, Chicago, Ill., retired June 29.

James K. Bourne, clerk, Chicago, Ill., retired July 31.

John A. Bowen, conductor, Malden, Wash., retired June 28.

Stanley F. Boyle, clerk, Chicago, Ill., retired July 31.

Dominic A. Brunette, locomotive engineer, Milwaukee, Wis., retired June 10.

Armour Bruning, section foreman, Wagner, S. D., retired July 12.

Franklin H. Bublitz, switchman, Portage, Wis., retired June 26.

Ignatius Bulowicz, sheet metal worker, Milwaukee, Wis., retired July 31.

Maurice P. Burns, manager-passenger services, Chicago, Ill., retired June 20.

R. J. Burns, agent-operator, Bagley, Iowa, retired Aug. 26.

Charles F. Buzicky, foreman, St. Paul, Minn., retired Nov. 1973.

Fairman Campbell, roadmaster, Red Wing, Minn., retired June 26.

Jewell M. Campbell, chief clerk, Seattle, Wash., retired June 28.

A. L. Capra, freight car inspector, Chicago, Ill., retired June 30.

Peter J. Church, freight claim adjuster, Chicago, Ill., retired July 19.

Donald W. Clemmons, conductor, Portage, Wis., retired June 10.

James R. Courter, track laborer, Bedford, Ind., retired Nov. 1973.

Wayne O. Crigler, trolley foreman, Tacoma, Wash., retired July 5.

S. A. Disher, telegrapher, Winona, Minn., retired June 30.

Thelma F. Doyle, clerk, Chicago, Ill., retired July 19.

William J. Driscoll, wheel press operator, Milwaukee, Wis., retired July 31.

Walter A. Droese, assistant general foreman, Milwaukee, Wis., retired June 28.

Donald A. Dunning, regional data manager, Cedar Rapids, Iowa, retired June 25.

Thomas M. Edwardson, janitor, Milwaukee, Wis., retired July 1.



Taking part in a recent display of new Milwaukee Road commuter coaches in Chicago, Ill., were (left to right) Deborah Kraai, secretary in the Milwaukee Road's Public Relations and Advertising Department; Milton Pikarsky, chairman of the Chicago Transit Authority; Norman W. Fesmire, general manager of the Railway Division of the Budd Company, Philadelphia; Joseph DiJohn, executive director of the North Suburban Mass Transit District (NORTAN); Worthington L. Smith, president of

the Milwaukee Road, and Lois J. Geister, executive director of the Northwest Suburban Mass Transit District (NWSMTD). Forty-one new passenger coaches are being added to the commuter car fleet which is owned by NWSMTD and NORTAN and operated by the Milwaukee Road on its suburban Chicago lines. Each weekday 73 Milwaukee Road trains furnish approximately 30,000 rides for commuters in the greater Chicago area.

Vernon A. Eggebraten, section foreman, Madison, S. D., retired June 21.

Joseph A. Eliason, roadmaster, Montevideo, Minn., retired June 30.

Robert M. Emerson, agent, Winona, Minn., retired May 24.

Curtis W. Esbrook, brakeman, Milwaukee, Wis., retired June 29.

Michael F. Feeney, switchman, Madison, Wis., retired Aug. 2.

Michael A. Feist, Jr., caboose man, Aberdeen, S. D., retired June 2.

Henry J. Ferkans, chauffeur, Milwaukee, Wis., retired Aug. 15.

Leo J. Fiscus, switchman, Madison, Wis., retired July 12.

James W. Flood, engineer, Milwaukee, Wis., retired March 9.

Virgil B. Franklano, conductor, St. Paul, Minn., retired June 25.

Pearl J. Freund, chief rate clerk, Milwaukee, Wis., retired June 28.

Oliver A. Fulkerson, telegrapher, Tacoma, Wash., retired June 28.

Michael J. Gallagher, clerk, St. Paul, Minn., retired July 5.

John S. Gates, chief clerk, Seattle, Wash., retired June 30.

William N. Girdley, chief clerk, Bedford, Ind., retired June 30.

Louis G. Glasnapp, section foreman, Oshkosh, Wis., retired June 28.

Paul G. Goeser, section laborer, Menasha, Wis., retired July 5.

Walter R. Gradt, engineer, Elgin, Ill., retired Aug. 21.

Richard G. Graham, district sales manager, San Francisco, Cal., retired June 30.

George E. Gray, roadmaster, Green Bay, Wis., retired July 31.

Henry A. Gray, chauffeur, Bensenville, Ill., retired Dec. 1972.

R. E. Gray, roadmaster, Ottumwa, Iowa, retired June 30.

Percy K. Gregory, locomotive engineer, Missoula, Mont., retired May 24.

Eleanor C. Griffin, clerk, Chicago, Ill., retired Aug. 2.

Michael J. Gucciardo, assistant foreman, Janesville, Wis., retired Oct. 1973.

Victor L. Hall, carpenter, Austin, Minn., retired June 28.

Edward H. Hamacher, bureau head-suspense claims, Chicago, Ill., retired June 28.

James A. Hamilton, engineer, Savanna, Ill., retired June 30.

Eugene E. Hammer, sales representative, Chicago, Ill., retired June 28.

R. C. Hammer, section foreman, Olive, Iowa, retired July 8.

Chester I. Harp, engine watchman, Davenport, Iowa, retired June 30.

James A. Hartery, clerk, Seattle, Wash., retired June 28.

Otto H. Hartung, clerk, Chicago, Ill., retired June 28.

William R. Hein, section foreman, Horicon, Wis., retired June 28.

Carlton L. Heinold, chief metallurgist, Milwaukee, Wis., retired June 30.

John L. Heller, section foreman, Babcock, Wis., retired July 7.

Kenneth R. Hetzer, locomotive engineer, Minneapolis, Minn., retired June 30.

Earl R. Hobenadel, assistant car foreman, Milwaukee, Wis., retired June 30.

W. T. Hogan, operator, Dubuque, Iowa, retired June 30.

Earl Holman, conductor, Moberg, S. D., retired March 28.

Gilbert Howe, section foreman, Cheneyville, Ill., retired June 28.

Joseph E. Hoyer, assistant car foreman, Savanna, Ill., retired July 31.

Ralph Huff, section laborer, Avery, Idaho, retired Jan. 12.

William A. Huffman, section foreman, Morton, Wash., retired June 28.

E. Hughes, agent-operator, West Dana, Ind., retired July 5.



This red, yellow and gray Milwaukee Road passenger coach took an unusual route as it passed through the streets of Kenosha, Wis., recently. The retired coach was on its way to become part of a new restaurant located on the site of a former North Shore passenger station. The 87-foot long car was built by Milwaukee Road shop forces at Milwaukee, Wis., in 1947 and was recently sold to Spaghetti Factory Ltd.

Stanley A. Hunter, stockman, Milwaukee, Wis., retired Aug. 15.

Raymond N. Jacobs, electrician, Milwaukee, Wis., retired July 12.

Orville B. Jacquet, chauffeur, Milwaukee, Wis., retired Jan. 23.

Ed J. Jaworski, carman, Milwaukee, Wis., retired July 12.

Oscar C. Jensen, assistant bureau head, Chicago, Ill., retired Aug. 26.

Edward L. Johnson, laborer, Aberdeen, S. D., retired June 28.

Ellis L. Johnson, section laborer, Parkston, S. D., retired June 28.

William H. Johnson, switchman, Menominee, Mich., retired July 5.

Charles R. Jones, carman, Bensenville, Ill., retired June 29.

Bernard A. Karr, yard clerk, Aberdeen, S. D., retired May 31.

Theo L. Katras, janitor, Chicago, Ill., retired Feb. 1973.

Ewell N. King, clerk, Seattle, Wash., retired June 28.

W. S. King, agent, Wabasha, Minn., retired June 29.

E. A. Kinnetz, section foreman, Grafton, Iowa, retired Aug. 7.

Alfred A. Kirchoff, chauffeur, Milwaukee, Wis., retired July 5.

John J. Klewein, carman, Milwaukee, Wis., retired June 28.

Oliver H. Knauf, section laborer, Wausau, Wis., retired June 28.

Francis B. Koch, switchman, Janesville, Wis., retired April 25.

Franklin R. Koch, storekeeper, Milwaukee, Wis., retired June 28.

Rhinehart Koch, carman, Tacoma, Wash., retired June 28.

Donald G. Koepke, agent-operator, Wisconsin Dells, Wis., retired June 2.

Rosella A. Komiskey, clerk-steno, Tomah, Wis., retired June 7.

Merle E. Koopman, blacksmith mechanic, Tomah, Wis., retired June 28.

Nicholas D. Kosta, sales representative, Minneapolis, Minn., retired June 28.

Harry P. Krystal, pipefitter, Chicago, Ill., retired June 28.

Kenneth H. Kunz, car clerk, Madison, Wis., retired July 31.

Herman C. Labrenz, section foreman, Wisconsin Dells, Wis., retired June 28.

Rocco J. LaGrand, check-clerk, Chicago, Ill., retired June 28.

Hermund Larsen, time revisor, Deer Lodge, Mont., retired Aug. 2.

Stanley C. Larsen, section foreman, Fox Lake, Ill., retired July 12.

Arno R. Lau, section foreman, Menasha, Wis., retired July 5.

Ira E. Lawlyes, section laborer, Terre Haute, Ind., retired June 28.

Wilmer C. Layman, conductor, Chicago, Ill., retired July 31.

Willard J. Leach, roundhouse clerk, Sioux City, Iowa, retired Aug. 13.

H. G. Lee, assistant agent, Albert City, Iowa, retired July 26.

Raymond E. Lehman, yard clerk, St. Paul, Minn., retired June 28.

Edgar A. Lemke, cashier, Bensenville, Ill., retired June 28.

Haydon T. Levesque, locomotive engineer, Three Forks, Mont., retired May 1971.

Donald L. Lewis, section laborer, LaCrosse, Wis., retired June 28.

Conrad O. Lien, section laborer, Minneapolis, Minn., retired July 12.

Frank M. Limberg, switchman, LaCrosse, Wis., retired June 29.

R. M. Lincoln, chief clerk, Dubuque, Iowa, retired May 31.

Rex E. Logan, conductor, Alberton, Mont., retired July 4.

Henry M. Lomax, clerk, North Bend, Wash., retired Aug. 23.

Joseph R. Lopach, machinist inspector, Harlowton, Mont., retired May 1973.

Ricardo Lopez, section laborer, Davenport, Iowa, retired Nov. 1973.

Theodore E. Lorenz, agent, Spaulding, Ill., retired July 31.

Clarence Lovell, switchman, Sioux City, Iowa, retired June 28.

William H. Lunde, carman, Austin, Minn., retired July 12.

Haynard A. Lutz, retarder operator, Milwaukee, Wis., retired June 25.

Frank J. MacClellan, chief clerk, Seattle, Wash., retired Feb. 20.

F. A. Madsen, engineer, Sioux City, Iowa, retired June 29.

George A. Malinoff, hostler and stationery fireman, Harlowton, Mont., retired June 21.

Angelo Mancinie, track foreman, Racine, Wis., retired June 28.

Earl A. Marquardt, heavy fire boxman, Tomah, Wis., retired June 28.

Russell W. Marr, crane operator, Manilla, Iowa, retired Dec. 1973.

L. B. McBride, section foreman, Deer Lodge, Mont., retired Aug. 2.

John A. McElroy, yardmaster, Miles City, Mont., retired May 10.

P. B. McFadden, switchman, Crete, Ill., retired May 23.

Donald McGuire, carpenter, Perry, Iowa, retired March 15.

F. R. McIntyre, section laborer, Judith Gap, Mont., retired April 19.

Charles W. Melaney, conductor, Miles City, Mont., retired May 23.

Charles K. McLaren, yardmaster, Sioux Falls, S. D., retired Aug. 2.

Emmett Melvin, conductor, Mitchell, S. D., retired May 11.

John B. Menzia, lampman, Aberdeen, S. D., retired June 28.

Walter F. Meihofner, carman, St. Paul, Minn., retired June 1.

Paul A. Meyer, section laborer, Lenark, Ill., retired June 28.

Maurice J. Miller, pump repairman, Minneapolis, Minn., retired July 15.

O'Neil G. Miller, electrician, Harlowton, Mont., retired June 28.

Elmer F. Milz, boilermaker, Bensenville, Ill., retired June 28.

Grace Minor, secretary, Chicago, Ill., retired June 28.

C. V. Monteon, clerk, Mason City, Iowa, retired June 2.

V. W. Montgomery, brakeman, Des Moines, Iowa, retired July 18.

Gilbert C. Morgan, section foreman, Coast Division, retired July 15.

Helen Mundinger, statistical clerk, Chicago, Ill., retired July 12.

John E. Muntner, conductor, Milwaukee, Wis., retired July 11.

Norman H. Muntner, brakeman, Milwaukee, Wis., retired May 23.

John P. Murray, section foreman, Mellette, S. D., retired July 31.

Agreement made on Crew change points

Operating unions and the Milwaukee Road have reached an agreement permitting a shift in train and engine crew change locations in the states of Washington and Idaho.

