

# THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



DECEMBER 1951

DECEMBER  
1951

VOL. XXXIX  
No. 9

## THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis  
*Manager*

Marc Green    Marie Hotton  
*Editor*              *Assistant to Editor*

PUBLIC RELATIONS DEPARTMENT  
UNION STATION—CHICAGO

The Milwaukee Road Magazine is published for active and retired employees of The Milwaukee Road, to whom it is distributed free. It is available to others at 10c per single copy or \$1.00 per year.

### IN THIS ISSUE

	Page
Shortening the Miles at Christmas	
By President J. P. Kiley	2
Christmas Extras	3
Hard Hats for the War on Injury	
By C. V. Peterson	4
What Is a Boy?	6
Fall Festival Held in Milwaukee	8
The Covers	9
In the Spirit of Christmas	9
Train Time for the Kids	9
Jay L. Franz Retires	10
Donates Rare Blood to Save Lives	10
F. H. Jeffrey to Head Treasury Division of A.A.R.	11
Santa Didn't Make It	11
Luncheon Honors J. F. Lahey on Retirement	11
Everybody Wants Hiawatha Cards	12
Appointments	13
Dinner Marks Retirement of D. H. Phebus	13
Reduced Milwaukee-Madison Fares Announced	13
Our Safety Score	13
All-Expense Winter Sports Tours Planned	14
What Do You Know?	14
How to Make Friends by Telephone	15
Rates Must Reflect Cost of Doing Business	15
Home Department	16
Retirements	19
About People of the Railroad	21

## *Shortening the Miles*

### *at Christmas*

AT CHRISTMAS, more than at any other time of the year, I envy the small business man who can walk through his plant and greet the entire force with a handshake and a friendly word.

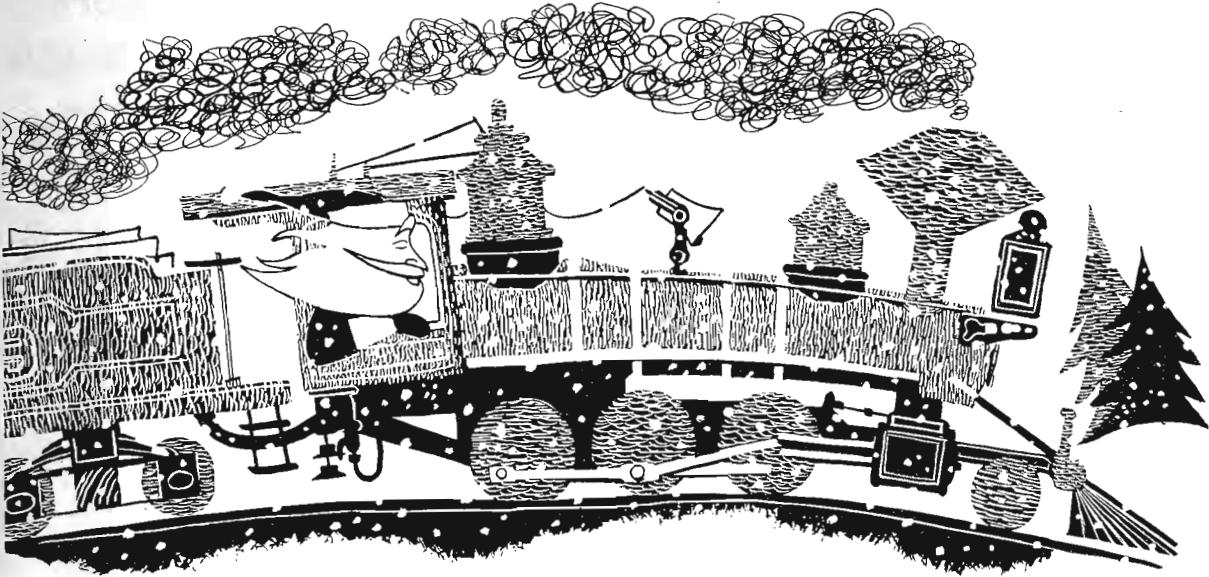
On our railroad, things have to be different. We are scattered over 11,000 miles of railroad and at numerous points throughout the country. I often wonder about the people at some of the out-of-the-way places, many of whom I have never met and who, even in the course of a long career, I may never have the opportunity to know.

Like myself, many of you are veteran employes. We have worked together and for each other many years, each helping to put dollars into the other's pocket; and for a long time we've been endorsing paychecks issued against the same treasury.

From your branch line station, your caboose or locomotive cab, and from my office we have watched the fortunes of our railroad ebb and flow; we have taken the good with the bad. Together we helped the railroad shoulder a wartime burden, and today we are helping once again. You and I have watched our railroad progress from steam to Diesel, from a kerosene lantern operation to a streamlined, specialized agency of transport, from the old "St. Paul" to the modern Milwaukee Road.

At this time, when our thoughts reach out to others, it would be nice if we could all be together. It would be especially nice to meet you so that I might extend simple but sincere Christmas greetings. But as we cannot get together, I must take this means of saying to you and all those dear to you, a very Merry Christmas!

*J.P. Kiley*



## CHRISTMAS EXTRAS

Leave it to Henry B. Comstock, that dyed-in-the-wool railroad fan and free lance writer, former editor of Railroad Magazine, to come along with a Christmas story wherein the Yuletide tradition and railroading are skillfully interwoven. Comstock's story, titled "Christmas Extras," appears in the new model railroaders' magazine, Toy Trains, and is reproduced in part below by special permission of the publisher, Charles Penn.

CHRISTMAS and railroading are as inseparable as turkey and sage stuffing. For geographical proof, skim any directory of station names. Eight railroads serve four *Bethlehems*; another four run through *Star Citys*. The Canadian National can drop you off at *Galilee*, or, if you'd rather go to *Nazareth*, take the Lackawanna or the Louisville & Nashville. *St. Joseph* has his namesake on the timecards of 22 railroads (there are six on the CNR alone), and *St. Marys* may be found on 17. Seven railroads list a *Shepherd* apiece; the Clinchfield, CNR and L&N provide three *Wisemans*.

If its *Christmas* you want, whether in Arizona or Tennessee, the Southern Pacific or the Southern can furnish freight service only. Not to be outdone, Canadian Pacific has a *Yule*. There are more than 80 *Santas* scattered across the continent, with just plain *Santa*, Idaho, on The Milwaukee Road, topping the list. No railroad claims or wants a *Scrooge*, but the Union Pacific, Wabash, Baltimore & Annapolis, and Great Northern all pass through *Marley*, in keeping with his lack of substance. To stretch a point, Canadian National boasts a *Tiny*, and the Santa Fe a *Timkin*.

By way of atmosphere, there are enough *Bells*, *Bell's* and *Bell Citys* to form a carillon. Accepting *Snow Flakes* from the Apache Railway, the Chesapeake & Ohio and the Canadian Pacific, the Rio Grande Western produces unembellished *Snow*, with *Snow Shoes* supplied by the Copper Range, the New York Central and the Pennsylvania. No less than 62

depots are dedicated to *Deer* (reindeer not specified), and seven to *Antlers*.

Last but not least, there's the *Christmas Spread* (Frisco Lines or Baltimore & Ohio). On the menu are a bushel-basket-full of *Cranberrys*, a fair assortment of *Plums*, made tasty with 38 varieties of *Sugar* and 25 *Sweets*, a *Pudding Creek* (California Western), *Sage* (Northern Pacific and Union Pacific), four *Turkeys* (Missouri Pacific, Atlantic Coast Line, B&O and Fort Worth & Denver City). Wash this down with a *Toddy* (East Carolina) and you have a *Holiday*, whether it's in Illinois, Kansas, Missouri, Quebec, Texas or Virginia.

But the affinity between Christmas and railroading doesn't stop here. Taking folks home for the 25th is the largest single passenger operation our rail lines perform. Special sections of great, named trains and white-flagged extras are the wings of the Christmas spirit. If you don't believe it, listen to the composite voice of 240,000 travelers passing through New York's Grand Central Station on Dec. 24. Or, better yet, stand on the frost-brITTLE platform of an isolated way-station and watch the last mixed train roll in. Charles Dickens, himself, would have been hard-pressed to capture the warmth of greetings there.

Picture 150 solid express and mail trains, ranging from 10 to 30 cars in length. Add from two to nine express cars assigned to each of more than 5500 regularly scheduled passenger trains. That's what it takes to handle the daily, pre-Christmas rush of packages and foodstuffs.

**Christmas, Santa  
and Bethlehem  
are all  
railroad communities**



*safety at work  
on the MILWAUKEE*

## HARD HATS for the war on injury

SINCE the days of the cave man, hats have been fashioned and worn for a variety of reasons.

At first, of course, the idea of a head covering was conceived as a means of protection against the elements, but the vanity of men soon asserted itself, and it was discovered that a trinket or some other bit of finery added something to the wearer's feeling of importance.

Man, however, was also a practical being then as he is today and was not long in discovering that by changing the material and construction of his hat it could be made to serve the extra, and more important, function of protecting his head from blows that might cause injuries.

Many a knight in clanking armor lived to a more advanced age simply by adding a metal helmet to his regalia, and thousands of Doughboys and GIs owe their lives to their "tin hats" and helmets.

The principle of the soldier's helmet is used today on The Milwaukee Road and in many other industries as a means of protecting men whose work exposes them to the danger of head injuries due to falling or flying objects.