Implementation of the plan began on Nov. 1. CleElum and Malden, Wash., and Avery, Idaho, will be eliminated as points at which crews are changed. St. Maries, Idaho, will replace Malden as a crew change terminal, and Othello, Wash., and Alberton, Mont., will remain as crew change terminals.

Cecil M. Nagle, steel bridge erector, Savanna, Ill., retired July 31.

Kenneth D. Natzel, roadmaster, Roundup, Mont., retired Feb. 1972.

Deloyes Newsom, chief cook, Chicago, Ill., retired June 1973.

Matthews Nowak, lift truck operator, Chicago, Ill., retired Dec. 1971.

Edward R. Oeftger, car cleaner, Portage, Wis., retired June 28.

Carl J. Olson, car cleaner, Minneapolis, Minn., retired July 12.

Frank W. O'Neill, engineer, Madison, Wis., retired June 28.

Ralph Osmundsen, clerk, Chicago, Ill., retired June 7.

James M. Ostrom, crane operator, Bensenville, Ill., retired June 28.

Everett E. Owens, conductor, Ottumwa, Iowa, retired June 25.

Tony Peccia, section foreman, Judith Gap, Mont., retired July 26.

Claude J. Pember, machinist, Tacoma, Wash., retired June 21.

Elwood Peterson, section laborer, Marmarth, N.D., retired June 6.

Charles F. Pikalek, painter, Milwaukee, Wis., retired June 25.

John P. Primus, locomotive engineer, Milwaukee, Wis., retired June 28.

Emil R. Prise, machinist, Tomah, Wis., retired July 5.

Paul Pulak, checker, Chicago, Ill., retired May 31.

Howard E. Pyle, conductor, Marion, Iowa, retired July 12.

Orestes A. Qualey, engineer, Milwaukee, Wis., retired Aug. 25.

Clarence P. Quayle, flagman, Minneapolis, Minn., retired Aug. 23.

Arthur Ray, signal-maintainer, Exelsior Springs, Mo., retired Aug. 1973.

Wilmont O. Ray, delivery clerk, Minneapolis, Minn., retired July 15.

Paul W. Reibel, welder, Savanna, Ill., retired June 30.

Stephen A. Reiter, stock clerk, Milwaukee, Wis., retired June 28.

Antonio C. Rivas, laborer, Bensenville, Ill., retired June 28.

Margaret C. Rodgers, timekeeper, Chicago, Ill., retired July 5.

Everett Rohrbacher, electrician, Milwaukee, Wis., retired June 28.

Emery L. Roland, engineer aid, Minneapolis, Minn., retired July 12.

Elmer Rosenbeck, section foreman, Portsmouth, Iowa, retired July 1.

Everett R. Ruegamer, locomotive engineer, Three Forks, Mont., retired June 22.

Vincent H. Rundgren, cashier, Chicago, Ill., retired July 31.

Stanley Ruzewicz, carpenter, Chicago, Ill., retired May 31.

Eino J. Salo, car foreman, Everett, Wash., retired Aug. 11.

Waldo D. Sanders, brakeman, Terre Haute, Ind., retired Nov. 1972.

Jack G. Schmidt, switch tender, Milwaukee, Wis., retired June 29.

Walter G. Schmidt, section laborer, Marinette, Wis., retired July 31.

Army F. Schoening, carman, Council Bluffs, Iowa, retired July 19.

Fred C. Schroeder, machinist, Bensenville, Ill., retired June 1973.

J. H. Schwartz, switchman, Milwaukee, Wis., retired June 28.

George E. Secoy, assistant car foreman, Savanna, Ill., retired June 30.

John S. Sedgwick, switchman, Harlowton, Mont., retired June 28.

Vernon F. Shipley, roadmaster, Tacoma, Wash., retired July 31.

George W. Siegle, machinist, Milwaukee, Wis., retired July 12.

Michael M. Slapczynski, carman welder, Milwaukee, Wis., retired July 5.

Curtis W. Smith, turntable operator, Milwaukee, Wis., retired July 12.

William H. Smith, train order operator, Tacoma, Wash., retired June 23.

Fred W. Souder, foreman, Seymour, Iowa, retired June 28.

Iver R. Sperry, section foreman, Harlowton, Mont., retired June 28.

Richard V. Spichler, agent operator, South Beloit, Ill., retired June 29.

William W. Stejer, machinist helper, Deer Lodge, Mont., retired June 28.

Elmer R. Stewart, chief sub-station operator, Martinsdale, Mont., retired June 16.

Frank E. Stolarek, stationery foreman, Minneapolis, Minn., retired July 12.

Oscar C. Streetz, carman, Chicago, Ill., retired July 31.

Earl O. Stuart, engineer, Milwaukee, Wis., retired June 25.

Peter Suwanski, sheet metal worker, Chicago, Ill., retired Nov. 1973.

P. J. Sylvester, roadmaster, Milwaukee, Wis., retired July 31.

Gilbert M. Tenpas, machinist helper, Chicago, Ill., retired Feb. 27.

W. M. Threatt, laborer, Minneapolis, Minn., retired July 28.

Willis J. Tiebar, laborer, Monona, Iowa, retired May 31.

E. B. Tillman, section laborer, Bird Island, Minn., retired July 15.

Stanley J. Trousdale, switchman, Savanna, Ill., retired Aug. 9.

Henry C. Ufken, brakeman, Milwaukee, Wis., retired June 28.

E. V. Ulver, machinist, Deer Lodge, Mont., retired July 31.

Diodato Vannucci, yardman, Milwaukee, Wis., retired Jan. 3.

Walter F. Vondohlen, switchman, Davenport, Iowa, retired July 15.

Theresa T. Wall, timekeeper, Chicago, Ill., retired June 28.

W. H. Walter, carpenter, Chicago, Ill., retired June 28.

Joseph D. Wanchena, section foreman, Roundup, Mont., retired June 28.

Martin Wangberg, superintendent of air brakes, Milwaukee, Wis., retired July 31.

Eldon E. West, crane operator, Milwaukee, Wis., retired June 28.

Keith M. Wheldon, machinist, Savanna, Ill., retired July 31.

Joseph B. White, clerk, Chicago, Ill., retired June 28.

Ashley Wilhite, administrative assistant to vice president-operations, Chicago, Ill., retired June 30.

John E. Williams, chief yard clerk, Milwaukee, Wis., retired July 31.

R. Gordon Williams, section laborer, Harlowton, Mont., retired June 28.

Hans Wilm, load inspector, Milwaukee, Wis., retired June 29.

Thomas A. Wilson, upholsterer, Milwaukee, Wis., retired Aug. 1.

Stanley E. Wisniewski, machinist helper, Bensenville, Ill., retired June 28.

L. W. Wohlers, roadmaster, Perry, Iowa, retired July 31.

Roy A. Wohlers, assistant foreman, New Albin, Iowa, retired July 5.

Roy R. Wolfersdor, passenger carman, Milwaukee, Wis., retired June 28.

Arthur L. Worstman, switchman, Everett, Wash., retired June 27.

Stanley J. Wroblewski, train clerk, Bensenville, Ill., retired May 23.

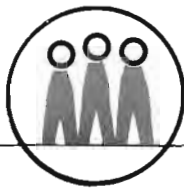
Stanley J. Zawislak, carman, Chicago, Ill., retired June 21.

Charles T. Zbyszynski, machinist, Milwaukee, Wis., retired June 28.

Joseph F. Zielinski, check clerk, Chicago, Ill., retired July 31.

Frank T. Zubaty, crane operator, Savanna, Ill., retired June 28.

Joseph A. Zubaty, clerk, Savanna, Ill., retired July 31.



About people on the railroad

Coast Division

Portland

Bee Biehler, Correspondent

Office of Regional Manager-Sales

SALES DEPARTMENT

Congratulations to Mark William Murphy, son of Sales Representative and Mrs. John W. Murphy, and Laurie Agrimson, who were married at the Wedding Chapel in Vancouver, Wash., on July 25. A small group of family and friends attended the ceremony.

District Manager-Sales and Mrs. R. E. Hollingsworth recently spent a week fishing at Flaming Gorge, Utah. He proudly reports they caught their limit of trout, which are now in the deep freeze.

Una Smithson, secretary to district manager-sales, Salt Lake City, Utah, had major surgery on Aug. 29 and spent three weeks at home recuperating.

FREIGHT DEPARTMENT

Darla Louise Gordon, daughter of Agent and Mrs. Robert Gordon of Hillsboro, Ore., became the bride of Russell Roy Tripp in a double-ring ceremony on Aug. 10 at the First Congregational Church in Hillsboro. A reception followed in Fellowship Hall, after which the couple left on a honeymoon trip to the Oregon Coast. Russ is a student at Portland State University and Darla is a secretary in our Freight Office. The couple is making their home in Hillsboro.

Shirley Ann Johnson and Andrew



GORDON-TRIPP. Darla Louise Gordon, daughter of Agent and Mrs. Robert Gordon of Hillsboro, Ore., was married to Russell Roy Tripp on Aug. 10 at the First Congregational Church in Hillsboro.



Enumclaw, Wash., Agent Warren Childers (third from right) gets a retirement send-off from his railroad friends. Shown here are, left to right, Brakeman D. W. Bisson, BN Dispatcher D. T. Sprau, Brakeman M. Dibdahl, Warren, Engineer C. K. Clover and Conductor R. L. Baird. Warren's friends presented him with a package of golf balls and \$50 when he retired on Aug. 30.

Fischer were married on Aug. 17 at Holy Redeemer Church in Portland, Ore. Shirley is the daughter of Trainmaster and Mrs. W. F. Johnson. A reception followed at Holy Cross Hall. The couple will make their home in Portland.

Congratulations to Paul Dexheimer on his recent promotion to assistant regional data manager in Seattle, Wash. A farewell party was held at the Aero Club of Portland and was attended by Paul's many friends in the Operating and Traffic Departments. He was presented with a nice gift.

Welcome to Rex Taylor, clerk, who recently joined the Portland Operating Department.

Tacoma

Lynne Schow, Correspondent

SUPERINTENDENT'S OFFICE

Phyllis Best and Lt. Donald Price, U. S. Army, were married in Tacoma on July 12. Lt. and Mrs. Price have been transferred to West Germany, where he will be stationed for the next three years. Phyllis was employed as a steno in the Superintendent's Office for the past three years.

Mary Ann Jurich and William Brennan were married on June 15. They will live in Tacoma, where Mary Ann plans

to continue her employment at the Milwaukee Road as the assistant superintendent's steno.

DIVISION ENGINEER'S OFFICE

Robert K. Butler has been promoted to assistant division engineer at LaCrosse, Wis. Bob and his wife Betty have moved to LaCrosse, where they have purchased a home. Betty was assistant superintendent's steno in Tacoma.

Richard Keller is the new face in the Division Engineer's Office, having been transferred recently to Tacoma from Deer Lodge, Mont.

Rich Davis and his wife Ann are the proud parents of a new son, Jared Lee, who was born on June 14 at Tacoma General Hospital. Rich and Ann have another son, Jason, who is nearly four years old.

ROADMASTER'S OFFICE

Vern L. Shipley retired on Aug. 2 after 37 years of dedicated service to the Milwaukee Road. He had been roadmaster at Tacoma. About 75 of his co-workers were in attendance at his retirement dinner and dance at the Puyallup Elks Lodge. Vern and his wife Margie plan to spend retirement relaxing and traveling in their motor home. Vern hopes to get in lots of good fishing time as well.

Congratulations to William J. Miller who has been transferred to Tacoma

from Madison, S. D. Bill has been named roadmaster for the area formerly covered by Vern Shipley.

Lynne Barrett and Ray Schow were married on Aug. 16. This is the second marriage for both, and with the blending of their two families, they now have seven children.

SIGNAL DEPARTMENT

Joseph H. Cole retired on Aug. 5 after more than 30 years in the Signal Department. On Aug. 8 a coffee and cake party was held at the Signal Shop. Gifts were presented and speeches were made. The Cole's reside in Renton, Wash.

ENUMCLAW

Enumclaw Agent Warren Childers retired from the Milwaukee Road on Aug. 30. Friends and railroad employees throughout the Pacific Northwest took up a collection and presented Warren with a package of golf balls and an envelope containing \$50. He comes from the Marmarth, N. D., area where his father was an agent and telegrapher. He also had a brother, a sister, uncles, aunts and cousins employed by the Milwaukee, as well as his wife and his two sons, Wesley and Roger. Mr. and Mrs. Childers have sold their Enumclaw home and will live in Fall City, Wash.

ELECTRICAL DEPARTMENT

Harry R. Morgan, 73 years old, died in Seattle, Wash., on June 3. He had retired in 1963 after 43 years of service with the Milwaukee Road as an electrical engineer. His last 16 years of employment were at Tacoma.

Seattle

Lena J. Derr, Correspondent

Office of Regional Manager-Sales

INTERNATIONAL SALES

It will be difficult to follow someone as efficient as our good friend, Laura



BARRETT-SCHOW. Lynne Barrett, roadmaster's clerk at Tacoma, Wash., was married to Ray Schow on Aug. 16. Lynne is magazine correspondent for the Tacoma area.



District Manager-Sales and Mrs. R. G. "Dick" Graham were honored at a party given by their many friends and associates of the San Francisco and Sacramento, Cal., sales offices. Dick retired on July 1 after 37 years of service with the Milwaukee Road. He was presented with a book depicting highlights of his career.

K. Schaub, your Milwaukee Road Magazine correspondent from the Seattle area for more than ten years, who retired on Aug. 15. We wish her the very best of health and happiness in her retirement.

Judi Sawyer, stenographer in International Sales, has transferred to the office of the District Manager-Sales and Wendee L. (Moore) Werner has returned to International Sales.

REGIONAL MANAGER-SALES

Condolences to Mr. and Mrs. Harry Sauter on the death of Mrs. Sauter's brother, James Moran. Lee J. Derr was called to Kansas City over the Labor Day weekend due to the death of her brother, Don Donelson. She later visited her daughter and family in Pittsburgh, Pa.

Donna and Dick Hendricks and their three daughters vacationed at Loon Lake, Canada, in August. They were joined by Donna's parents. Fishing and basking in the sunshine played an important part in the success of their vacation.

REGIONAL DATA OFFICE

Mr. Paul J. Dexheimer was appointed assistant regional data manager on Aug. 1. He was formerly with the agency at Portland, Ore., and has now purchased a home at Redmond, Wash.

Joyce Ask and children vacationed at Deer Lodge, Mont., with her parents, Mr. and Mrs. Victor Goldies. Barbara King is spending her vacation with friends in Anchorage, Alaska, and Mr. and Mrs. J. J. Komurka spent a week in Denver, Colo., with their daughter, Lynn Morehouse, and family.

REAL ESTATE DEPARTMENT

Eugene H. Fierke, agricultural and industrial representative, graduated in August from the Industrial Develop-

ment Institute. Sponsored by various organizations, the Institute consists of three annual week-long sessions during which modern practices of industrial development are studied. The Institute accepted a thesis prepared by Eugene on "The Industrial Development Potential in South Dakota due to the Oahe Irrigation Project".

LOCAL FREIGHT

A familiar face is missing from this office. S. "Stony" Hermann, OS&D clerk in the agent's office, retired July 26. Stony started his employment with the Milwaukee Road in 1942. His co-workers presented him with a set of luggage at a luncheon given in his honor at Andy's Diner.

LAW DEPARTMENT

Welcome to Joanne C. Shaw, who joined the Law Department as a secretary on Aug. 1. Jim E. Nelson, Dennis D. Opacki and J. Fred Simpson recently attended the State Bar Convention in Vancouver, B. C.

Johnnie Kelley's husband, Edmund, had to bow to her expert fishing technique at Westport, Wash., recently, when she netted a 28-pound King Salmon.

LABOR RELATIONS

Leonard R. Kirchoff was appointed special representative-industrial relations, effective July 1. Leonard formerly worked in Seattle in the office of the Assistant to the General Manager from 1954 to 1959. He spent the last 14 years in the Labor Relations Department in Chicago.

RETIREEES

Welcome to Phil and Kay Cullen. We are happy to have them back in Seattle. Lillian Harris, retired secretary to the regional manager-sales in Seattle, and husband, Joe, left from Vancouver, B. C., Aug. 20 on the Island Princess for a ten-day trip in Alaska. While enroute, they observed their 50th wedding anniversary on Aug. 22. Congratulations, and we hope you had a pleasant trip.

Catherine Hutch, former treasurer clerk in the office of the Assistant Treasurer, fell and broke her left hip and leg. After a stay in Providence Hospital, Catherine is now recuperating in a nursing home on Mercer Island.

VICE PRESIDENT'S OFFICE

Our sympathy is extended to Mable LaCasse, secretary in the office of the vice president, whose husband, Clifford, died on Sept. 3.

LAURA K. SCHAUB

Laura K. Schaub, Seattle correspondent for the past ten years, was honored on her retirement with a luncheon on Aug. 14 at the Edgewater Inn. Over fifty co-workers and friends were present. A surprise cake and coffee party

JANUARY - AUGUST 1974 compared with same period in '73

NUMBER OF CARLOADS

% of Total Revenue obtained from commodities shown	loading of these commodities INCREASED in 1974 over 1973	EIGHT MONTHS		INCREASE	
		1974	1973	1974 over 1973	% of increase
7.4	Motor vehicles	21,044	20,403	+ 641	+ 3.1%
6.1	Cement, sand, ores and minerals ..	55,555	51,343	+ 4,212	+ 8.2
6.1	Chemicals	35,143	34,890	+ 253	+ .7
4.0	Manufactured and misc. products ..	35,241	34,783	+ 458	+ 1.3
3.8	Machinery	24,198	23,218	+ 980	+ 4.2
3.1	Waste or scrap materials	27,037	21,874	+ 5,163	+ 23.6
3.0	Coal	49,132	46,479	+ 2,653	+ 5.7
2.8	Paperboard and containers	17,063	16,839	+ 224	+ 1.3
2.4	Beverages and malt	21,305	20,281	+ 1,024	+ 5.0
2.0	Wood and millwork products	11,551	11,530	+ 21	+ .2
1.5	Food products (incl. tobacco)	6,932	6,465	+ 467	+ 7.2
42.2	Total Increases	304,201	288,105	+ 16,096	+ 5.6%

% of Total Revenue obtained from commodities shown	loading of these commodities DECREASED in 1974 over 1973	EIGHT MONTHS		DECREASE	
		1974	1973	1974 over 1973	% of decrease
14.2	Grain and soybeans	61,578	67,695	- 6,117	- 9.0%
10.7	Lumber and plywood	41,504	52,078	- 10,574	- 20.3
5.4	Metal products	29,058	32,370	- 3,312	- 10.2
4.8	Grain mill products	46,073	50,959	- 4,886	- 9.6
4.8	Freight forwarder traffic	39,328	39,934	- 606	- 1.5
3.8	Paper	32,647	33,920	- 1,273	- 3.8
3.4	Canned goods and dairy products ..	15,230	15,287	- 57	- .4
2.1	Primary forest products	29,473	38,587	- 9,114	- 23.6
2.1	Pulp	7,046	7,166	- 120	- 1.7
2.0	Automotive parts	15,125	20,436	- 5,311	- 26.0
1.6	Petroleum and coke	11,747	13,016	- 1,269	- 9.7
1.5	Packing house products	9,024	9,063	- 39	- .4
1.0	Farm products	7,417	10,194	- 2,777	- 27.2
.4	Ordinance	1,782	3,621	- 1,839	- 50.8
57.8	Total Decreases	347,032	394,326	- 47,294	- 12.0%
100.0	Total	651,233	682,431	- 31,198	- 4.6%



Mrs. Laura K. Schaub, retired Seattle correspondent.

Laura was then transferred to a clerical position in the Traffic Manager's Office, now known as the Regional Sales Office. In 1974 Laura was transferred to the clerk's position in International Sales, where she retired on Aug. 15.

Her retirement calls to mind the fact that the total years of service with the Milwaukee Road by members of her family adds up to well over 100 years. Her father, the late Joseph F. Bahl, who retired in 1946 as general passenger agent in Seattle, had 50 years of railroad service, almost all with the Milwaukee. Her brother, George E. Bahl, had 33 years of service at the time of his death in 1970. Another brother, William Bahl, also worked a few years for the Milwaukee.

Laura and her husband, Hillery, plan to do some traveling and will continue to live in their View Ridge home in Northeast Seattle.

Rocky Mountain Division

Deer Lodge Area

Barbara Wales, Correspondent

Office of Division Engineer

Leadman C. D. "Skip" Murphy and his wife Linda are the proud parents of a son, Mark Philip, born on Sept. 8. Mark joins two brothers and a sister. His grandfather, Clarence A. Murphy, is a conductor for the Milwaukee and works on train runs to Harlowton, Mont. Skip has been with the Deer Lodge Car Department for the past six years.

The Rocky Mountain Division is saddened by the recent death of Ernie P. Dunlap, trolley lineman at Avery, Idaho. Ernie died in an accident on

was held in the office the next day, with many persons present who could not attend the luncheon.

Laura's career with the Milwaukee Road started as an accountant in the Seattle City Ticket Office in 1945. A

few years later she became cashier-accountant, a position she held until the late 1950s when she became ticket clerk in the same office. In 1961 the Ticket Office was closed upon discontinuance of passenger trains to the West Coast.

Aug. 5 and his wife, Hannah, is presently making her home in Avery.

A farewell coffee hour for Section Laborer Ralph R. Huff was hosted at the Missoula Depot. Cake and coffee was served to approximately 60 of Ralph's friends from all over the west end of the Division. He received a new three-speed bicycle as a present from his many friends.

Richard L. Keller, Jr., engineer in Deer Lodge, and his wife Diane were honored at a picnic hosted by the Engineering Department on Aug. 24. About 50 of Richard and Diane's friends gathered to bid farewell to them. Richard has been transferred to the Engineering Department in Tacoma, Wash. The couple was presented with a movie screen and 8-track tape library.

Sympathy is extended to the family of Philip F. Schindler, retired Store Department employee, who died in Deer Lodge recently.

Relief Roundhouse Foreman Dick Hunt has been transferred from Deer Lodge to Harlowton to take the Diesel Roundhouse foreman position there. Don Donich is now the relief foreman at Deer Lodge to replace Dick.

Brakeman Dave Hammond was recently married to the former Rose Marie Downey of Butte, Mont. The couple exchanged vows at St. Lawrence O'Toole Church. After a wedding trip to Alaska, Dave and Rose Marie are making their home in Missoula.

A Potluck picnic dinner at the Deer Lodge Jaycee Park was given to honor newcomers Mr. and Mrs. Howard C. Neff, Mr. and Mrs. Dave Hill, and Dave Chisholm. A bountiful table of salads, relishes, hot dishes, chicken and meats topped off with cake for dessert was enjoyed by all.



JOSLIN-MILLER. Peggy Joslin, daughter of Avery, Idaho, Agent and Mrs. F. L. Joslin, was married to Mike Miller of Tacoma, Wash., at St. John of the Woods Catholic Church in Avery on Aug. 31. Mike works for the Milwaukee Road in Avery, where the couple will make their home after a honeymoon in Canada.

Retiring Section Foreman L. B. "Mac" McBride (second from right) is congratulated at Deer Lodge, Mont., by retired Roadmaster Ray Hale (left), Roadmaster John Satake (second from left) and Division Engineer Ted Striebel.



Section Foreman L. B. "Mac" McBride was honored at a farewell coffee hour on Aug. 9 at the Division Engineer's Office in Deer Lodge. Mac retired after 38 years of service with the railroad. He and his wife Flossie were presented with a portable TV set from his many friends and fellow employees. Mac and Flossie's two daughters and their families were present as well as over 50 of their friends.

Congratulations are extended to Jim and Eleanore Walton who were married on July 19 at Harlowton. Jim is an operator in Deer Lodge and his wife is the former Eleanore Hunter, who is a yard clerk here. Her mother is yard clerk at Harlowton.

New Assistant Division Engineer John Hartman arrived on Sept. 9 in Deer Lodge from Perry, Iowa, to assume his new position. He replaced Bill Hobart who is assigned other duties.

Time Revisor Hermund Larsen retired after 32 years of service with the Milwaukee. He was honored at a coffee and cake hour in the Superintendent's Office on Aug. 2 and was presented with a monetary gift.

Several employees have been enjoying vacations in recent weeks. Among those traveling were Chief Clerk Earl Cornell and family, who took a trip to Canada; Engineering Chief Clerk Lillian Brown, who went to Idaho; Superintendent's Secretary Vicki Carlson and her husband, who traveled to Spokane to take in the Expo, and Steno-Clerk Karla Rydeen, who with her family enjoyed an outing at Flathead Lake. Mary Ann Beaulieu and Daunne Newman have been relieving these vacationers.

Dispatchers have also been vacationing. Kay Finch, along with his family, took a fishing excursion to the Coast. Kay's sister-in-law, Mrs. John Patch, caught a 36 pound fish. She is the wife of Conductor John Patch of Alberton, Mont.

Dispatcher Bill Beaulieu and family enjoyed a trip to Pullman, Wash., to visit relatives and then also enjoyed a trip to Sun Valley, Idaho.

A new face seen around Missoula is

that of Terry Erickson, who is secretary to District Manager of Sales Dick Wood. She took Ilo Hutton's place in that position.

Harlowton - Great Falls

E. H. Mielke, Correspondent

Roundhouse Foreman, Harlowton

Robert Frank, 83, retired materials manager at Harlowton, died on June 29 in Wheatland Memorial Hospital. Mr. Frank came to the Harlowton area in 1936 from Pennsylvania when he started with the Milwaukee.

Engineer R. L. Pemberton of Harlowton was elected chairman of the Montana State Legislative Board of the Brotherhood of Locomotive Engineers at a meeting held in Whitefish, Mont.

Mrs. Dorothy Munce, wife of retired Sub-station Operator Warfield Munce, died at the Big Timber, Mont., Nursing Home.

Ernie Harper, retired conductor at Lewistown, Mont., died at the age of 72. He came to Lewistown in 1928 and joined the Milwaukee in 1930. He retired in 1967.

A girl, Christine Marie, was born to the Dan Hoppers of Omaha, Neb. Dan is the son of Rocky Mountain Division Conductor Mark Hopper of Three Forks, Mont.