Practically a thing of the past is the once familiar soft hat of the lumberjack, and in its place is a hat of metal or composition designed to withstand and deflect the blow of a falling limb or tree top which could penetrate the skull of any-

Left: This and the pictures on Page 5 were taken in late October on the Rocky Mountain Division just east of Falcon, Idaho, where a Milwaukee Road crew was rebuilding the portal of Tunnel No. 27 in connection with a project involving the relining of the 470-foot tube. This work is typical of railroad projects requiring protective headgear.



Left: Members of the crew on the tunnel job. Left to right, front row: Harry Trusty, John Peterson, Dallas Allen, Roland Filosi, Arden Davis and John Price. Back row: A. J. Iverson (foreman), Willis Rackham and John McKnight (obscured). All are wearing hard hats.

one who might be in its path. In the mines a safety helmet, like shoes with toe-protecting caps, is a part of the equipment of every hard-rock miner and he does not enter his place of work without it. Some states have even made it a matter of law that such equipment be worn in certain occupations.

Safety helmets are designed according to the needs of the wearer. Some are constructed of lightweight metals, some of specially prepared spun glass, and others of various compositions whose particular characteristics have been found to be well suited to certain uses, such as being water proof, shock proof, oil or heat resistant.

One particular type in general use on the railroad is constructed of a strong molded composition, rounded sufficiently to deflect an object striking it from almost any angle. Being light in weight, it is comfortable, and since it "floats" in a hammock-like device which fits over the head, the cutting force of a falling

object is not only broken, but the shock of the blow is lessened. In addition, the hammock provides a space between the hat and the wearer's head for free circulation of air during hot weather, or space for the winter liner when needed.

Many a Milwaukee Road man, going home uninjured at the end of the day, has thanked his hard hat for making the difference.

Milwaukee Road rock quarry crews, bridge crews working below the deck of a bridge where tools or pieces of material might be dislodged and fall from overhead, section men removing loose rocks from the face of cliffs or ice from roofs and walls of tunnels, trolley line crews, mechanics working in engine drop pits, and various other crafts have found that the best insurance against head injuries is a properly fitted hard hat.

Like the soldier's helmet in battle, the hard hat is essential equipment in the railroad man's war on injury.

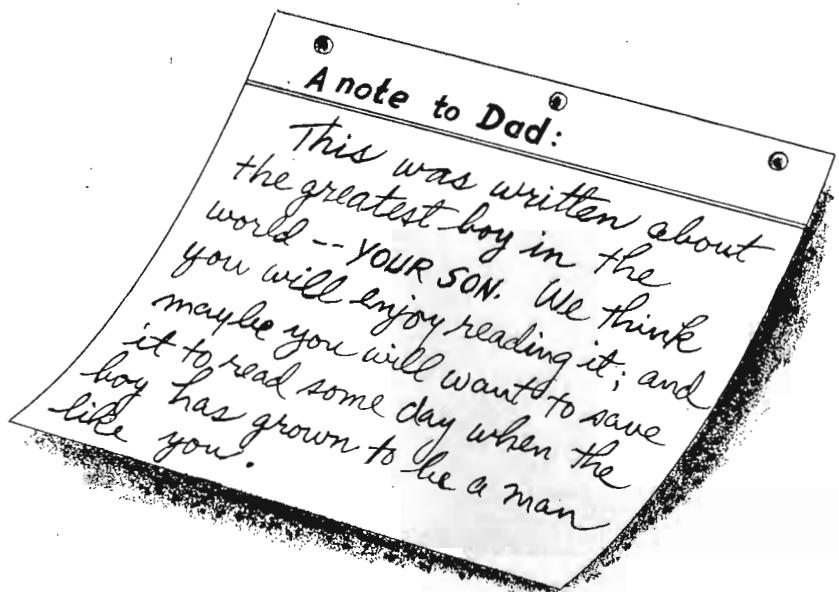
Below: The portal of the tunnel. With work going on both overhead and on the ground, the danger of injury from falling rock, tools or other objects is apparent.



Left: View of the tunnel project from the mountainside above the portal.

article and  
photographs by  
C. V. Peterson,  
District Safety  
Engineer,  
Butte, Mont.





## WHAT IS A BOY?

BOYS are found everywhere—on top of, underneath, inside of, climbing on, swinging from, running around, or jumping to. Mothers love them, little girls hate them, older sisters and brothers tolerate them, adults ignore them, and Heaven protects them. A boy is Truth with dirt on its face, Beauty with a cut on its finger, Wisdom with bubble gum in its hair, and the Hope of the future with a frog in its pocket.

When you are busy, a boy is an inconsiderate, bothersome, intruding jangle of noise. When you want him to make a good impression, his brain turns to jelly or else he becomes a savage, sadistic, jungle creature bent on destroying the world and himself with it.

A boy is a composite—he has the appetite of a horse, the digestion of a sword swallower, the energy of a pocket-size atomic bomb, the curiosity of a cat, the lungs of a dictator, the imagination of a Paul Bunyan, the shyness of a violet, the audacity of a steel trap, the enthusiasm of a fire cracker, and when he makes something he has five thumbs on each hand.

He likes ice cream, knives, saws, Christmas, comic books, the boy across the street, woods, water (in its natural habitat), large animals, Dad, trains, Saturday mornings, and fire engines. He is not much for Sunday School, company, schools, books without pictures, music lessons, neckties, barbers, girls, overcoats, adults or bedtime.

Nobody else is so early to rise, or so

Top of Page: Donald S. Wallace II, son of Yard Clerk D. S. Wallace, Galewood (Chicago).

Left Above: James, son of Telegrapher-Cashier R. H. Bronoel, Appleton, Wis.

Left Center: John Williams Anderson, grandson of Agent F. C. Williams, Mobridge, S. D.

Left: Raymond, son of Carman Raymond Weyhrauch, St. Bernice, Ind.

Right: Larry and Billy, sons of Marion Brennan Mitchell, formerly secretary to Secretary T. W. Burtress, Chicago.





Top Left: Ronnie, son of Fireman H. G. Preece, Sioux City, Ia.

Top Center: Paul and Steven, sons of Operator E. W. Chappell, Portage, Wis.

Top Right: Gregory and Kevin, sons of Mrs. Lorraine Pawlik, purchasing department, Chicago.

Left: James, son of Switchman Nicholas Rode, Chicago.

Photographs appearing on these pages submitted in response to announcement published in October issue.

late to supper. Nobody else gets so much fun out of trees, dogs and breezes. Nobody else can cram into one pocket a rusty knife, a half-eaten apple, three feet of string, an empty Bull Durham sack, two gum drops, two cents, a sling shot, a chunk of unknown substance, and a genuine super-sonic code ring with a secret compartment.

A boy is a magical creature—you can lock him out of your work shop, but you can't lock him out of your heart. You can get him out of your study, but you can't get him out of your mind.

Might as well give up—he is your captor, your jailer, your boss, and your master, a freckle-faced, pint-sized, cat-chasing bundle of noise. But when you come home at night with only the shattered pieces of your hopes and dreams, he can mend them like new with the two magic words . . . "Hi Dad!"

—Reprinted with the permission of the New England Mutual Life Insurance Company

Next Month:  
"What is a Girl?"



Pat (left) and Mike, sons of Sheet Metal Worker H. J. McLaughlin, Milwaukee.



Above Left: Cary Lee, son of Fireman Ivan Clark, Laredo, Mo.



Above Right: Edward, son of P. J. Malo, CF&PA, Bellingham, Wash.



Left: Robert Williams, Jr., grandson of Assistant General Adjuster C. A. Peterson, Seattle.

Right: Ralph, son of Mrs. Autoine Kasow, key punch operator, Chicago.

Below Right: Michael, son of Sheet Metal Apprentice B. J. Wolke, St. Paul.

Below Left: Joel (at top) and Kevin (below), sons of Special Police Officer H. R. Hersey, Savanna, Ill.



# Fall Festival Held in Milwaukee

THE Milwaukee Hiawatha Service Club held its traditional Fall Festival, the 12th annual, at the American Serb Memorial Hall on Nov. 3. The festival is a big Saturday night event for employes in Milwaukee and a family crowd of approximately 600 braved the

members of the organization, he said, in part:

"I don't know where anyone can get so much for so little. I am sure everybody is going to have a good time, because that is the purpose of the Service Club, the promotion of the friendly

Congratulating the speaker of the evening. From left: Ed Schmechel, chairman of the Fall Festival, Joe Reiter, general chairman, and General Storekeeper Glen V. Ireland, guest speaker.



winter's first blizzard to attend.

The party opened at 8 P.M. with a concert by the Service Club Band. Next on the program was a short business meeting, at which Glen V. Ireland (since appointed general storekeeper) was the speaker. Mr. Ireland's talk concerned the Service Club movement and what it means to the railroad and employes. In elaborating on the benefits accruing to

neighbor policy. "This is a big job and an honorable one, and it is our obligation to support it. Also to do whatever we can to make this a big organization, because the fundamental principles are helpful to our members and other employes.

"The task of building good human relations is one of real leadership, and those who know how to interpret pol-

icies intelligently create confidence and inspire enthusiasm. We all know that the leadership of this club carries more responsibility today than it did when the organization was started."

Immediately following Mr. Ireland's talk the entertainment got under way with a one-hour vaudeville show featuring professional entertainers. Dancing to Gene Weber's orchestra rounded out the evening.