Montana State Fiddlers Contest held in Polson, Mont., dropped our Milwaukee contestant, Track Welding Supervisor Johnny Sherpe, from the No. 1 spot of last year to second place this year. Johnny came to our Lines West area from Wisconsin and has always been active in Blue Grass and Old Time Fiddling.

Retired Roundhouse Laborer and former Warehouse Foreman Barney Grinnvoll, world traveler and "foreign correspondent" to *The Harlowton Times*, has returned from a trip Down Under where he again visited some of the places he was at during World War II. Articles were sent from locations of his visits to the *Times* to keep all informed of his adventures and the present condition at these places. Some of



Trolley Foreman Bill McConkey (left) is presented with a Superior Service Card from General Foreman Paul Johnson to mark Bill's nineteenth year as foreman without a disabling injury to his crew.



PECCIA-SHEPARD. Marilyn Rae Peccia, daughter of Carman and Mrs. John Peccia of Harlowton, Mont., was married to Robert Warren Shepard in Federated Church in Harlowton in June. A wedding trip to Flathead Lake preceded their move to Ponca City, Okla., where they will make their home.

and returned to Harlowton where they will make their home.

Darcy Dean Peterson, son of Mrs. Jim Frost, and Tracy Lyn Olson of Auburn, Wash., were married in American Lutheran Church in Harlowton. The bride was given away by Jim Frost, roadmaster from Harlowton. A reception was held in Moose Hall following the ceremony. The couple are making their home in Harlowton following a wedding trip in North Dakota.

The recent Annual Milwaukee Women's Club Dinner Party of Lewistown proved to be a gala affair. An announcement during the festivities that this was the Women's Club's 50th anniversary and the 46th anniversary for Lewistown Chapter added to the program in which



A farewell picnic was held in Deer Lodge, Mont., to honor Richard L. Keller and his wife Diane. Richard was transferred to the Engineering Department in Tacoma, Wash.

the places visited included Tahiti, Fiji, New Zealand, New Guinea, Australia, and the country of the Asaro Mudmen in the village of Makehuku.

Also taking a trip to Tahiti were Mr. and Mrs. Jim Hunter of Harlowton. Mrs. (Ella) Hunter is yard clerk at Harlowton.

Roadmaster and Mrs. Kenneth Anderson and Mr. Anderson's mother took a trip to Norway. They have been showing slides of relatives, fjords, water falls, mountains and cities in the country. Of course, they had a lot of railroad pictures of Norway, too.

Retired Engineer Fred Bassett and wife are making a good business of purchasing C. M. Russell reprints, making frames from old weather-beaten boards as well as other materials, and loading the finished pictures into a special trailer to be shown around the countryside and sold for profit. Their business has expanded to items of the Cheyenne Indians.

Dr. and Mrs. Raymond Johnson were honored at a special Appreciation Day at the Harlowton Country Club by the Chamber of Commerce. Dr. Johnson is a member of the Milwaukee Hospital Association and has been caring for local employees for the past 38 years. A metal-work replica of a doctor and nurse made by Brakeman Chuck Nissen was presented to them.

Sister JoEllen Shannon, daughter of Agent and Mrs. Joe Shannon of Denton, Mont., repeated her final vows in the order of Sisters of Providence in the College of Great Falls Chapel. She is presently administrative assistant at St. Thomas Home in Great Falls.

Jane M. Wells, daughter of B&B Foreman and Mrs. Vories Wells of Harlowton, was married to John L. Casper in St. Joseph Catholic Church in Harlowton. A reception was given at the home of the bride's parents following the ceremony. The newlyweds made a trip through Yellowstone Park



Three Forks, Mont., Locomotive Engineer Walter B. Smith (second from right) made his last trip on March 29, ending a Milwaukee Road career that began as a section laborer in 1925 in Ringling, Mont. Left to right are Operator R. L. Short, Conductor Bud Mason, Brakeman Chuck Bequette, Walter Smith and Brakeman Neill Toma. Walter became a fireman in 1928, but attended college and became a teacher during the Depression. He worked for the Southern Pacific in Oregon before returning to Three Forks as a fireman in 1940. He was promoted to engineer in 1945, working in Butte and Lewistown, Mont. He has worked between Harlowton, Mont., and Three Forks for the last 10 years. Mr. and Mrs. Smith have 11 grandchildren.



Aberdeen, S.D., Chief Clerk Leo Dewalt (left) is presented with an appreciation gift by Agent Darrell E. Goodspeed on behalf of Leo's fellow employees. Leo retired from the Aberdeen Freight Office on June 7 after 49 years with the Milwaukee Road. An office party was held to honor Leo on his last day of work.

Happy Hatton, retired conductor, and A. M. "Pete" Peterson, retired agent, shared honors of being oldest in seniority. Special acts and reminiscing of the old days was also part of the program.

Class Night Awards still show that



FREDRIKSON-MARTIN. Andrea Fredrikson, daughter of Mr. and Mrs. Burton Fredrikson of Hudson, S. D., and Dennis Martin, son of Chief Carpenter and Mrs. J. D. Martin of Canton, S. D., were married on June 15 in the Hudson Lutheran Church. Dennis is a Navy veteran and has spent summers working in Milwaukee Road B&B, Track and Car Departments. He is a student at South Dakota State University where he is working towards a civil engineering degree.



Traveling Engineer-Trainmaster P. M. McLean was honored at a dinner in Miles City, Mont., marking his Sept. 1 retirement. Seated next to Mr. McLean is his wife Marge. Standing, left to right, are System General Road Foreman of Engines William Cruickshank, Superintendent R. L. Martin of Aberdeen, S. D., Superintendent Stanley O. Jones of Deer Lodge, Mont., and General Manager D. O. Burke. Mr. McLean began his career with the railroad as a fireman on the Coast Division. In 1964 he became traveling engineer at Miles City and was later appointed trainmaster-traveling engineer there. His retirement presents included a gift of fishing gear.

our railroad families rate high in local intelligence. Marcella Labrie received a speech award, Nancy Mahoney received the Dr. Raymond and Nell Johnson Scholarship. John Daggett received the American Legion Award. Jim Widdicombe was awarded the Bausche & Lomb Award.

Jim Girard has taken a position with the Department of Transportation. Richard J. Hunt of Deer Lodge has taken the job as roundhouse foreman at Harlowton.

It's rodeo time in the Big Sky Country again. Over \$1,150 in prizes were distributed to winners at the Harlowton Rodeo on July 3 and 4 this year. If you want to see the West and an excellent rodeo, make plans to see the Harlowton Rodeo over the 4th of July next year.

Patricia Jean Clark, daughter of Carman and Mrs. Arden Ray Clark, and Jack Allen Barnhart, roundhouse laborer at Harlowton, were married in American Lutheran Church in Harlowton. A reception was held in Faith Center fol-

lowing the ceremony. The newlyweds made a honeymoon trip through the Black Hills of South Dakota. Patty is continuing her job as an aide at Wheatland Memorial Hospital in Harlowton.

East End

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

Congratulations to Mr. and Mrs. Charles Madler on their recent marriage. Mrs. Madler is the former Donna Mae Ellingson, daughter of Agent and Mrs. Robert Ellingson of Baker, Mont. The couple will make their home in Baker.

Congratulations are in order for Operator Edward McCaffree on his marriage July 20 to Lorraine Schleder. Ed is working in Melstone, Mont., where the newlyweds reside.

Mrs. Edith Thierfelder died on July 10 at Forest Grove, Ore. Mrs. Thierfelder lived in Miles City, Mont., for many years when her husband, Harry, was a baggageman. She is survived by

Twin City Terminals Switchman Karl R. Swanson (second from right) worked his last assignment on the 7:45 a.m. East Side job before retiring on May 31. Karl started with the Milwaukee Road in 1937. Sharing refreshments with Karl at a party held in honor of his retirement are, left to right: M. E. Otterness, E. C. Wagner and R. E. Stroberger.





Newly-admitted to the Wise Owl Club is Section Laborer Ed Ulmer (second from right), who earned the distinction by wearing safety glasses when he was accidentally struck in the face with a rail anchor that he was trying to put in place. Ed's glasses broke under the impact, but he was unhurt. Presenting Ed with a Wise Owl certificate at Mobridge, S. D., are Safety Engineer Harlan B. Johnson (left), Division Engineer W. C. Witham (second from left) and Roadmaster V. Perrone.

one son, Dr. Willard Thierfelder. Burial was in Oregon.

Retired Engineer Elvis B. Williams died on Aug. 13 at the age of 83. Mr. Williams began as a fireman for the Milwaukee Road in 1916 and was promoted to engineer in 1944. He retired in 1957. Burial was at Miles City Cemetery.

Sympathy is extended to the family of Alex MacKenzie who died on July 9. Mr. MacKenzie had worked in the Car Department for 10 years. Burial was at Miles City Cemetery.

K. D. Sweten, son of Section Laborer K. D. Sweten and Mrs. Gertrude Sweten, was married on Aug. 12 to Betty Jo Root. Following a wedding trip to Portland, Ore., the young couple will make their home at Fort Lewis, Wash.

Sympathy is extended to the family of Francesca Schultz, wife of retired Engineer Harry F. Schultz, who died on Aug. 18. Mrs. Schultz is survived by her husband, a daughter Joan and stepdaughter Hannah. Burial was at Custer County Cemetery.



Yardmaster C. K. McClaren (third from left) retired at Sioux Falls, S. D., on Aug. 1 and was honored by fellow employees at a stag picnic. Attending, left to right, were Gene Hammer, carman; Ted Bunning, chief clerk in the Agent's Office; Jim Thompson, switchman; Bob McClaren, switchman; L. C. Riley, former clerk in the Agent's Office; C. K. McClaren; L. A. Fiorello, general agent, and E. L. Albrecht, car foreman.

Aberdeen Division

Superintendent's Office
Aberdeen, S. D.

Anne Meuer, granddaughter of Aberdeen Freight House Cashier and Mrs. Wesley Nelson, was presented the American Legion School Award for outstanding eighth grade girl at graduation ceremonies at Andes Central Grade School in Aberdeen. The award is based on scholastic standing and participation in school, church and community activities.

IM&D Division

Sioux City Area

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

Twenty-six friends and co-workers attended a farewell luncheon at the Rodeway Inn, Sioux City, Iowa, on Aug. 2 in honor of L. J. Fossum, who has been transferred to Cedar Rapids, Iowa, as regional data manager. He was presented with a three-piece set of Sam-

744th Battalion sets date

The Milwaukee-sponsored 744th Railroad Operating Battalion held its annual reunion in Duluth, Minn., June 20 and 21. The 1975 annual reunion will be held at the Downtown Holiday Inn, Sioux Falls, S. D., on June 20 and 21. The hospitality room opens on the evening of June 19 for early arrivals. For further information contact Nick Salviola, locomotive engineer, c/o The Milwaukee Road, Sioux Falls, S. D.

sonite luggage. The Regional Data Office at Sioux City was closed, effective Aug. 23.

Congratulations to Carman Roger Comstock and his wife, Norma, on the birth of their first son, Clay Edward, on July 26. Congratulations, also, to Carman John Suing and his wife, Rosemary, on the birth of their first child, Amy Marie, on July 28.

We wish to extend our deepest sympathy to District Manager-Sales and Mrs. Bill Murley on the tragic death of their son, Steve, 24, who died in a hiking accident in the Hawaiian Islands on July 28, and on the death of Bill's sister, Jean, in Duluth, Minn., on July 22.

Congratulations to Chief Caller Willard J. Leach on his retirement Aug. 13 after 47 years of service, all of which has been on the old SC&D Division at Sioux City. The oldest conductor and engineer presently on the seniority lists at Sioux City were hired during Willard's time of employment. Willard is active in the organization of the SC&D Division annual retirement dinner and has been a committee member for this function since its inception. A coffee and donut party was held in his honor at the roundhouse on Aug. 12, at which time he was presented with a monetary gift and a ceramic TV lamp. Willard and his wife are planning a trip to the West Coast.

Retired Agent Nevin A. "Nubs" Irons of Canton, S. D., died on Aug. 5. He retired in 1968 after 50 years of service. Interment was at Canton, S. D., and he is survived by his widow and two sons.

Yardmaster C. K. McClaren of Sioux Falls, S. D., retired on Aug. 1 after 45 years of service. He started work as a brakeman at Sioux City, Iowa, in 1929 and moved to Sioux Falls, S. D., as switchman in 1940. He was promoted to yardmaster at Sioux Falls in 1947.

Miss Claudia Sleezer, daughter of Mr. and Mrs. Arthur Sleezer of Cherokee, Iowa, and Michael Ratkiewicz, son of Locomotive Engineer and Mrs. Stanley Ratkiewicz of Sioux City, Iowa, were married on Aug. 3 at Grace United Methodist Church in Sioux City.



Retiring Engineering Aide Emery Roland (right) is congratulated by Division Engineer Everett Jordan at a coffee and cake party held in Minneapolis, Minn., on July 12. Emery started with the railroad in 1936 as a section laborer, then became timekeeper, roadmaster's clerk and engineering aide in the Twin City Terminals.

Retired Engineer H. L. Speulda, father of Engineer Don Speulda of Sioux City, died on Aug. 31 after a short illness. Lee was employed in engine service on the old SC&D Division for 47 years prior to his retirement in 1960. He is survived by one daughter, seven sons, one brother, three sisters, 13 grandchildren and seven great-grandchildren. Funeral services and burial were at Sioux City.

Congratulations and best wishes to the following employees who retired on July 1: Switchman Clarence E. Lovell



G. Allen Crawford, son of Minneapolis, Minn., Roundhouse Foreman Vern Crawford, was awarded a grant of \$4,500 as a teaching assistantship when he was graduated with honors from Winona State College. He plans to continue his studies in geology at the University of Wisconsin at Madison.



Employees at the Sioux City, Iowa, Roundhouse attended a coffee and donut party for Chief Caller W. J. Leach who retired on Aug. 13, ending 47 years of service. Mr. Leach (front row, second from left) was also presented with a 45-year safety award pin on his retirement day by Assistant Master Mechanic W. T. Bidlingmeyer. Mrs. Leach was on hand to enjoy the occasion.

retired after 32 years in switch service at Sioux City. Conductor Ray Leahey retired after 47 years in train service on the old SC&D Division. Ray has been on disability for the past three years due to a heart condition. Engineer Francis Madsen retired after 44 years of service. He worked in the Track Department for 12 years and since 1942 has been employed in engine service at Sioux City.

Wedding bells rang on July 6 at the Cathedral of the Epiphany in Sioux City for John R. Leach and Kathleen Riley. John is the son of Chief Caller and Mrs. W. J. Leach. Both the bride and groom are employed by Hinky Dinky Food Stores in Sioux City and will reside at McCook Lake, Jefferson, S. D., where they have purchased a new home. A honeymoon trip is planned for some time in August.

Retired Brakeman and Mrs. Jack Bohan of Primghar, Iowa, spent 22 days in early June in Ireland, Scotland, Norway, Sweden and Denmark. Jack

reports all were very friendly and glad to see the American tourists in northern Europe.

SIoux FALLS

The Transportation Club of Sioux Falls, S.D., held their annual Rail Night on Sept. 18 at the Elks Club. Guest speaker was Jens C. Jensen, assistant vice president, grain and food products, Chicago, Ill. Co-chairmen of the affair were Lou Fiorello, general agent, and John Mahoney, sales representative, both of Sioux Falls.

East End

R. D. True, Correspondent

Office of Superintendent

Mrs. Beulah Stephenson, widow of a retired employee, died on July 16 at Rochester, Minn. She is survived by two sons and four daughters. Mark Sessions, retired machinist, died on July 25 at his home in Mason City, Iowa. He is survived by his wife Alice, son Robert, two

Walter F. Meihofer (left) receives congratulations from Car Foreman Max O. Knorpe. Walter retired as car inspector at St. Paul, Minn., and was honored at a party on July 1.





Bud Miller (second from right), pump repairer on the Twin City Terminal Division, receives retirement congratulations from Chief Carpenter Vern Blake (right) and Division Engineer Everett Jordan. Bud retired on July 15 after 36 years with the railroad.

Iowa Division

Jeanne Beeson, Correspondent
c/o Assistant Superintendent, Marion

Congratulations to Conductor H. E. "Jack" Pyle on his retirement on July 13. Jack started on the Milwaukee Road in 1941 and worked in passenger and freight service on the Iowa Division. He and Mrs. Pyle reside at 2079 Linn Blvd., S.E., Cedar Rapids, Iowa.

Miss Joan Marie Starks, daughter of Conductor and Mrs. E. I. Starks of Savanna, Ill., was married to Donald Aucutt of Cedar Rapids, Iowa, on April 6 at St. Patrick's Catholic Church. Following the ceremony a reception was held at the Cedar View Country Club. The bride was graduated from Kirkwood Community College and the groom attended Kirkwood College and the University of Northern Iowa. The couple are making their home in Hiawatha, Iowa.

daughters and three sisters.

Nevin A. Irons, retired agent at Canton, S. D., died at his home on Aug. 5. His wife Laura survives him. Retired Conductor Earl E. Bruns died at Mason City, Iowa, on Aug. 15. He is survived by a son Walter D. Nobel of Shawnee Mission, Kan.

Conductor Wesley A. Rouhoff, 54, died suddenly on Aug. 25. He is survived by his wife Ella, one daughter, two sons, two granddaughters and two brothers.

Henry L. Speulda, retired engineer, died on Aug. 31 at Sioux City, Iowa. Henry had been a Milwaukee Road employee for 47 years. He is survived by a daughter, seven sons, one brother and three sisters.

Larry Carroll, engineer at Austin, Minn., was recently promoted to assistant division engineer at Perry, Iowa. We want to wish Larry, Susan and family every success in their new home.



Retired Chief Clerk and Mrs. W. E. Failor of Perry, Iowa, celebrate their 50th wedding anniversary.

Iowa Division friends were saddened by the deaths of two retired conductors early in August. Services were held in Marion, Iowa, for Wilbur Cooper who died on Aug. 7. He was with the Milwaukee Road for 47 years, retiring in 1970. He is survived by his widow, a son, three grandchildren and six sisters. Sympathy is extended to his family.

Services were held in Marion for Bruce Fulton, who died on Aug. 8. Bruce was employed by the Milwaukee Road for over 50 years, retiring in 1969. Survivors include his widow, two sons and a daughter. Sincere sympathy is extended to his family.

Mr. Glenn J. Edwards, district manager-sales at Cedar Rapids, was honored recently at a retirement party at the Longbranch Supper Club. He retired on May 31, after more than 47 years of service. Mr. Edwards joined the Milwaukee Road in 1926 in the Operating Department. He held various traffic



Machine Operator Harold Williams (center) of Minneapolis, Minn., receives the Wise Owl Award from District Safety Engineer Bill Grandstaff (right). Looking on is Roadmaster Dave Bock. Harold was cutting with a torch near wet rock ballast. The wet rock exploded from steam built up by the heat of the torch and a fragment struck the safety goggles he was wearing, but he was not injured. The Wise Owl Award is presented to employees in recognition of their use of eye protection to prevent injuries on the job.



General Foreman Elvitt Bates (right) receives congratulations on his retirement from Roadmaster J. P. Weiland at a party at the Longbranch Supper Club at Cedar Rapids, Iowa.



Cedar Rapids, Iowa, District Manager-Sales and Mrs. Glenn J. Edwards celebrate Mr. Edwards' retirement on May 31.

assignments over the years and in 1960 was appointed division freight and passenger agent at Cedar Rapids. Mr. and Mrs. Edwards reside at 312 36th St., N.E., Cedar Rapids, Iowa. Best wishes are extended for a long and happy retirement.

Friends and co-workers at Marion, Iowa, were shocked and saddened by the untimely death of Conductor Leroy H. Shedeck on July 13. He started working for the Milwaukee Road in 1942. Surviving are three sisters. Sincere sympathy is extended to the family.

After 40 years of service, General Foreman Elvitt Bates was honored by his friends and relatives at a retirement



Section Laborer Henry Miller (left) was picking out a flangeway in a road crossing last winter when an object flew up and struck a lens of the safety glasses he was wearing. Although the lens shattered, Henry's eye was not injured. In recognition of Henry's common sense in preventing a possible eye injury, Safety Engineer L. F. Wickler recently presented him with a Wise Owl Club certificate at Excelsior Springs, Mo.



Switchman Frank M. Limberg (center) of LaCrosse, Wis., is congratulated on his retirement by Assistant Superintendent E. F. Hatzenbuehler (left) and Relief Yardmaster R. C. Lewis. Frank retired on June 24 after 47 years of service with the Milwaukee Road.

party on June 29 at the Longbranch Supper Club at Cedar Rapids. Mr. Bates started work on the Milwaukee Road in 1934 at Spragueville, Iowa, and worked at Tama, Sabula, and Keystone, as well as Cedar Rapids. Mr. and Mrs. Bates live at 1080 Hillview Drive, Marion, Iowa. Congratulations and good wishes for a happy retirement.

Mr. W. A. "Bud" Hilton, assistant roadmaster, working between Marion and Tama, Iowa, retired on Aug. 2, after 48 years of service. Bud started on the Milwaukee Road as a section laborer at Elberon, Iowa, in 1926. He plans to do some golfing, bowling and fishing. Bud also has a wood working shop in his home. Congratulations and best wishes for a happy retirement.

Roberta Green, daughter of Engineer and Mrs. Earl Green of Perry, Iowa, is a candidate for a master of arts degree from the Horace H. Rackham School of Graduate Studies at the University of Michigan at Ann Arbor. Martin Doherty, son of Chief Carpenter and Mrs. G. D. Doherty of Perry, received a bachelor of arts, industrial arts, degree

at the summer commencement exercises at the University of Northern Iowa on Aug. 2.

Services were held in Perry, Iowa, for Elmer Busby, 94, a retired Milwaukee Road employee, who died recently. Survivors include his daughter and son-in-law, Opal and George Myers of Jamaica, with whom he formerly made his home.

Retired Chief Clerk and Mrs. W. E. Failor of Perry observed their golden wedding anniversary June 22 at ceremonies in the First Presbyterian Church in Perry, followed by a reception in the Fireside Room. The actual date of their anniversary was May 31, but the celebration was postponed until summer vacations began so all 25 members of the immediate family could attend. The Failor's children, Mr. and Mrs. Ed Failor of Washington D. C., Mr. and Mrs. Joel Herbst of Agoura, Cal., Mr. and Mrs. Bill Failor of Ankeny, Iowa, and Mr. and Mrs. Darrell Failor of Cottage Grove, Minn., and their 15 grandchildren arrived a few days before the celebration, affording the Fail-

Retiring LaCrosse, Wis., Yardmaster J. L. Schiffer (center) is congratulated by Superintendent F. H. Ryan (left) and Assistant Superintendent E. F. Hatzenbuehler. Mr. Schiffer had completed 47 years with the railroad when he retired on Aug. 1. His sons Frank and Donald are in Milwaukee Road train service at LaCrosse. His brother, Charles L. Schiffer, is the Milwaukee's treasurer in Chicago.





ANDERSON-BEAN. Sharon Anderson and Michael Bean were married on June 22 at the Trinity Lutheran Church of Sparta, Wis. Sharon's father, Ted Anderson, is a welder at the Milwaukee Road Shops in Tomah, Wis. Michael's father, Russell Bean, is agent at the Milwaukee Road's station in Sparta. Michael works at the Tomah Shops.

ors an exceptionally busy and happy time.

Roger H. Hotz, son of Marion Agent and Mrs. R. L. Hotz, graduated on May 25 with a B.A. degree in educational psychology from the Iowa State University at Ames. Roger is working as a clerk at Marion this summer, and plans to continue his education at Ames in September.

Iowa Division Locomotive Engineer W. W. Smith retired on May 29 after



Roadmaster and Mrs. Fairman Campbell display a plaque presented to Mr. Campbell on his retirement by their 18 children. The plaque, on which was mounted a bronze track spike, was presented at Fairman's retirement party on July 12 at Red Wing, Minn. He retired from the LaCrosse Division on Aug. 1.



Among those attending the 50th anniversary celebration of the Milwaukee Railroad Womens' Club in Wausau, Wis., were, back row, left to right: Mrs. Julie Schultz, secretary; Mrs. Evelyn Schreiner, treasurer; Mrs. Louise Adamscheck, second vice president; Mrs. Gen Chamberlain, first vice president; Mrs. Marie Callahan, president; Mrs. Evelyn Hubbs, member of the General Governing Board and guest speaker, and Mrs. Jeanette Richter, mistress of ceremonies. In the front row, left to right, are the following charter members: Mrs. Amanda Weldner, Miss Mildred Conklin, Mrs. Adela Reiche and Mrs. Pearl Curtis.

working in engine service since 1951. Wayne and Mrs. Smith reside at 714 22nd Ave. North, Clinton, Iowa. They plan to travel to all points west, visiting relatives in California and in Reno and Lake Tahoe, Nevada, where he plans to do some fishing. Those of us in the Savannah and Clinton area will be waiting to hear some great fish stories.

Randall Wojan, son of Mr. and Mrs. Carl Wojan of the division engineer's office at Perry, was awarded a Bachelor of Business Administration degree in Accounting and Industrial Relations at commencement exercises at the University of Iowa on May 18.

Dr. F. D. Snyder, son of Perry Yardmaster and Mrs. J. A. Snyder, has accepted a position as associate research director in nuclear physics at the University of Pittsburgh. Dr. Snyder has been teaching and conducting research at the University of Kentucky in Lexington during the past three years.

The Iowa Poetry Association has announced the winners in its 1974 competition, and again the wife of retired Engineer Tom Rellihan was a winner. Mrs. Rellihan writes using the pen name Gurnie Hunter.

Walter Droese (second from right), assistant general foreman at North Milwaukee, Wis., and Robert Wheeler (second from left), track laborer, retired on June 28. With them on their retirement day are Robert's wife, Irma, and Milwaukee Division Engineer R. J. Brueske. Walter retired with 25 years of railroad service and Robert retired with 13 years.