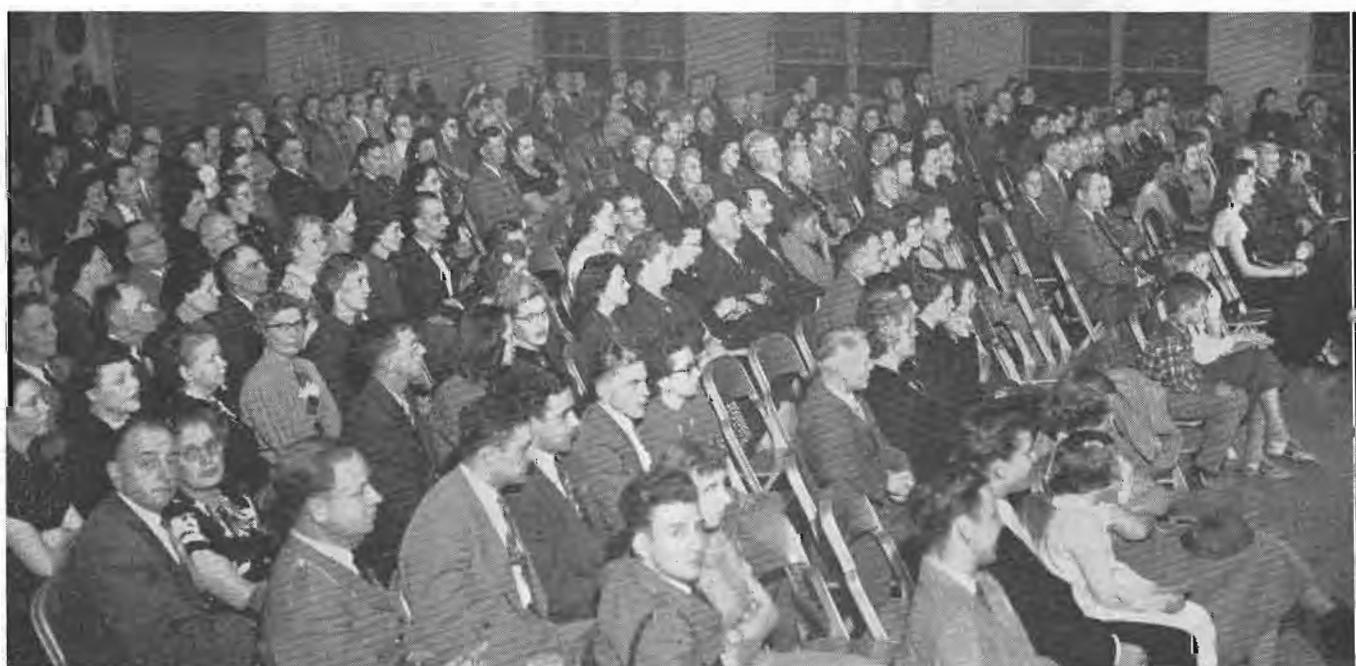
The members of the festival committee were general officers Joe Reiter, Leo Kenney and Oliver Weissenborn, and Ed Schmechel, Royal Dermody and Anton Tiesl.

## Many Christmas Cards Feature Trains

THE RAILWAY train is becoming an increasingly popular theme for Christmas greeting cards. Until about a decade ago such cards were rare indeed. In recent years greeting card publishers have been adding more and more railroad items to their Christmas offerings.

This year at least 30 firms are producing railroad Christmas cards. Their combined output includes many different designs to delight the fancy of railroad fans. Yuletide travelers on station platforms, toy trains laden with candy canes and gaily-wrapped presents, sleek streamliners speeding toward the Star of Bethlehem, and Santa Claus at the throttle of a steam locomotive are a few of the numerous designs that have a special appeal to the railroad-minded.

The crowd takes in the vaudeville bill, high spot of the evening's entertainment.



## THE COVERS

THE nostalgic scene on the cover of this issue is reproduced from a scratchboard drawing by Elwood W. Bartlett, a clerk in the engineering department, Chicago. Mr. Bartlett is better known as a woodcut artist whose work has appeared many times in the Chicago Tribune, the Milwaukee Journal and other newspapers, as well as in a number of magazines including The Milwaukee Road Magazine. Six of his woodcuts have been purchased by the Library of Congress.

The photograph on the back cover represents a concession to the artistic eye of the photographer, who found more perfect composition in the two bins of the Road's new four-bin Diesel sanding facility at Bensenville, Ill., than in the entire structure. It was taken by Harold Rapalee of Elgin, Ill., a prize winner in many photographic exhibits.

The complete sanding facility is designed for the servicing of Diesels on three tracks, as well as steam locomotives on two, and as soon as pneumatic equipment for automatic refilling of the bins is received will be one of the most modern devices of its kind to be found anywhere in the United States.



## Train Time for the Kids

ONCE MORE Rhodes department store in Tacoma, Wash., has done its utmost to put joy into the hearts of its small friends by offering them what they like best—a streamlined miniature train. And once again it is a replica of the Olympian Hiawatha.

The above picture shows the little customers queued up at the ticket office. Note the busy conductor framed in the

office window.

The picture below shows, left to right: B. F. Knowlen, display manager of Rhodes store; M. P. Burns, Milwaukee Road district passenger agent; K. K. Keel, retired conductor (47 years of service), who serves as conductor on the miniature train; JoAnn Stafford, the store's ticket seller, and Juanite Vargo, engineer.



## In The Spirit of Christmas

A GOOD deed in the spirit of Christmas—the open heart, the helping hand and the word of cheer for a stranger—has been reported from Mobridge, S. D. The principal characters are the local chapter of The Milwaukee Road Women's Club and the family of a serviceman traveling on the Columbian.

The wife of the serviceman with her three small children had boarded the train at Tacoma, bound for the home of her parents in Atlanta, Ga. At mealtime several hours out the conductor noticed that the little family did not eat, and when the second mealtime passed again without food, he engaged the mother in conversation. It brought out the fact that she was making the six-day journey without funds, her last money having been spent for the railroad tickets.

When the train drew into Miles City the conductor sent a wire ahead to Mrs. Paul Bridenstine, president of Mobridge Chapter of the Women's Club, which explained the situation. Mrs. Bridenstine made quick use of the telephone and soon several members were working on the project. Food was purchased, a local store volunteered a donation, and the club treasury was tapped for \$10.

Upon the arrival of the train the committee went on board, and from all accounts it was like a visit from Santa Claus. Overwhelmed momentarily, the mother recovered to explain that she was hoping to reach her parents' home before the arrival of another child. Her gratitude was a most sincere tribute to the women's efforts.



Mr. Franz says good-by to President J. P. Kiley and his office force. Left to right: F. C. Lowry, file clerk; K. E. McClain, secretary; Mr. Franz; Mr. Kiley; K. W. Cunningham, statistician, who succeeds Mr. Franz as office assistant to president; T. H. Rycroft, special representative; and J. M. Jarmotz, secretary to president.

## Jay L. Franz Retires

THE CAREER of one of the best known men among Milwaukee Road operating forces came to a close Nov. 30 with the retirement of Jay L. Franz, office assistant to president. Having started with the railroad in his home town of Marion, Ia., on his birthday, Nov. 12, 1906, he retired upon the completion of almost exactly 45 years of service.

Mr. Franz received his first appointment as chief clerk in 1910 in the superintendent's office at Marion. From 1922 to 1950 he was chief clerk in the offices of assistant general manager, general manager and vice president—operations. He was made office assistant to president in September, 1950.

During those years of service he has been in a position to observe at first hand the many changes that have taken place in operating practices. Shortly before retiring he expressed himself as

being particularly impressed by the trend toward specialization of work on the railroad. When he began railroading, he said, a person was expected to handle a greater variety of assignments than one in a similar position would be expected to handle today.

Although he and Mrs. Franz left immediately for a trip to Los Angeles, they will continue to make their home in Chicago. Their only son, and father of Mr. Franz' two grandchildren, is located in Joliet, Ill., where he has been pastor of the Central Presbyterian Church for the past five years.

Mr. Franz is looking forward to having plenty of time for his two principal pastimes of golf and bridge, but expressed himself as knowing that he would miss the close association he has had over the years with his many good friends on the railroad.

## Railroad Hour Offers Holiday Programs

A DELIGHTFUL musical potpourri billed as an "Original Xmas Show," starring Gordon MacRae and Lucille Norman, will be featured on the Railroad Hour, the radio program sponsored by the Association of American Railroads, on Monday evening, Dec. 24. Another appropriate holiday program will be offered on Dec. 31 when the team of Norman and MacRae will be heard in "Review of the Year." The three shows which follow are:

- Jan. 7 — Blossom Time with Nadine Conner
- Jan. 14 — I Married an Angel with Lucille Norman
- Jan. 21 — Desert Song with Mimi Benzell

## Donates Rare Blood To Save Lives

QUEUEING up at a blood bank is practically a habit with Howard Lawrence, crew director at Galewood, Ill. A donation he made to the Red Cross Blood Bank in Chicago Dec. 4 was tagged as his 19th!

Howard is one of those rare individuals who is classified in blood group AB, Rh negative, a combination which occurs about once in every 100,000 males. Fourteen of his blood donations have been for the armed forces. He is also on record as being willing, if his period of donation is not closed, to contribute blood to save the lives of Rh babies—that is, children born of parents whose blood is incompatible, the father being Rh positive and the mother Rh negative. Under ordinary circumstances blood can be donated only at 10-week intervals.

Mrs. Lawrence has kept closely in step with her husband as a blood donor. To date she has made 15 donations, mostly to the armed forces.



Mr. and Mrs. Howard Lawrence as they appeared recently celebrating their 35th wedding anniversary at their home in Itasca, Ill.