LaCrosse Division

Valley District

Naomi Cline, Correspondent

Roundhouse Office, Wausau

Seventy members of The Milwaukee Railroad Womens' Club celebrated the club's 50th anniversary on July 10 with a luncheon and program at the Hoffman House in Wausau, Wis.

Guest speaker was Mrs. Evelyn Hubbs of the General Governing Board. She reviewed 50 years of service and help given to members in need.

Mrs. Callahan introduced the charter members who were present. Other charter members are Mrs. Mike Harrington and Mrs. Leo Ziebell.

Entertainment was provided by the Wausau Senior Citizens Chorus directed by Mrs. Ester Oslage. Table games were also played.

Mrs. Jeanette Richter presented a review of club activities and introduced officers and the speaker. Mrs. Clarence Sydow baked the anniversary cake.

Our sympathy goes to the family of UTU General Chairman Norman



Switchman Franklin "Mike" Bubnitz (right) gets a handshake from Portage, Wis., Trainmaster Tim Hanson. Mike retired on June 26 with 31 years of service with the Milwaukee Road.

Krueger on the death of his mother, Mrs. Adella Krueger. Mrs. Krueger was the widow of Engineer August Krueger who died in 1967. She was a charter member of the Womens' Club. Burial was in Wausau.

Congratulations to Laborer and Mrs. Tom Hoffman on the birth of their daughter Jean Marie on Aug. 22. They now have three daughters.

Tom Richter, son of Trainmaster and Mrs. R. D. Richter of Wausau, received his bachelor of Psychology degree from Drake University in Des Moines, Iowa, and a Certificate of Registration for Inhalation Therapy. He has been appointed head of technical services at Boone County Hospital, Boone, Iowa.

Retired Conductor William A. Colgan, 89, died on Aug. 7 in an Onalaska, Wis., nursing home. Mr. Colgan retired



RICHTER-RUTH. Ruth Ann Richter, daughter of Trainmaster and Mrs. R. D. Richter of Wausau, Wis., and Dennis Ruth of Cedar Rapids, Iowa, were married on June 29 in Rothschild, Wis. The couple will make their home in Cedar Rapids.

Jack Fenno (center), assistant division engineer, Milwaukee Division, retired on Aug. 31 after more than 38 years of service. A retirement party was held Sept. 14 at Herman's Amerwood in Milwaukee. With Jack at the party are Mrs. Fenno and Robert J. Brueske, division engineer.



in 1956 following 50 years of service with the Milwaukee Road. He is survived by his widow, Helen, two daughters and two sons, including Conductor Arthur Colgan. Burial was in the Catholic Cemetery at LaCrosse.

Gordon T. Sims, assistant district manager of sales with headquarters at LaCrosse, shot his first hole in one at the LaCrosse Country Club recently. Sims aced the 188-yard seventh hole with a five wood.

Milwaukee Division

First District

James E. Boeshaar, Correspondent

A family picnic for retired Milwaukee Road employees at Beloit, Wis., was held at Macktown, Wis., on Aug. 18 with nearly 125 people in attendance.

Guests included Earl Mann, general chairman of The Brotherhood of Locomotive Engineers (BLE); Bill Ingram, organizer of the BLE, and Don Lindsay, Illinois representative for the BLE, with their families.

Recently retired Operator Barney Spickler and Clerk John Connors were recognized and presented with gifts. Door prizes were won by members of the Stienhagen, Sherman, Lindsay, Novey and Hansch families. Plans are under way for another picnic next year.

Get well wishes are extended to Engineer Ira Warfield of Beloit, who is recuperating from recent surgery. Sym-

pathy is extended to the family of retired Engineer Frank Novey, who died on July 19. Mr. Novey was a World War I veteran.

Engineers Fritz Primus, Orestes Qualey and Conductor F. J. Mittlebach have recently retired.

Passenger Station and Muskego Yard

Beverly Radtke, Correspondent

Robert Thomas McSweeney, Jr., received his Doctor of Philosophy degree in Materials Science from Marquette University in Milwaukee at a May 19 commencement ceremony. Robert, whose late father was foreign freight traffic manager for the Milwaukee Road, is now employed as senior scientist at Globe Union.

Women's Club

Milwaukee Chapter

Mrs. John Farence, Correspondent

On July 12 seventy-four members of the Milwaukee Chapter of the Milwaukee Road Women's Club celebrated their Golden Anniversary at a dinner at the Downtowner Motor Inn. Miss Irma Knoll, Mrs. Anna Masar, Mrs. Jacob Franjevic, Miss Elenore Francey and Mrs. Clara Clark, all charter members, were present. Our oldest member, Mrs. Clara Dankert, 91, also attended. Letters from Mrs. Anne Kiltie of Oldsmar, Fla., Mrs. Marie Shan-

Seated at the officers' table during the 50th anniversary dinner of the Milwaukee area Womens' Club are, left to right, Mrs. Elsie Haggerty, treasurer; Mrs. Sylvia Duty, recording secretary; Mrs. Herman Reuter, president; Mrs. Lillie Blanck, first vice president, and Mrs. Ann Ludington, second vice president.





General Foreman-
Electrical Systems R. J. Foley (left) extends his best wishes to Electrician Ray Jacobs who retired recently after 40 years of service at the Milwaukee Road's shops in Milwaukee, Wis.



Superintendent of Air Brakes Marty Wangberg and his wife Maxine celebrate Marty's retirement at a party held in their honor on Aug. 2 at the Holiday Inn in Milwaukee, Wis.

non of Phoenix, Ariz., and Mrs. Kate Rathbun were read. Mrs. Anne Baumgartner of Las Vegas, Nev., sent best wishes for continued success. An enjoyable afternoon was spent playing cards and reminiscing with old friends.

Charles Rintelman, former sign painter for the Milwaukee Road Shops, and husband of our historian, Edna, surprised us with beautiful signs, both for the dinner and picnic. We also had the support of Mr. C. C. Dilley, Mr. J. Phleger and Mr. D. D. Fisher in supplying us with railroad memorabilia for decorations. A special thanks to all these gentlemen.

The picnic on Aug. 19 was also a success and was attended by 55 members. Miss Irma Knoll donated a lovely pair of pillowcases which were then raffled.

Mrs. Anne Kiltie, in Milwaukee for a one-month visit, divided her time among relatives and friends. On the trip to Milwaukee, one of her car's tires had a blow-out. Luckily she was not injured.

Mrs. Sylvia Ballard had surgery on July 1 and is recovering nicely. Also reported ill were Mrs. Marie Hauser and Mrs. Adeline Schively, who underwent

tests at West Allis Memorial Hospital recently.

Sympathy was extended to the families of Mrs. Alma Moran, Mrs. Hazel Hinebaugh and Mrs. Anna Dermody on the death of these members during the month of August.

Car Department

Pat Hoye, Correspondent

Lots of good wishes go along with Jim and Ruth Wilbur as they transfer from Milwaukee Shops back to Savanna, Ill., and the family home. Jim will be assistant car foreman on the Rip Track at Savanna. Don't forget all your friends here at the Shops, folks, and pay us a visit once in a while.

We wish to say "so long" to Orville Jacquet, chauffeur in the Freight Shop, who took his pension on June 28. Orville has 40 years of service with the Milwaukee. He started in 1934 in Green Bay and transferred to the Milwaukee Shops in 1936. Except for a period between 1942 and 1945 when he was in military service, he worked in the Passenger Shop and the Freight Shop as carman helper, carman, tractor driver, and then chauffeur. Orville has

been on sick leave recently. We all wish you and your wife well, Orville, and hope you will be feeling better soon. Orville's address is 417 W. Ring St., Milwaukee.

Congratulations to Mike Slapczynski on his retirement. Mike was a carman welder in the Freight Shop at the time of his retirement on July 8. He put in close to 38 years of service on the railroad. These years were spent at the Milwaukee Shops with the exception of a brief period at Davies Yard in 1943. He was hired as a laborer in 1936 and took his carman's date in 1944. Mike and his wife look forward to enjoying their leisure time during their retirement and plan to continue residing at 2515 S. 18th St.

On July 15 Ed Jaworski, passenger carman, retired, ending a 23-year service record. Ed worked in the Air Brake Department of the Passenger Shop during these years, starting out as an air brake helper in 1951. Good luck to you,



Surrounded by co-workers on his big day is Tom Wilson (second from left), upholsterer at the Milwaukee, Wis., Passenger Shop, who retired on Aug. 2. From left to right are Lawrence Paul, Tom Wilson, Ben Homa (who also retired recently), Ziggy Czerwinski and Bill Landingham.



Boilermaker Jim Miklovich (right) gets a good-bye handshake from Boiler Foreman Henry Keller. Jim retired on Aug. 30 after 29 years of service. Jim plans to spend some of his retirement time with relatives in Thunder Bay, Canada.



Second shift Pipefitter Emil Oseen (left) is congratulated by Assistant General Foreman J. C. Robertson. Emil retired on Aug. 30 from the Milwaukee, Wis., LD Shops with 27 years of service.

Ed, and may you have a pleasant retirement. Ed is currently living at 1572A S. 26 St.

Our best wishes to Tom Wezyk on his promotion to assistant foreman in the Milwaukee Train Yard. Tom was a carman cutter in the Passenger Shop at the time of his appointment on July 23. He has over four years of experience in the Milwaukee Train Yard-Davies Yard area, earning his carman's date in 1969. He spent more than a year at the Milwaukee Shops as a carman and a carman cutter prior to his promotion. Tom's father, Chester, is a carman at the Davies Yard Repair Track.

Retired Chief Clerk George R. Voth died on July 27 in Milwaukee. He is survived by two daughters. At the time of his retirement in 1956, he was chief clerk to the Shop Superintendent. Funeral services were held in Milwaukee.

Charlie Pollock, air brake foreman, has been appointed assistant superintendent-air brakes in the Mechanical Department. Charlie started with the Milwaukee Road in 1943 at the West-



Section Foreman Anthony R. Mesich (left) receives congratulations from Robert J. Brueske, division engineer, Milwaukee Division, on his Sept. 13 retirement. Anthony started his railroad career in 1934 and became a section foreman in 1939.

Congratulating Mike Slapczynski (center) on his last day of work before retiring are Len Barry (left), general foreman of the Freight Shop, and Vern Waterworth, shop superintendent. Mike retired on July 8 as carman welder in Milwaukee, Wis., after 38 years with the Milwaukee Road.



ern Ave. Locomotive Department. He was a machine helper, machine apprentice, and a machinist in air brakes while there.

After a ten-month period at Milwaukee Shops Diesel House in 1960, he was sent to Portage, Wis., as roundhouse foreman and three years later moved to Savanna as assistant roundhouse foreman. He returned to Milwaukee in 1964 and served as assistant foreman in the Diesel House, equipment shop foreman and air brake foreman. We would all like to wish Charlie good luck and success in the new duties he started on Aug. 1.

Retiring from the Passenger Shop on Aug. 2 was Tom Wilson, upholsterer. Tom had served in the Upholstery Department since 1938. From now on, upholstery will be strictly a hobby for Tom, for the benefit of family and friends. Another hobby he has is camping which he enjoys with his family. We understand that he headed for the great outdoors immediately after retiring. Tom's home is at 2464 N. Bartlett Ave., and we all wish him a happy retirement.

Ralph Beitzinger is our new air brake foreman in the Passenger Shop. He was promoted on Sept. 1. Ralph is from a railroad family—his father was in the Air Brake Department. Ralph has been

with the Milwaukee since 1947 and in 1950 he joined the Air Brake Department when he started his air brake helper apprenticeship. In 1961 he was promoted to assistant air brake foreman. We wish Ralph success in his new duties.

Locomotive Department

Nancy Stark, Correspondent

Superintendent of Air Brakes Marty Wangberg retired in August. He started working for the railroad as a fireman in 1943 at Perry, Iowa. He progressed to assistant traveling engineer in 1955 and then to traveling engineer. In 1958 he was appointed assistant superintendent of air brakes and in 1966, to superintendent of air brakes. He was also a member of the Brake and Brake Equipment Committee of the Mechanical Division of the AAR. Marty takes with him the best wishes of all of his co-workers and friends all over the railroad.

MILWAUKEE DIESELHOUSE

Our sympathy is extended to Electrician Helper R. Heyden on the death of his father, Willard Heyden, 52, who died on July 20 from a heart attack.

Our sympathy is also offered to Machinist F. Rygiewicz upon the death of his father, John, who died on Aug.

Milwaukee, Wis., Dieselhouse Electrician Edgar Anderson (center) retired on Aug. 16 after 11 years of service with the railroad. With him on his last day are Electrician-Committeeman R. Schneider (left) and Foreman D. W. Daly.



President's Trophy Contest

Safety Standings of Divisions and Departments

January 1 through October 4, 1974

Rank	Division	Killed	All Injuries	Casualty Rate
1	Rocky Mountain	1	77	54.42
2	Aberdeen		91	76.89
3	Coast		159	77.92
4	Twin City Terminal		97	83.64
5	Iowa, Minnesota & Dakota		108	92.91
6	LaCrosse		176	94.58
7	Chicago		320	96.40
8	Iowa		199	99.11
9	Milwaukee		497	110.27
	Others		50	16.75
	SYSTEM	1	1774	81.95

Rank	Department	Killed	All Injuries	Casualty Rate
1	Stations		57	22.43
2	Material Division		13	44.93
3	Signals & Communications		30	45.48
4	Enginemen		120	53.98
5	Locomotive Department		142	70.36
6	Car Department		160	80.32
7	Road Trainmen		298	102.40
8	Electrification	1	12	104.18
9	Bridge & Building		41	117.62
10	Track		445	146.84
11	Yard Trainmen		432	220.94
	Miscellaneous		24	6.73

28 at the age of 58.

Laborer-Committeeman Curtis Smith retired from the railroad on July 12. Curtis plans to stay in Milwaukee and

work with the Social Counseling Service.

Electrician Edgar Anderson retired on Aug. 16 after 11 years of service



RICHTER-BIDLINGMEYER. Milwaukee, Wis., Dieselhouse Electrician Bill Bidingmeyer was married to Geraldine Richter on July 6. Vows were exchanged at St. Adelbert's Church in Roshold, Wis.

with the railroad. Edgar plans on traveling and camping which will keep him busy along with his interests in square dancing and golf.

MILWAUKEE LD SHOPS

Electrician Ray Jacobs retired after 40 years of service with the railroad. Second shift Pipefitter Emil Oseen retired on Aug. 30 after 27 years of service. Pipefitter John Bulowicz retired July 31 after 46 years of service. A surprise party was held by John's family and, according to John, it was quite a surprise!

Boilermaker Jim Miklovich retired on Aug. 30 after 29 years of service. Jim plans to spend some time with relatives in Thunder Bay, Canada. De-



Milwaukee Division Conductor F. C. Mittlebach (center) says farewell to J. J. Schwantes (left), assistant superintendent, Milwaukee Division, and A. C. Block, traveling engineer-trainmaster. Mr. Mittlebach retired on Sept. 4, ending a Milwaukee Road career that began in 1944.



Laborer-Committeeman Curtis Smith (right) says farewell to District Master Mechanic E. A. Rogers at the Milwaukee, Wis., Dieselhouse. Curtis retired on July 12 with 38 years of railroad service. Curtis plans to remain in Milwaukee and work with the railroad's Social Counseling Service.



General Foreman E. J. Werner (left) extends best wishes to Pipefitter John Bulowicz of the Milwaukee, Wis., LD Shops. John retired on July 31 after 46 years of service with the Milwaukee Road.



visor. Foreman E. Rogowski will be Ray's successor.

LD WHEEL SHOP

Wheel Press Operator William Driscoll retired on July 31 after 38 years of service with the railroad. Bill plans on working around the house.

Machinist George Siegle retired on July 26 after 44 years of service and he plans to spend quite a bit of time at his cottage in northern Wisconsin.

TEST DEPARTMENT

Congratulations and best wishes were extended to M. L. "Ben" Benzer, chief engineer of tests, and Mrs. Benzer. Friends and co-workers gathered at a retirement party held in their honor at the Nantucket Shores on Sept. 13.

Ben began his railroad career with the Milwaukee Road in 1936. He held positions as machinist, assistant engineer-car construction and assistant engineer of tests until his appointment as

Air Brake Foreman Charlie Pollack (left) congratulates Ed Jaworski, passenger carman, who retired on July 15 at the Air Brake Shop in Milwaukee, Wis.

partment Foreman Ray Rydlewicz retired on Oct. 6 after his vacation period. Ray has almost 40 years of service with the company with 32 years as a super-



It took a lot of strong backs to sort and load shipments in the earlier days of LCL, or less-than-carload, railroad freight. This Cedar Rapids, Iowa, Freight House force posed for this photograph sometime in the early 1920s. John Feiereisen, supervisor of stations and yard offices, provides the following partial identification of the crew shown: Left to right: William (Bill) McCall,

John (Jack) D. Feiereisen, Louis Hruska, (first name unknown) Stewart, "Peachie" Kruska, Barney Dunek, Joe (Spark Plug) Prohaska, unidentified, William Metela, Mike White, Frank (Bugone) Drahos, unidentified, Wencil Vishek, unidentified, unidentified, unidentified, Milo Dask, and remaining three men, unidentified.



Charles Zbyszynski receives congratulations on his retirement from E. J. Werner, general foreman, and J. C. Robertson, assistant general foreman. Charles retired recently as a machinist at the LD Shops at Milwaukee, Wis.

Chief Engineer of Tests in 1963.

Mr. and Mrs. Benzer plan to do a lot of traveling with a new Airstream trailer. Good luck and happy motoring!

Eugene "Butch" W. Krueger has been promoted to chief engineer of tests succeeding M. L. Benzer. Butch has been with the Milwaukee Road since 1941 and held positions as special draftsman, dynamometer engineer and assistant chief engineer of tests prior to his present appointment. Congratulations and good luck to Butch in his new duties.

Gerry Kleser, secretary to the Chief Engineer of Tests, and her youngest daughter, Janet, traveled to southern California to visit with her eldest daughter and son-in-law, Mary Ann and Richard Krehl. A tour of Disneyland, the Hearst Castle and the Queen Mary and a light show using a laser beam at the Griffith Park Observatory made the vacation especially memorable.

Material Division

Lyn Johnson, Correspondent

The employees in the office of Manager of Materials at Milwaukee Shops extends wishes for much happiness to Sharon Rosinski, stenographer, who became Mrs. Paul Fryjoff on Sept. 7. In November the newlyweds will leave on a two-week honeymoon, which will

include visits to Australia and Hong Kong.

We welcome Brian Day into our office as the new invoice clerk for Class 39 fuel accounts.

Your correspondent will be on a maternity leave of absence effective Oct. 1. "Baby" Johnson is expected during the first half of October.

Regional Data Office

June Stanlee, Correspondent

Terry Kleist, assistant manager, has been transferred to Cedar Rapids, Iowa. As of Sept. 1 he will become assistant manager to Mr. Fossum. Mr. Kleist had been at the Milwaukee Regional Office for four years and during that time has made many friends. Terry planned to take his family on a trip to Canada before moving on to Cedar Rapids. We all wish him well.

Mr. Chalifoux and his staff have moved from the Milwaukee Shops area to the Milwaukee Depot to make room for the Madison, Wis., Regional Data Office personnel. Mr. Picht, the new assistant manager, and some of his staff from Madison have moved into our office.

We want to extend our best wishes to Mr. Chalifoux and all of his personnel at the Agency. It was a pleasure work-



Roadmaster Phillip Sylvester and his wife Rose were honored in Milwaukee, Wis., at a send-off party marking Phil's July 31 retirement. Phil started with the Milwaukee Road in 1935 as an extra gang laborer in Chicago, Ill. He was promoted to assistant general foreman at Western Ave. in Chicago and later became general foreman there. Phil became roadmaster at Milwaukee Terminal in 1968.

ing with each and every one of you. You will be missed.

We want to welcome Mr. Picht and his staff to the Milwaukee Regional Office and hope they will find their stay pleasant.

Along with the above changes we have had another addition to our growing force. We now have a Honeywell Computer.

Ray Gatzke and his wife, Bridgette, just returned from an exciting trip to London. They visited many of the sights, took a few tours and visited with friends. Ray said the pubs in London close a little too early for him. The fun is just beginning at 11:30 p.m.

Flying was a first experience for Ray and the take-offs and landings were not exactly what he had expected. They thoroughly enjoyed their vacation and hope to return to London sometime soon.

Mark Heinzelmann, our summer relief man in Billing and Expense, has returned to Carroll College. Mark is the



Four railroaders from the Chicago, Ill., area were given a retirement send-off on Sept. 6. Left to right, they are Oscar Streetz, a carman; Irwin "Ed" Houser, a machinist; Jimmie "Pete" Roberts, a coach cleaner, and Norman A. Wright, a switchman-pilot.



Ray Rydlewicz (left), department foreman, receives congratulations from General Foreman E. J. Werner. Ray retired on Oct. 6, ending his 40-year Milwaukee Road career.



STARKS-AUCUTT. Joan Starks, daughter of Conductor and Mrs. E. I. Starks of Savanna, Ill., was married to Donald Aucutt of Cedar Rapids, Iowa, on April 6.

champion wrestler at school and is also an excellent boxer. He is studying to be a doctor and is very enthusiastic about returning to school. Mark said he will visit us throughout the year and hopes to return to work next summer.

AGENCY

Agency personnel claim that the new quarters won't be too bad after the builders complete the work that must be done and after the heat is turned on, phones installed, and boxes unpacked. Then there's this parking problem . . .

Congratulations to Mary Jane Demmer and Carroll Hancock who were married on June 28 at Peace Lutheran Church. Our best wishes to a wonderful couple.

Les Carlson took a bus trip to the West Coast. He says the scenery was fantastic. Les managed to visit four of his sisters at different places along the way, and to lose a few dollars in Las Vegas, Nev.



Mr. and Mrs. Frank E. Galvin of Terre Haute, Ind., celebrated their 50th wedding anniversary on Sept. 16. Frank retired in 1959 after 47 years of railroad service. During the last 30 years he served as chief carpenter at Terre Haute, Ind., LaCrosse, Wis., Savanna, Ill., and on the Kansas City Division.



Galewood, Ill., Agent Joseph Kalasmiki (third from right) presents departing Assistant Agent Jim Hanscom (third from left) with an attache case from employees of the Regional and Agent's Offices. Jim was promoted to agent at Winona, Minn., on June 30. To Jim's right are his wife, Adeline, and Assistant Agent Connie M. Wenca. To Mr. Kalasmiki's left are Chief Clerk Ray Bishop and Assistant Superintendent Ben Webster.

Chicago Division

Galewood

Eleanor P. Mahoney, Correspondent

On July 31 Stanley F. Boyle, per diem clerk, retired at the early age of 61, completing 39 years of service with the Milwaukee Road. His dad, Dominick, retired at age 80 in 1965 after 61 years of service and was able to congratulate his son upon his retirement. Stan, alias "the Judge", began his Milwaukee Road career as a messenger at the Galewood Station. He has held many jobs in the Agency in the past 39 years.

Stan also has been active politically since 1946 in the suburb of River Grove, Ill., where he held elected and appointed positions. He also aided in establishing the Northwest Mass Transit Organization. Stan terminated his active political career to coincide with his retirement from the Milwaukee Road. Stan and his wife, Evelyn, will continue to reside in River Grove and will winter in their Florida home. They have two children, Corrine and Kelvin, and two grandchildren. Stan's co-workers presented him with a well-stocked travel bar, after which coffee and rolls were served.

Lee Schmidt, per diem clerk, joined the Galewood Agency on Aug. 5. His position as ticket clerk at Elgin had been abolished.

Vehra Waller, per diem clerk, became a grandparent of a baby boy on Aug. 20. Both daughter and grandson are doing fine. Martha Regilio, per diem clerk, also became a grandparent of a baby boy on Aug. 21, when her son and daughter-in-law became proud parents.

Steve Kalasmiki, son of our Galewood freight agent, played third base for the Northern Illinois American Baseball Championship Team. Another son, Jim Kalasmiki, was catcher on the Addison Major Little League Cubs championship team.

Joe Zielinski, check clerk, retired July 31 after 40 years of service. He started with the Milwaukee Road as a trucker at the freight house at Galewood and then transferred to the Candy House until his retirement. His co-workers presented him with a monetary gift and wished him well. He will continue visiting his daughter and son-in-law on weekends in Plano, Ill., where he enjoys working on their farm.

Norma Gunderson, retired stenographer and former correspondent for the Milwaukee Road Magazine, died re-

Joe White (center), rate clerk at Galewood, Ill., says farewell to William T. Jepson (left), regional data manager, and Harold Bichler, assistant regional manager. Joe retired on June 30, ending a railroad career that began in 1937.





Kathryn Buckner, chief clerk in the Master Mechanic's Office, Bensenville, Ill., retired on July 31. Katie began her railroad career in 1944. With her are Master Mechanic James H. Kervin (right) and Ronald P. Lawrence.

cently. Our sympathy is extended to the family of Fred Alesi, towmotor operator with the Wardex Operation, who died Sept. 2 after a short illness. He is survived by his widow, Betty.

Kieran Mahoney, daughter of your correspondent, was married July 27 to Daniel M. Castelaz at St. Celestine's Church, Elmwood Park, Ill. Members of the wedding party included her two sisters, Maureen and Sheila. Terri Ann Mahoney, her eight-year old niece, was a junior bridesmaid. The groom's brother Mike was best man and his ten-year old brother, Mark John, was junior groomsman. A reception and dinner for 175 relatives and friends was held at the Oak Park Arms Hotel, Oak Park, Ill.

Congratulations to Ted Zielen, rate clerk in the Regional Data Office, and his wife, Sophie, who celebrated their 35th wedding anniversary on Aug. 24.



Car Foreman Don Whalen (left) and Assistant Car Foreman Don Patton (right) say goodbye to retiring carman Charlie Jones. Charlie retired at the Bensenville, Ill., Yard on June 30, ending a Milwaukee Road career that started in 1929 at St. Bernice, Ind. Charlie and his wife will make their home at St. Bernice.