*The individual's fight against regimentation is a long one, beginning at the age of three in an attitude toward afternoon naps.—Myrtle Beach (S. C.) News*

"You do not use your faculties of observation," said the professor, pushing forward a dish containing a vile-smelling chemical. He put a finger into it, then into his mouth. "Taste it," he said.

Reluctantly, one by one, the class dipped fingers into the concoction, grimacing at the taste.

"I must repeat," chided the professor, "that you do not use your faculties of observation. Had you looked more closely, you would have seen that the finger which I put into my mouth was not the finger I dipped in the dish."—Chicago Daily News

## F. H. Jeffrey to Head Treasury Division of the AAR



F. H. Jeffrey

Milwaukee Road, as chairman of the division and its advisory committee for 1952.

The treasury group of the AAR (organized in 1907 as The Society of Railway Financial Officers) is composed of treasury officers of member railroads in the United States, Canada and Mexico. Its purposes are to unite the railroads' financial and treasury officers for the advancement of the interests of their respective departments and companies, and to facilitate an interchange of ideas and practices for the promotion of efficiency and standardization in the treasury departments of the carriers. Through close contact with the banking industry, the division also collaborates effectively with the public relations department of the Association.

Speakers at the 40th annual session brought to the assemblage the message that although the railroad picture looks good, actually it is not good. Shifts in population of previously unparalleled proportions have created an imbalance that is dangerous not only to less fortunate lines but to some of the prosperous companies as well. As a closely regulated industry, railways have borne an undue share of inflationary evils and despite remarkably improved operating efficiency their return on investment is only about half of other regulated industries.

Mr. Jeffrey has been a member of the Treasury Division since 1935. He has served its advisory committee since 1945, and during the past year he has served as vice chairman of the division.

*The issue is the performance of Capitalism against the promises of Communism.—Paul G. Hoffman*

*The training of our children is the one most important thing the Almighty lets us live for. When we fail at this, all of our spectacular successes in other lines crumble up like paper in our hands.—Dr. John Holland*

THE TREASURY DIVISION of the Association of American Railroads, holding its 40th annual convention in Palm Beach, Fla., Oct. 31-Nov. 2, elected F. H. Jeffrey, treasurer of The



Paul Conrad

Ia., entered the above cartoon, entitled "Santa Didn't Make It," which appeared in his paper on Dec. 26, 1950, and won one of the five honorable mention awards. It tells a touching story which all might heed.

## Santa Didn't Make It

FROM H. L. HOLMES, Milwaukee Road general agent at Denver, Colo., comes timely news of interest to the railroad family.

In 1950, for the eighth consecutive year, the National Safety Council conducted a nationwide cartoon contest as a feature of its holiday safety campaign. Paul Conrad, editorial cartoonist for the Denver Post, and son of R. H. Conrad, division freight and passenger agent at Mason City,

## Luncheon Honors J. F. Lahey On Retirement

J. F. LAHEY, a railroad man for 43 years and division freight agent for The Milwaukee Road since 1938, with headquarters in Chicago, was the guest of honor at an informal luncheon held in the Fred Harvey restaurant in Chicago Union Station on Nov. 6. He had retired Oct. 31, to be succeeded by R. T. White, whose appointment was announced last month.

Among the 24 who attended the luncheon were traffic officers and others whose work had kept them in close contact with Mr. Lahey. They presented

him with a U.S. Defense Bond as a token of their esteem.

Mr. Lahey began his railroading career with the C&NW in 1908, and later transferred to the Soo Line before coming to The Milwaukee Road as a clerk in the accounting department in July, 1912. The following year he took a clerical position in the Chicago general agent's office, and in 1915 was made city freight agent. He returned to the general agent's office following military service during World War I, and in 1920 was appointed traveling freight agent. On Dec. 1, 1938 he was advanced to the position of division freight agent.

## Everybody Wants Hiawatha Cards

**R**AADIO listeners from Milwaukee to Tacoma were alerted to an unusual offer on the Milwaukee Road newscast of Sunday, Nov. 4:

"Now hear this, card players. The Milwaukee Road's handsome playing cards are again being offered to [radio] listeners for a limited time. You can get these smart Hiawatha cards for the bargain price of 40 cents a deck in the handy bridge size. Send 40 cents *in coin* for each deck . . . If pinochle decks are wanted, please specify."

Card players on 24 radio outlets heard and reached for pencils to jot down the instructions for obtaining the attractive bargain. The cards were offered for sale through the radio stations and also through most local Milwaukee Road agents. In the first three weeks following the announcement, upwards of 2,700 decks had been requested through the stations, agents reported increased demands, and an upsurge in sales was noted at ticket offices.

C. C. Dilley, advertising agent, Chicago, reported that filling the orders taxed the resources of his staff. People devised ingenious methods for sending coins through the mail, and prying open holders and cutting through reams of Scotch tape was a time-consuming job.

C. C. Dilley, advertising agent (seated), and C. N. Rank, chief clerk, study the contents of mail requests received through radio stations.



Individual orders for 10 decks were not uncommon.

The Hiawatha playing cards are high quality and plastic coated. Bridge decks are available with blue or maroon backs,

the pinochle decks in green. The price of 40 cents represents the actual cost. New decks containing two jokers will be available around Jan. 1. They will sell for 45 cents.

## how are we doing?

	OCTOBER 1951	1950	TEN MONTHS 1951	1950
<b>RECEIVED FROM CUSTOMERS</b>				
for hauling freight, passengers, mail, etc. . . . .	\$26,313,751	\$25,398,942	\$221,634,984	\$208,297,436
<b>PAID OUT IN WAGES</b>				
PER DOLLAR RECEIVED (CENTS) . . . . .	11,503,067 (43.7)	10,811,363 (42.6)	112,975,514 (51.0)	99,570,631 (47.8)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance. . . . .	649,066 (2.5)	667,425 (2.6)	6,567,414 (3.0)	6,077,147 (2.9)
PER DOLLAR RECEIVED (CENTS) . . . . .				
<b>ALL OTHER PAYMENTS</b>				
for operating expenses, taxes, rents and interest. . . . .	11,444,061 (43.5)	10,701,251 (42.1)	97,047,551 (43.8)	92,714,156 (44.5)
PER DOLLAR RECEIVED (CENTS) . . . . .				
<b>NET INCOME</b> . . . . .	2,717,557	3,218,903	5,044,505	9,935,502
<b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>				
Number of cars. . . . .	154,862	160,242	1,335,700	1,331,592
Decrease 1951 under 1950. . . . .	5,380			
Increase 1951 over 1950. . . . .			4,108	

# appointments

## Office of Chief Purchasing Officer

Effective Dec. 1, 1951:

G. V. Ireland is appointed general storekeeper with headquarters at Milwaukee, succeeding D. H. Phebus, retired.



G. V. Ireland

Mr. Ireland entered Milwaukee Road service at Miles City, 1919. In 1929 he was transferred to Milwaukee as blacksmith foreman and subsequently was general foreman of

the forge and fabrications shops. He has been assistant general storekeeper since March, 1951.

## Office of President

Effective Dec. 1, 1951:

K. W. Cunningham is appointed office assistant to president, succeeding J. L. Franz, retired. Mr. Cunningham has been with the Road since 1929, starting in the office of the car accountant in Chicago. Subsequently he was an accountant in the office of chief statistician and statistician to vice president-operations. Since September, 1950, he has been statistician to the president.



K. W. Cunningham



A. J. Berry

## Traffic Department

Effective Dec. 1, 1951:

A. J. Berry is appointed traveling freight agent with headquarters at Chicago, succeeding R. T. White, promoted. Mr. Berry started with the Road in 1936 in the law department. He was appointed secretary to vice president-

traffic in 1938, assistant chief clerk in the office of freight traffic manager in November, 1944, and city freight agent in Chicago in November, 1945.

## Dinner Marks Retirement Of D. H. Phebus

ON Nov. 5, General Storekeeper D. H. Phebus was honored at a dinner attended by some 50 store and purchasing department employes, marking his retirement from railroad service as of Nov. 30.

Mr. Phebus started railroading on the Burlington and came to the Milwaukee on Aug. 1, 1920, at which time he was assigned to special work at Milwaukee shops. On Apr. 1, 1922 he became chief clerk to the division storekeeper at Miles City, but had been there only a short time when he was promoted to the division storekeeper position at Mobridge. He was transferred to Milwaukee on June 16, 1924, where he took over the chief clerk position to the general storekeeper. He remained on this job until Jan. 1, 1936, when he was assigned to the district storekeeper position in charge of the Southern District at Savanna, Ill. After a short interval as assistant general storekeeper at Western Avenue, he returned to Milwaukee on June 1, 1943 in the same capacity. On Apr. 1, 1950, Mr. Phebus became general storekeeper with headquarters at Milwaukee, which position he held until his retirement.

As a going-away remembrance his associates presented him with a large Defense Bond.

Mr. Phebus' plans for the future are indefinite he says, and at the present he is just "taking it easy."

## Reduced Milwaukee-Madison Fares Prove Popular

REDUCED round trip rail fares between Milwaukee and Madison, Wis., went into effect on the Milwaukee Road Dec. 7.

The reduced rates are confined to coach tickets for use on Friday, Saturday, Sunday and Monday of each week until Mar. 3. The return limit is 18 days in addition to date of sale.

The fare previously was \$3.70. The new round trip rate is \$2.50. In addition to the \$1.20 saving in rail fare there is a saving of another 18 cents in the 15 per cent federal tax on railroad tickets.