Retiring Switchman Paul McFadden (second from left) of the old Southeastern Division displays a replica of a caboose of the 1940s, which was presented to him by his co-workers. Shown here, left to right, are Switchman Gary Paape, Paul, Engineer Curt Plessinger and Conductor Wayne Exo. Paul retired in July after 38 years of railroad service. He worked as a switchman between Faithorn and Bensenville, Ill.

A surprise party at their home was given by their daughter to help them celebrate this happy occasion.

Welcome to Chad MacGregore and Brad Allen, twin sons born to Anna Chorney, wife of Roger Chorney, rate clerk in the Regional Data Office. When they arrive home from the hospital they will be introduced to Tina, 4, and Cary, 3, their sister and brother.

Our sympathy is extended to Irene Dumanowski, per diem clerk, whose mother Katherine Swat died on Sept. 7. Burial was at St. Adalbert's Cemetery after a funeral Mass at St. Constance Church on Sept. 10.

Bensenville

Delores Barton, Correspondent
Office of the Superintendent

Phil Moscinski, derrick operator in the Bensenville, Ill., Car Department, retired on Sept. 13 after 45 years of service, the last 20 years as derrick operator. Phil and his wife plan to con-

tinue living in Bensenville.

A retirement party was held at Major Hall in Chicago on Sept. 6 for four men who work in and around Western Ave. Carman Oscar Streetz started railroad service in 1942 and retired on July 31. Oscar will continue to make his home in River Grove, Ill. He was presented with a gold painted carman's hammer.

Irwin "Ed" Houser, a machinist from the Western Ave. Dieselhouse, began his railroad service in 1925 and retired on Aug. 31. Ed was presented with a set of miniature machinist tools.

Jimmie "Pete" Roberts, a coach cleaner at Fox Lake, Ill., began his railroad service in 1955 and retired on Sept. 30.

Norman A. Wright, a switchman-pilot at the Western Ave. Coach Yard, commenced railroad service in 1929 and retired on Aug. 31. Norman was presented with a gold-painted backup hose. Dinner and refreshments were served and gifts were presented to the four men from their many friends and co-workers.

Phil Moscinski stands next to the derrick he has operated for many years at the Car Department in Bensenville, Ill. Phil retired on Sept. 13, ending 45 years of service on the railroad.



Linda Marie Eppley, daughter of Yard Clerk Eugene Eppley, and a junior at Dundee, Ill., High School, was selected for the Who's Who in American High Schools.

On June 29 Cheryl Hutton, IBM operator at Bensenville, and Robert Johnson, car inspector, were married at Hoffman Estates, Ill. A reception was held at the Green Acres Country Club in Roselle, Ill. Cheryl and Robert honeymooned at the Ozarks and are making their home in Itasca, Ill. Cheryl's sister, Lynn, and mother, Joan, both work in the IBM room at Bensenville and Robert's brother, Richard, works for the Car Department at Bensenville.

Retired engineer Ted Lindvig and wife flew to Norway recently where they were met by relatives at the Oslo airport. Mrs. Lindvig was presented with a bouquet of red roses there and word has it they were treated like king and queen with wheel chair service provided at both London and Oslo.

Engineer Bob Janin and wife were elated over the arrival of Matthew, born July 21. This is their first child after seven years of marriage.

Kathryn Buckner, chief clerk from the Master Mechanic's Office, retired on July 31. Katie began her railroad career in the Mechanical Department at West Clinton Terminal, St. Bernice, Ind., in 1944. When the West Clinton offices were closed, she came to Bensenville, then went to Western Ave. before returning to Bensenville. Katie was saluted by her co-workers at a cake and coffee party. She received a monetary gift and several presents from her fellow employees. Katie has moved back to her home at St. Bernice, Ind., where

her daughter lives.

Retired Engineer Elmer G. Martwick died on Aug. 18. Mr. Martwick started his railroad career in 1915 and retired in 1968. Since then he has spent winters in Brownsville, Texas, and summers at his home at Mellen, Wis. For many years he was local chairman of the Brotherhood of Locomotive En-

gineers. His brother, retired engineer Richard J. Martwick, died on Aug. 19. Richard began employment in 1920 and retired in 1968, moving to Weslaco, Texas. Both brothers were shown at Malec Funeral Home in Chicago and burial was at Rose Hill Cemetery.

Sympathy was extended to the family of retired Engineer Nels Borgstrom, who died in San Jose, Cal., and to the family of Engineer Henry W. Becker, who died at the age of 24.



Chicago, Ill., members of the Milwaukee Road Twilight Golf League recently completed another successful season, according to League President Don Devitt, assistant manager-freight adjustment. Shown here, left to right, are Don; first place league winner Bill Bonnom, assistant manager, responsibility accounting; second place winner Bob Johnson, manager customer relations, and league Secretary Bill Maile, manager customer relations. The league has approximately 20 members each year and has been in existence since 1942. Members are currently golfing at Nordic Hills Country Club, Itasca, Ill. Most members are veterans of the Fullerton Ave. Office Building and now work in various departments in Chicago Union Station.

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Passenger Department

Raymond A. Freitag, assistant manager-passenger services in Chicago, Ill., died on Sept. 10. Mr. Freitag, 63, was a veteran of more than 40 years of service with the Milwaukee Road. Survivors include his widow, Eleanor, one daughter, seven sons, 13 grandchildren and one great-grandson. Burial was at Grant Cemetery near Round Lake, Ill.

Office of Manager Equipment Accounting

Kitty Capoccia, Correspondent

Hello and good luck to Daisy Achaoso, Gerri Behof, Mark Gibson, Wayne Harley, Kathy Rainey, Cathy Yarris, George Bush, Jim Byrnes and Carol Small, who are all newcomers to our office.

Karen Konczyk and Mike Klaczyn-



Assistant Bridge Engineer John Kampwirth (second from right) displays a plaque presented to him on his Aug. 30 retirement by Bridge Engineer Freeman Drew (left). The plaque contains a section of the broken screw shaft which was part of the lifting mechanism on Bridge L-268 at Hastings, Minn. The failure of this part left the bridge inoperable and created one of many emergency repair projects that John Kampwirth was involved in during his career. With John is his wife, Evelyn, and Assistant Chief Engineer-Structures Ken Hornung. John started with the railroad in 1936 at Savanna, Ill., as rodman, was transferred to Milwaukee, Wis., and then came to Chicago, Ill., as instrumentman in 1938. He joined the Chicago bridge department in 1938 as draftsman and progressed to the position of assistant bridge engineer. John and his wife vacationed in Bavaria in September and will continue to live in Chicago.

ski, both in the Foreign Car Record Bureau, were married at St. Cyril and Methodius Church on September 1. A wedding reception was held at The Jolly Club.

Laurie Harrington was in an automobile accident on Labor Day and was hospitalized in Elgin, Ill. She has a broken arm and, hopefully, no other injuries. Kathy Young, car record clerk,

had her tonsils removed on Aug. 6. Kathy has lost the squeak in her voice and is back to work and doing fine.

Curt Cody and his girlfriend, Gail, became engaged on Sept. 1. They are planning an April wedding. Congratulations, Curt.

James "Slim" Bourne retired on July 31 after 20 years of service. Slim had been the elevator operator in the Fuller-

ton Ave. Office Building before our move to Union Station. A retirement party was held in his honor. July was a lucky month for Slim. He won a Trifecta bet at the race track and we hope the years ahead will be just as lucky.

Eleanor Griffin retired on Aug. 9 after 45 years of service. We wish Eleanor the best of luck.

Purchases and Material Department

Roger W. Ruchti, Correspondent

Roger and Cheryl Ruchti spent their sixth wedding anniversary, Aug. 24, at the Nordic Steak & Pub in Dundee, Ill.

On Oct. 4 Chuck Adams, price clerk, left for Marine basic training camp in San Diego, Cal. Best of luck to Chuck.

Miss June Dopp, secretary, has undergone surgery and is recovering at home. We all wish her a speedy recovery.

Office of Manager Disbursement Accounting

Frani Field, Correspondent

On Aug. 3 Judy Neace, Miscellaneous Voucher Bureau, became Mrs. Wiekliniski. The newlyweds honeymooned in Miami Beach, Fla.

Harry Ciesinski visited us recently. He is on a medical leave of absence. We all wish Harry a continued speedy recovery.

We welcome back Terri Kisill who visited her sister in Dover, Del. They took side trips to Annapolis, Md., and Washington, D. C. Wanda Szajowski just returned from a trip to Canada.

Peggy Jacobsen celebrated her birthday while vacationing in Miami, and Ellen Bonini and her husband recently returned from a Caribbean Cruise. Hope everyone enjoyed their vacations!

Office of Manager-Capital Expenditure Accounting

Marion J. Kuniej, Correspondent

William Madison Henley, retired assistant engineer, died recently in Oliver Nursing Home in Elgin, Ill., at the age of 81. Mr. Henley has been retired since 1953 and is survived by his widow, Kamilla, two daughters, one brother and a sister.

Welcome to William Sack, assistant engineer. Chester "Cy" Kisiel, assistant engineer, and his wife, Edna, became grandparents of a boy born to Mr. and Mrs. John Kisiel who now live in England.

Retired Auditor of Joint Facility Accounts C. J. Winandy advises that he has joined the ranks of the suburbanites. He now resides at 7461 Flower Court, Hanover Park, Ill.



ALBERTS-BRUSCATO. Chicago Terminal Track Department Timekeeper Darlene Alberts and Machine Operator Sam Bruscato were married on March 30. Shown with the happy couple are Darlene's parents, Robert W. Alberts (left), assistant engineer in Chicago, and Mary Alberts, clerk in the B&B Department at Western Ave. Darlene and Sam spent their honeymoon in Las Vegas, Nev., and now live in Elmwood Park, Ill.



Passenger Carman Oscar Streetz (left) receives congratulations from Foreman John Janicek on his retirement from the Western Ave. Coach Yard, Car Dept., on July 31. Oscar started with the Milwaukee Road in 1942 as a coach cleaner.

Engineering Department Signals and Communications

Marilyn Stypa and Judy Lamarca,
Correspondents

Once again we dust off our welcome mat to extend greetings to our newest staff members, Raymond E. Harris and Terrance D. Pelkola.

Ray began working for the Milwaukee Road on May 1 as a signal designer. Although a new face around Union Station, Ray's railroad experience dates back 15 years.

Terry received a Bachelor of Science degree in electronic technology from Bradley University, and he began working for the Milwaukee on July 16 as a signal draftsman.

B. E. Jacobson, signal inspector, and Dawn Harrington of Wildwood, Ill., were married on July 6. The wedding ceremony was at Shepherd of the Lakes Lutheran Church in Grayslake, Ill. We wish them the best of luck.

Congratulations to Robert W. Jahn



Russell G. Scott (left), assistant to vice president-operation, retired on July 31, ending a career of more than 45 years with the Milwaukee Road. With him at an office retirement party are his wife and William J. Quinn, chairman and chief executive officer of the Milwaukee Road. Mr. Scott was also honored by his railroad friends at a retirement luncheon in Chicago Union Station. His career started in 1928 and he held positions as roadmaster in Milwaukee, Wis., and Chicago, Ill.; trainmaster in Milwaukee, Spokane, Wash., Aberdeen, S. D., and Marion, Iowa; assistant superintendent at Green Bay, Wis., and superintendent of the Idaho Division, headquartered in Spokane. Mr. Scott served as assistant to general manager in Seattle, Wash., and became assistant general manager in 1959. From 1963 to 1973 he served in Chicago as assistant to assistant vice president-operation. He became assistant to vice president-operation on March 1, 1973, and held that position until his retirement. Mr. and Mrs. Scott will continue to live in Hanover Park, Ill.

who was promoted on July 1 to assistant design engineer in the Signal Section.

Mary Ziemann, signal file clerk, left her heart in San Francisco and her paycheck in "Vegas". She spent two glorious weeks on the West Coast followed by a two-day stopover in Las Vegas, Nev. The San Francisco, Cal., trolley car rides and the 17-mile drive from Carmel to Monterey, Cal., were Mary's favorites. Besides the usual sightseeing, she made it to Las Vegas just in time to

see the first hail storm on the Nevada desert in 30 years.

William P. Kominski, assistant engineer, was transferred temporarily to Bensenville to gain field experience, after which he will return to our office. We hope to see you soon, Bill.

Mel C. McNichols, assistant engineer-signals, resumed his duties in this office on July 1 after a year in training as a signal inspector at our Bensenville Yard.

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**NWSMTD
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Milwaukee Road employees Deborah Kraai (left), secretary in the Public Relations and Advertising Department, and June Williamson, steno-clerk in the Personnel Department, exhibit a bi-level coach during a display of new commuter equipment on Sept. 26 at Union Station in Chicago, Ill. The coach is one of 41 new stainless-steel cars now being delivered to the railroad from the Budd Company plant in Philadelphia. The Northwest and North

Suburban Mass Transit Districts, owners of the new equipment, lease it to the Milwaukee Road for use on the railroad's two Chicago-area commuter lines. With the addition of these new cars, the combined suburban passenger car fleet totals 103. The two mass transit districts purchased the new bi-level cars and a new fleet of 15 high-powered diesel-electric locomotives with the aid of Federal and State of Illinois funds.