Patrons boarding trains at stations between Madison and Milwaukee, where the present fare is more than \$2.50, may take advantage of the new rate.

Inauguration of the new fare is a broadening of an arrangement established in June, 1950 when tickets from Madison to Milwaukee and return, but not from Milwaukee, went on sale for use Friday, Saturday and Sunday, with return limit of midnight the Monday following the date of sale.

The reduction was made primarily to attract the patronage of students attending the University of Wisconsin whose homes are in Milwaukee. An immediate increase in sales, ranging up to 33.9 per cent in one month, followed the initial reduction.

It is believed that including Monday as a starting day, extending the limit to 18 days and making the reduction available for travel from Milwaukee to Madison should further increase sales.

## our safety score

### reportable casualties on The Milwaukee Road through NOVEMBER, 1951, compared with 1950

Month	1951		1950		Percent or Decrease	Increase Fatal Rep. Inj.
	Fatal	Rep. Inj.	Fatal	Rep. Inj.		
January	...	68	...	39	...	+ 74
February	1	49	...	31	...	+ 58
March	2	57	1	37	+ 100	+ 54
April	...	34	...	34	...	...
May	1	40	...	32	...	+ 25
June	...	36	...	39	...	- 8
July	...	38	1	45	- 100	- 16
August	1	46	2	43	- 50	+ 7
September	...	39	1	42	- 100	- 7
October	...	36	...	45	...	- 20
November	...	42*	2	45	- 100	- 7
TOTALS	5	485*	7	432	- 29	+ 12
Casualty Rate	.08*	7.31*	.11	6.63	- 27	+ 10

\*Estimated



Accomplished skiers and beginners, such as these shown on one of the gentler slopes at Iron Mountain, Mich., will be interested in the all-expense winter sports tours announced by The Milwaukee Road.

## All-Expense Winter Sports Tours Planned

THE MILWAUKEE ROAD is promoting a series of weekend all-expense trips to the skiing and winter sports centers of Wausau, Wis., and Iron Mountain and Houghton-Hancock, Mich., which have all the earmarks of real fun. The first of the trips offers the added appeal of spending the New Year holiday at the resorts.

This trip provides for the departure of parties from Chicago and Milwaukee on night trains Friday, Dec. 28, with return to these points scheduled for the morning of Jan. 2.

The cost of the New Year holiday party, including three nights' lodging, all meals, the use of ski tows and other recreational facilities, and entertainment on New Year's Eve, including liquid refreshments, ranges from \$35. Railroad fare is additional.

The Road will also operate attractive weekend tours to these points, leaving Chicago and Milwaukee on Friday and returning Monday mornings, at \$15.50 and up, plus railroad transportation. This includes one night's lodging, all meals, transportation to and from the ski hills, and use of all facilities.

The Chambers of Commerce of the various cities and local committees, are cooperating with the Road in the completion of detailed arrangements designed to assure patrons of a delightful winter outing.

### No Explosives on Highways, Reader Agrees

*The following letter was addressed to the editor of The Milwaukee Road Magazine by L. F. Wilson, president and general manager of the Wilson Engineering Corporation of Chicago:*

THE ARTICLE entitled "Explosives by Highway?" [November, 1951 issue] seems to me to be most apropos, and I speak with some experience. I was appointed and served on what is known as a "blue ribbon" jury to investigate the terrible tragedy which took place in Chicago, near 69th and State Streets early last year.

In that accident one of our new PCC streetcars collided with a tractor and double trailer gasoline outfit, resulting in the death of some 37 people. In the jury's intensive effort to make such a tragedy hereafter impossible, we were presented with the fact that gasoline has to be handled on the streets of a municipality by truck.

It was a definite decision that while municipality trucking was necessary in the handling of gasoline, it was not necessary outside of any municipality. We were further advised that the State of Wisconsin, among others, has had

## What Do You Know?

TEST YOUR knowledge of railroads and railroading. The answers will be found on page 42. If you answer 5 of the following questions correctly, you are good; if you answer 6 or 7, you are very good; if you answer 8 or 9, you are way above average; if you answer all 10, you are a whiz.

1. *What is the common name applied to the little observation tower or look-out above the main roof of the caboose—crow's nest, cupola, cupalo, sky-light or vista dome?*
2. *Who drove the first British-built locomotive brought to America—Casey Jones, Matthias W. Baldwin, or Horatio Allen?*
3. *Is the Harriman Award conferred on railroads in recognition of outstanding performance in—carloadings, claims prevention, safety of railway employes, or on-time arrivals?*
4. *With what field of railway transportation was William H. Harnden identified—express, sleeping cars, or railway mail service?*
5. *How many members has the Interstate Commerce Commission—9, 11, 13 or 15?*
6. *With which department of a railroad is the comptroller identified—Operating, Accounting, Law or Purchasing?*
7. *What are roundels—(1) circular buildings for housing and repairing locomotives, (2) sand domes on steam locomotives, or (3) the glass lenses in a fixed light signal?*
8. *How many driving wheels does a 4-8-2 steam locomotive have—4, 8, 12, or 16?*
9. *Is the cargo carrying capacity of the average freight car—above or below 50 tons?*
10. *In what state is America's only 2-foot gauge railroad—Massachusetts, Maine, or Colorado?*

*The smallest good deed is better than the grandest good intention.*

before its Legislature three times a bill which so would forbid.

I, for one, agree with you that explosives should never be permitted on the highways, so long as our railroads may carry such explosives, in accordance with the strict rules of the Interstate Commerce Commission.

## HOW TO MAKE FRIENDS BY TELEPHONE

when telephoning . . .

### ASK IF IT IS CONVENIENT TO TALK

It is courteous to inquire of the person you call if it is convenient for him to talk. You would not break into a conference and this same rule of etiquette applies over the telephone.



when telephoning . . .

### IT IS UNNECESSARY TO SHOUT

Shouting distorts your voice over the telephone. The instrument is tuned to a normal tone of voice and loud ones cause it to blur. A loud voice sounds gruff and unpleasant over the telephone. It is equally unpleasant to listen to someone who whispers or mumbles.

—from *How to Make Friends by Telephone*, published by the Illinois Bell Telephone Co.



## Rates Must Reflect Cost of Doing Business

The following is taken from an address by J. M. Symes, vice president—operations, Pennsylvania Railroad, before the fifth annual conference of Bank Correspondents of St. Louis, Mo., Nov. 6.

THE BIGGEST problem confronting the railroad industry during the past several years—and still unsolved—is the failure of those regulating the pricing of the industry to recognize that when inflation moves in on the costs of conducting business, as it has since World War II, it must also move in on the pricing of the product sold. We sell but one product—transportation—moving people and goods to where they want to go. Why we are denied the right to increase charges, in keeping with increased costs, is difficult to understand. . . .

We are told overnight, or even to a retroactive date, by government agencies, that our wage rates have been increased. We are told overnight that our costs of materials have gone up and that the manufacturer must have inflationary protection through escalator clauses in the purchase contracts we make. But we are told by the I.C.C.—many months after our costs have gone up—that "you can't have what you are seeking in the way of increased pricing"—because, as nearly as I can understand the reasoning, "we just won't authorize it." . . .

Sixty-four years ago, when the Interstate Commerce Act was first written, it was a good law for our country, which then, except for steel rails, was ankle deep in mud. At that time the railroads were more or less of a monopoly in the transportation field. Today they compete for every ton of freight and every passenger they carry, but they are regulated under a statute that has not been adequately amended to meet modern conditions.

The railroads required regulation in the public interest when the act was written, and as then administered it no doubt served the need of the time. However, during the past 50 years there has been a complete change in transportation in this country. We now find the nation laced with superhighways, checkerboarded with airports, dredged for thousands of miles of inland waterways, and criss-crossed by ditch-diggers as 150,000 miles of pipelines are burrowed underground. The railroads no longer need regulation over rates insofar as "ceilings" are concerned. Competition from outside the industry now takes care of that.

Unfortunately, however, it is apparent that regulatory authorities give much weight in their decisions as to whether increased rates might drive rail traffic to other competitive forms of transportation—adversely affecting net income to a greater extent than increased rates might improve net income. I say that should not now be a consideration of regulatory authorities. If the railroads require additional net income—and the records clearly indicate that they do (a fact not even disputed by regulatory authorities)—they should be permitted to bring it about in a businesslike way.

If management does not know how to price its product in a competitive market, such as we now have in the transportation field, then there should be new management. But we should not now delegate that very important function of management to those not held directly responsible for their actions. Don't misunderstand me. I am not advocating that the railroads be released from all regulation. I am suggesting that they be relieved of the shackles of over-regulation, such as is now occurring by working under procedures of an act written more than 50 years ago and not adequately amended since.

Due to greater speed and efficiency, the average performance per freight train-hour increased from 7,506 ton-miles in 1921 to 19,323 ton-miles in 1949—a gain of 153 percent.



## home department

Dear Railroad Family Member:

The spirit of good will toward men pervades the home department this month, with the accent on hospitality and yuletide fare. In addition to the recipes traditional and new, here are decorating ideas for your home and practical suggestions for making this a safe as well as a—

**MERRY CHRISTMAS and a HAPPY NEW YEAR!**

### PLUM PUDDING tops the yuletide meal . . .

**R**ICH, moist and spicy, plum pudding is a traditional part of the Christmas-New Year scene. A delectable combination of sugar, fruits and nuts, it is a dish pretty enough to set before the king of any household.

#### Plum Pudding

1½ cups currants  
3 cups raisins  
1 cup brown sugar  
3 cups soft enriched yeast-raised bread crumbs  
2 cups chopped suet  
1½ teaspoons cinnamon

1½ teaspoons nutmeg  
1 teaspoon allspice  
½ teaspoon cloves  
3-oz. can (1/3 cup) chopped citron  
3-oz. can (1/3 cup) chopped candied pineapple  
½ cup chopped nuts  
6 eggs, beaten until light  
1 cup grape juice

Put all ingredients into a very large bowl and mix until well blended. Pack into two well-greased pudding molds or two coffee cans, leaving about ¼ inch space at the top for expansion. Cover with a lid, waxed paper or aluminum foil. If you use waxed paper, use two layers and tie them on with string.

Place molds on a rack in a large kettle. Fill kettle with enough boiling water to come halfway up the sides of the molds. Cover and bring water to boil. Turn down heat but keep water boiling from four to six hours, the longer the better. If necessary, add more boiling water to keep water at original level. When done remove mold from water and turn out on cake rack to cool. Pudding can be made a week or two in advance, cooled and wrapped in aluminum foil. It may be served cold surrounded with hard sauce pressed through a pastry tube or hot with lemon sauce.

Reheat pudding by steaming it in the mold as you did in the beginning—about 2 hours.



### CHRISTMAS PARTY CAKE for holiday festivities.....



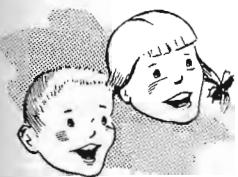
**C**AKE is substantial party fare, and this one, rich with raisins, nuts and cocoanut, and flavored with the tang of orange juice, will appeal even to waistline watchers. It's also a new idea for your permanent holiday recipe file.

#### Fruity Holiday Cake

1 cup sifted sugar  
1 cup butter  
4 eggs  
7 tablespoons frozen orange juice (direct from can)  
1 tablespoon lemon juice  
2½ cups sifted all-purpose flour  
1 teaspoon baking powder

¼ teaspoon soda  
1 cup chopped nut meats  
½ cup shredded cocoanut  
1 cup white raisins  
¼ teaspoon salt

Blend sugar and butter until creamy. Beat in, one at a time, egg yolks, concentrated orange juice (one tablespoon at a time) and lemon juice. Resift flour with baking powder and soda. Stir sifted ingredients slowly into batter. Stir in nuts, cocoanut and raisins. Add salt to egg whites and whip until stiff (but not dry). Fold egg whites into batter. Place in a greased 9-inch tube pan. Bake in moderate oven (350° F.) one hour. (Recipe by Minute Maid fresh frozen orange juice.)



# Cookies n' candy . . .

## COOKIE JAR TREATS from Denmark—

**C**HIRSTMAS is cooky time, and from Denmark, where many Christmas delicacies originate, we borrow two recipes—one for a crisp cinnamon wafer, the other for a fancy cooky fried in deep fat. Both have been kitchen-tested by the G-E Consumers Institute.

### Danish Cinnamon Cookies

2 cups sifted all-purpose flour  
1 teaspoon baking powder  
10 tablespoons sugar  
 $\frac{1}{2}$  cup firm butter  
1 tablespoon lemon juice  
2 medium eggs  
1 teaspoon cinnamon

Sift flour, baking powder and  $\frac{1}{2}$  cup sugar together. Cut in butter with pastry blender until mixture resembles coarse meal. Add lemon juice and 1 unbeaten egg and mix with fork until mixture is very crumbly. Turn out on floured pastry cloth or board and with floured hands lightly work mixture first into a dough and then, by gentle squeezing and quick kneading, into a smooth, pliable ball. Place in a lightly floured bowl and chill in refrigerator for 30 minutes. Divide dough into three parts and return two pieces to refrigerator. Roll out the third piece  $\frac{1}{16}$ -inch thick on a lightly floured board and cut into  $1\frac{3}{4}$ -inch rounds. Repeat with other two sections. Then brush cookies with 1 beaten egg. Combine cinnamon and 2 tablespoons sugar and sprinkle lightly in center of each cookie. Bake on ungreased baking sheet in

400° F. oven 6 to 8 minutes. Makes 11 dozen.

### Klejner

$\frac{1}{3}$  cup melted butter  
 $\frac{1}{4}$  cup sugar  
1 egg, unbeaten  
3 tablespoons light cream  
 $\frac{3}{4}$  teaspoon lemon rind  
2 cups sifted all-purpose flour  
 $\frac{1}{2}$  teaspoon baking powder

Blend butter and sugar; add egg and beat until sugar is dissolved; then add cream and lemon rind and blend. Sift flour and baking powder together and turn into first mixture, mixing until flour is almost blended. Turn out on lightly floured pastry cloth or board and with floured hands lightly work into a ball by gentle squeezing and light, quick kneading. Place in lightly floured bowl and chill 30 minutes. Divide dough in half, leaving one piece in refrigerator while rolling out the other on a floured cloth or board into a rectangle 14 by 10 inches,  $\frac{1}{16}$ -inch thick. With fancy pastry tool, cut into 6 lengthwise strips  $1\frac{1}{2}$  inches wide. Cut each strip into diagonal pieces  $3\frac{1}{2}$  inches long, so that each piece has diagonally shaped ends.

Now with a pastry cutter cut a  $1\frac{1}{2}$ -inch gash lengthwise through the center of each piece. Twist one end under and pull lightly through the gash. End pieces of rectangle may be fried without gashes in centers. Repeat with other section of dough. Fry in hot fat (375° F.)  $1\frac{1}{2}$  inches deep until cookies are light brown. Turn only once. Drain on absorbent paper. Makes about 4 dozen.



## .....let the children MAKE CANDY!

**C**HILDREN should be encouraged in their desire to remember the older members of the family with Christmas gifts. A box of homemade candy is one answer to the problem of limited allowances and entirely within the scope of any youngster old enough to be trusted at the stove. A paper doily in the box, a bell or sprig of holly tied to the cover, and it has a professional look.

### Pecan Fudge

4 cups light brown sugar, packed lightly

$\frac{1}{2}$  cup light molasses  
 $1\frac{1}{2}$  cups water  
 $\frac{1}{2}$  teaspoon baking soda  
2 tablespoons butter or margarine  
2 cups chopped pecans

Put sugar, molasses and water in a saucepan. Stir until sugar is dissolved. Cool, stirring occasionally, to 238° F., or until a small amount dropped in very cold water forms a soft ball. Remove pan from heat and quickly stir in baking soda. Cool without further stirring until lukewarm (110° F.). Add butter or margarine and stir until fudge has lost its shiny look. Stir in pecans and pour into a greased pan. When firm, cut into squares. Makes about 2 pounds.



## FOR COMPANY . . . delicious duck dinner

IF you're inviting friends to share the family Christmas dinner, here's an easy-to-prepare main course that will add luster to your reputation as a hostess. Ducks are in good supply all year round now, and a welcome change from the usual company food.

### Duck with Orange Juice

1 5-6 lb. duck  
3 tablespoons shortening  
2 tablespoons sherry (optional)  
1/2 cup sliced mushrooms  
3 teaspoons cornstarch  
1 teaspoon tomato paste  
1 1/2 cups strong stock

6 tablespoons frozen orange juice  
1 tablespoon currant or grape jelly  
1/2 teaspoon salt

Have butcher cut up duck in serving size pieces. Melt shortening in heavy skillet, add duck and brown quickly. Remove duck. If sherry is used, add to pan together with mushrooms. Stir in cornstarch until smooth. Add tomato paste and stock and bring to a boil. Add fresh frozen orange juice, jelly and salt. Place duck in sauce, cover and cook slowly for 35-40 minutes. When tender, place duck in serving dish, pour sauce over. Serve with fresh vegetables and whipped potatoes or wild rice. Serves 6.

Note: The stock can be made from bouillon cubes or one of the meat essences now on the market. (Recipe by Minute Maid frozen orange juice.)



## -yours for a SAFE and MERRY CHRISTMAS



Use non-flammable decorations of metal foil or asbestos beneath your Christmas tree.

THAT glittering Christmas tree, blazing with lights, shining with tinsel and ornaments—few people recognize it as one of the hazards which make the yuletide season the most dangerous period of the year for fires!

A Christmas tree, filled as it is with pitch and resin, is one of the most flammable objects known. According to tests made by the National Board of Fire Underwriters, an average size tree takes less than two minutes to burn up. The lesson is obvious. A careless cigarette, a short circuit in the lights, and a tree can start a roaring blaze that will get out of hand before the fire department arrives.

To cut down the fire danger, choose a small tree and keep it outdoors until a few days before Christmas. Set it up in the coolest part of the house and if possible shut off the radiator closest to the tree. Do not use cotton or paper for decorations.

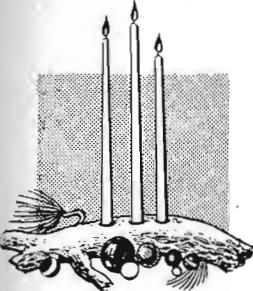
Since the tiniest spark can set off a fire, avoid placing electric trains around the tree. Check all the wiring carefully, and replace frayed or worn wires on the lights. As a further precaution, provide a switch some distance from the tree for the lights and avoid plugging and unplugging under the tree. When no one is in the room, turn off the lights.

As the tree becomes drier, it becomes

more hazardous. When the needles start falling, take the tree down. Inspect it from time to time to see if any of the needles have started to turn brown. If they have, move the lights so they do not come in contact with the tree.

Here are some additional safety suggestions:

- Never use real candles—use electric candles instead.
- Choose "fireproof" decorations.
- After opening Christmas presents, remove all wrappings from the living room and dispose of them.
- To protect your children, take precautions with holiday costumes. Discourage the wearing of flammable costumes and those of gauze-like fabrics. If they must be worn, they should be flame-proofed; a solution of 9 ounces of borax, 4 ounces boric acid and 1 gallon of water is known to be effective. This solution washes out, so must be restored after each washing.
- Choose safe toys. Chemical sets and toys requiring alcohol, kerosene, gasoline, and carbide lamps may be hazardous when handled by children. Buy electric toys with the "U. L." label and supervise children's play with hazardous toys.
- Keep an approved fire extinguisher on hand for emergency use.



## Christmas all through the house

**D**EORATIONS set the stage for Christmas. Here are easy ways to fix up your mantel and front door, display your holiday cards and, in general, spread Christmas all through the house:

When you buy your tree, look for one with cones on the branches. For a door decoration, fasten three branches into a triangle with fine wire. Place a cluster of Christmas bulbs in the center and make a loop of wire in the back for hanging. You can vary it by slipping stalks of wheat or barley in with the greens and perching glass bird ornaments on the branches. Or add a red oilcloth bow. Cut the bow shape separate from the ribbon ends. Use a piece of cardboard to stiffen the bow. Cut the bow ends from cardboard also and cover with the oilcloth.

Those attractive cards can be put to many uses. For a festive touch, group them together on the mantel with ribbon and evergreen, as suggested by Better Homes & Gardens magazine. They can be taped to the panels of an inside door and accented with sprigs of evergreen, or strung together in a panel arrangement for a small wall space.

### how to make poinsettias last . . .

**A**poinsettia plant is an ornament until it starts losing its leaves. However, when they begin to fall you can take steps that will save the plant for many more hours of decorating splendor. The method, as described in Better Homes & Gardens magazine, is this:

Cut the stems from the plant and remove all leaves up to where the cut stem will be out of water. Then hold a lighted candle to the stem where each leaf was taken off. Do this until the sap stops running. Next cut off an inch or so of the stem and sear it also with a candle flame until well charred. Place the cut stems in a bucket of cool water for several hours or overnight before arranging.

You can then cut the stems any length you wish. Combine the bright poinsettia blossoms with branches of evergreen for a beautiful effect.

## retirements

*The following employes' applications for retirement were recorded during November, 1951*

### CHICAGO GENERAL OFFICES

FITZSIMMONS, PAUL R.	
Clerk	Chicago, Ill.
FRANZ, JAY L.	
Asst. to V.P.	Chicago, Ill.
GILMORE, ANDREW M.	
Waiter	Chicago, Ill.
LINDAHL, RUDOLPH E.	
Asst. Bureau Head	Chicago, Ill.

### CHICAGO TERMINALS

BAISLER, HENRY	
Switchman	Chicago, Ill.
HARRIS, GEORGE	
Messenger & Sorter	Chicago, Ill.
KONIECZNY, TONY J.	
Carman	Galewood, Ill.
LETSOS, GEORGE	
Sec. Laborer	Bensenville, Ill.
LINK, FRANK	
Frt. Handler	Galewood, Ill.
POBST, JOHN P.	
Machinist	Bensenville, Ill.
RÄNDERS, GEORGE	
Switchman	Galewood, Ill.
SCHOENFELD, HERBERT R.	
Car Supervisor	Chicago, Ill.
SPIEGELBERG, ERNEST	
Carman	Bensenville, Ill.
TUREK, ANDREW	
Frt. Trucker	Galewood, Ill.
WEIDNER, WILLIAM	
Car Inspector	Bensenville, Ill.

### COAST DIVISION

DELANEY, WILLIAM L.	
General Car Foreman	Tacoma, Wash.
DRAZGA, PETER M.	
Blacksmith Helper	Tacoma, Wash.
KERGIAZES, JOHN	
Sec. Laborer	Chehalis, Wash.
LAWLER, EDWARD F.	
Sec. Laborer	Seattle, Wash.
SKARR, HERMAN K.	
Sec. Laborer	Seattle, Wash.

### DUBUQUE & ILLINOIS DIVISION

BROWN, IRA E.	
Sec. Laborer	Ottumwa, Iowa
CHRIST, EDWARD W.	
Agent	Harpers Ferry, Iowa
DALLAS, JOHN R.	
Sec. Laborer	Braymer, Mo.
HELME, MOSES A.	
Loco. Engineer	Ottumwa, Iowa
KERVIN, JAMES E.	
Trav. Engineer	Ottumwa, Iowa
NABER, CHARLES	
Loco. Engineer	Chicago, Ill.
NUTT, JOHN B.	
Boilermaker	Savanna, Ill.
SMITH, HENRY J.	
Conductor	Dubuque, Iowa

### HASTINGS & DAKOTA DIVISION

BOTTEN, HENRY A.	
Brakeman	Montevideo, Minn.
DYER, CHARLES E.	
Sec. Laborer	Letcher, S. D.
LEINES, MARVIN N.	
Sec. Foreman	Millette, S. D.
OSTERWIND, GEORGE E.	
Train Baggage Man	Minneapolis, Minn.

### IDAHO DIVISION

DERTNIG, CHRIST	
Carpenter - B&B	Plummer, Idaho
JEFFERSON, EARL D.	
Trav. Engineer	Spokane, Wash.

### IOWA DIVISION

CHINN, GUY E.

### Star in Railroad Hour Holiday Shows



LUCILLE NORMAN, a familiar favorite with Railroad Hour listeners, joins Gordon MacRae in two special programs during the holiday season. On Monday, Dec. 24, the two stars portray the leading roles in a Lawrence and Lee original Christmas story and the following week they again star in a review of the year's highlights on The Railroad Hour, Monday, Dec. 31.

One of radio's top-rated programs, The Railroad Hour is heard each Monday night on the coast-to-coast network of the National Broadcasting Company.



**SANTA GETS A PRESENT.** Favoring railroads to reindeer, Santa Claus makes an early call at Butte, Mont., and for his pains receives the keys to the city; on the platform with Santa, from left: Mayor Thomas Morgan, J. H. Johnson, manager of the Hennessy Store, and K. R. Coughlin, district passenger agent, Butte. Throngs of children and their parents watched as Santa accepted the gift.

Loco. Engineer ..... Des Moines, Iowa  
**GARDNER, JIM D.**  
 B&B Worker ..... Perry, Iowa  
**HATFIELD, EARL S.**  
 Sec. Laborer ..... Rockwell City, Iowa  
**HOUSTON, FRANK W.**  
 General Agent ..... Cedar Rapids, Iowa  
**MAYO, IRA V.**  
 Boilermaker Helper ..... Council Bluffs, Iowa  
**SHANNON, CARL V.**  
 Conductor ..... Des Moines, Iowa  
**SWANSON, WILBUR E.**  
 Sec. Laborer ..... Perry, Iowa

#### IOWA & DAKOTA DIVISION

**CALDWELL, DELPHIE I.**  
 Loco. Engineer ..... Mitchell, S.D.  
**COLEMAN, ALONZO**  
 Hostler ..... Sioux City, Iowa  
**FOOTE, GEORGE V.**  
 Conductor ..... Mitchell, S.D.  
**MUNDFROM, MARTIN F.**  
 Sec. Laborer ..... Charles City, Iowa  
**OPPERMAN, JOHN H.**  
 Pipefitter ..... Mitchell, S.D.  
**TALBOT, FRANK W.**  
 Loco. Engineer ..... Mitchell, S.D.

#### LA CROSSE & RIVER DIVISION

**ALVORD, WILLIAM M.**  
 Tel. Operator ..... Duplainville, Wis.  
**AMUNDSON, CLARENCE H.**  
 Divn. Lineman ..... New Lisbon, Wis.  
**BRABANT, ROBERT H.**  
 Roundhouse Foreman ..... LaCrosse, Wis.  
**CAYLOR, LESTER M.**  
 Loco. Engineer ..... Wausau, Wis.  
**CURTIS, PEARL M.**  
 Clerk ..... Wausau, Wis.

**DELAP, WILLIAM A.**  
 Sec. Laborer ..... Necedah, Wis.  
**DOMSTRICH, HARRY J.**  
 Switchman ..... LaCrosse, Wis.  
**SCRABBO, JOSEPH**  
 Ex. Gang Laborer ..... LaCrosse, Wis.

#### MADISON DIVISION

**BALLARD, JAKE**  
 Sec. Laborer ..... Delavan, Wis.  
**CLARK, PETER J.**  
 Loco. Engineer ..... Milwaukee, Wis.  
**DRESEN, RUSKEL C.**  
 Sec. Foreman ..... Mineral Point, Wis.  
**PITULAY, LUDWIG F.**  
 Crossing Watchman ..... Racine, Wis.  
**TARPLEY, WILLIAM F.**  
 Cashier ..... Whitewater, Wis.

#### MILWAUKEE DIVISION

**COLLINS, WILLIAM B.**  
 Loco. Engineer ..... Chicago, Ill.  
**GÉARY, PATRICK L.**  
 Loco. Engineer ..... Chicago, Ill.  
**KOVACHEVICH, STEVE**  
 Ex. Gang Laborer ..... Beloit, Wis.  
**MAHONEY, THOMAS P.**  
 Brakeman ..... Milwaukee, Wis.  
**SCHMIDT, WILLIAM O.**  
 Brakeman ..... Milwaukee, Wis.  
**VAN DE BOGART, EARL H.**  
 Crossing Flagman ..... Appleton, Wis.

#### MILWAUKEE TERMINALS & SHOPS

**AUGUSTINE, ARTHUR L.**  
 Laborer ..... Milwaukee, Wis.  
**BURDETT, ROY W.**  
 Machinist ..... Milwaukee, Wis.

**ECKART, PHILLIP J.**  
 Machinist ..... Milwaukee, Wis.  
**NEROUTSOS, THOMAS**  
 Mach. Helper ..... Milwaukee, Wis.  
**OLSON, ADOLPH B.**  
 Switchtender ..... Milwaukee, Wis.  
**PAUL, EDWARD J.**  
 Crossing Watchman ..... Milwaukee, Wis.  
**SCHWENDEL, CHARLES O.**  
 Switchman ..... Milwaukee, Wis.  
**TEBRAKE, EDWARD B.**  
 Gang Foreman ..... Milwaukee, Wis.  
**VRABEL, JOHN**  
 Carpenter ..... Milwaukee, Wis.

#### ROCKY MOUNTAIN DIVISION

**ASPLING, THOMAS B.**  
 Carman ..... Deer Lodge, Mont.  
**GOLDBRAND, WILLIAM R.**  
 Conductor ..... Lewistown, Mont.  
**KELLUM, ANGUS E.**  
 Roundhouse Foreman ..... Harlowton, Mont.  
**KILCREASE, EDGAR M.**  
 Sec. Laborer ..... Bonner, Mont.  
**MARKHAM, LYNN C.**  
 Loco. Engineer ..... Missoula, Mont.

#### TERRE HAUTE DIVISION

**BAUR, EMIL C.**  
 Carman ..... W. Clinton, Ind.  
**HAMILTON, NOAH W.**  
 Sec. Foreman ..... Terre Haute, Ind.  
**KENNEY, ELBERT L.**  
 Conductor ..... Terre Haute, Ind.  
**STREEPY, CHARLES H.**  
 Sec. Laborer ..... Jasonville, Ind.

#### TRANS-MISSOURI DIVISION

**DAMM, JOHN**  
 Laborer ..... Miles City, Mont.  
**GJERDEN, DRENKO**  
 Car Repairer ..... Miles City, Mont.  
**KOHL, FRANK**  
 Engine Watchman ..... Roundup, Mont.  
**TOUHIL, JAMES C.**  
 Ex. Gang Laborer ..... Miles City, Mont.  
**VUCKOVIC, MARKO**  
 Sec. Laborer ..... Roundup, Mont.

#### TWIN CITY TERMINALS

**BREW, GEORGE A.**  
 Carman ..... St. Paul, Minn.  
**FOWLER, MURRAY**  
 Switchman ..... Minneapolis, Minn.  
**HESS, CARL G.**  
 Machinist Helper ..... Minneapolis, Minn.  
**LAKMANN, ALOYSIUS F.**  
 Trav. Frt. Agent ..... Minneapolis, Minn.  
**MINETOR, LEO G.**  
 Machinist ..... Minneapolis, Minn.  
**MORTENSON, FREDERICK E.**  
 Machinist ..... St. Paul, Minn.  
**NIKOLOFF, GEORGE N.**  
 Ex. Gang Laborer ..... Minneapolis, Minn.  
**NORDALE, JOHN G.**  
 Pipefitter ..... Minneapolis, Minn.  
**SCHRADER, FRED P.**  
 Sec. Laborer ..... Minneapolis, Minn.  
**SWANSON, OSCAR**  
 Boilermaker ..... Minneapolis, Minn.  
**TABOR, HARRY L.**  
 Loco. Engineer ..... St. Paul, Minn.  
**TILLER, CHRIST L.**  
 B&B Carpenter ..... Minneapolis, Minn.

# *about people of the railroad*

## H & D Division

### MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

L. F. Mack, Jr., operator at Aberdeen, is on a vacation at this writing, doing some local traveling.

Chief Clerk W. J. Kane, Aberdeen, recently received word that his son William Jr. was awarded the Distinguished Service Flying Cross for service with the Marine Air Force in Korea. At this writing he is home on furlough.

E. M. Mutschelknaus is working second trick at Aberdeen.

Cliff Petrick, H&D fireman, has returned to civilization from the north woods of Minnesota where he spent his vacation, hunting and sleeping.

Recently had a letter from Pvt. Ronnie Cornell who is in the Signal Corps at Camp Gordon, Ga. Also understand that Operator Simonson is at the same camp.

Electrician Bill Miller is in the hospital at Aberdeen where he is recovering from a broken leg suffered at Marmarth. I am sure he would appreciate receiving cards; mailing address, St. Luke's Hospital, Aberdeen, S. D.

The annual Traffic Club pheasant feed was again a success this year, being very well attended by traffic people on and off the system from Minneapolis, St. Paul, Aberdeen, Chicago, etc. Plans are being set already for next year's party.

### EAST END

Martha Moehring, Correspondent  
Asst. Superintendent's Office, Montevideo

Agents L. L. Phelps of Abercrombie and C. A. Brookshire of Prior Lake are planning to retire after many years of service on the Milwaukee.

Conductor Hi Johnson has hung up his apron and put away the scrub brush since Mrs. Hi is back from the hospital following an operation for a pinched nerve. He did the pinch hitting at the Johnson domicile while the chief operator was laid up.

B. D. Barton, signal maintainer at Bird Island, reports that his new daughter Linda arrived Nov. 15.

After a long illness, Baggage man George Osterwind passed away at his home on Nov. 15.

Operator Wayne Dunlap took off a week from his duties to help his son Charles pelts mink at the fur farm. Gerard Weis took over as operator at Montevideo during the pelting.

The deer hunters are back from the north woods and everybody came back happy. Among the successful nimrods from the Montevideo territory were Roadmaster Le Vere Natzel, Pumper C. J. Prunty, Brake-men Brud Hocum and Al Kurtzbein, Firemen Mickey Averill and Floyd Blabaum, Switchman L. J. Roder and Clerk Cliff Bofferding. And they tell tall tales, too.

This is the time of year when retired men

move south. H. W. Eveland has gone to Brunswick, Ga., for the winter and Otto Heckert is back to Phoenix.

Over at Dispatcher Eugene Albrecht's house, they're all snarled up with formulas, baby clothes and such. Shirley Ann has arrived.

Pumper Ole Oleson at Summit has retired and expects to catch up on a lot of fishing and hunting.

Engineer O. W. Smith of Minneapolis Terminals passed away recently while closing up his summer cottage at Lake Vermillion.

Our sympathy goes to Engineer John Snyder in the loss of his wife recently.

Conductor Walt Lewis has retired and is recuperating at his home after being hospitalized for some time.

After serving his stretch in the Army, Fireman Richard Trevett is back on the division.

Engineer Fred Snowden is back to Montevideo after spending some time at Deaconess Hospital in Minneapolis.

efforts of his wife. The scenes depicted are areas in Chicago and vicinity; the painting was done at the lakeside in Jackson Park. Mrs. Christianson, whose hobby is painting, is an accomplished artist and received the greater part of her training at the Art Institute here in Chicago.

B. J. Ornburn, assistant chief engineer-structures, informs us that his son, 2nd Lt. Benedict J. Ornburn, Jr., a graduate in civil engineering at the University of Missouri and now of the Corps of Engineers, has been transferred to Pine Camp, N. Y., after an extended tour of the country.

F. M. Jones, assistant engineer in Mr. Ornburn's office, now has the home he recently purchased in Elgin, Ill., in tip-top shape. Frank has spent some time making alterations to the interior, also painting the exterior and is quite proud of his handiwork.

The death of Miss Dagny Olsen, secretary to E. E. Burch, bridge engineer, came as a shock to her associates. Miss Olsen, an employee of the engineering department for many years, was apparently recovering from a serious illness of more than two months duration when she suffered a relapse and died at the Norwegian-American Hospital Nov. 29.

Joe Kopec, bookkeeper in Mr. Powrie's office, went deer hunting over Thanksgiving and the following weekend. He and three other hunters journeyed to Pullman, Mich., for the "kill," but according to Joe all they did was "hunt" for the critters.

## Chicago General Offices

### ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

H. B. Christianson, assistant chief engineer-system, can well be proud of the new pictures adorning the walls of his office. The paintings, two marines and two landscapes, are original water colors and are the talented



**THE CROWD SAYS GOODBYE.** Mrs. Cecile B. Meyer receives the good wishes of fellow employees in the office of manager of mail, express, baggage and milk, Chicago, on her retirement Nov. 30, with C. F. Rank in the role of spokesman for his force. The congratulatory scene was the prologue to a dinner given in Mrs. Meyer's honor. Her future plans call for a leisurely motor trip to California and establishing a home in the vicinity of Los Angeles, near her son and grandchildren. Mrs. Meyer is the widow of E. A. Meyer, a 47-year veteran of Milwaukee Road service and assistant to general manager prior to his death in 1940.

Another hunter, Donald H. Fisher, assistant engineer in the bridge department, also went deer hunting. He had the same kind of luck as Joe Kopec.

This brings to mind the story of the hunter's wife who complained that even after a hunting trip her husband always had the same answer to her questions: "No deer, no doe, not even a buck."

T. H. Strate, retired division engineer, is planning a trip to see the Illinois-Stanford game at the Rose Bowl. Then, on to Honolulu for a winter vacation.



**CHICAGO AREA BRIDE.** Ann Sterchy, secretary to J. H. Schnaitman, auditor of capital expenditures, whose marriage to Robert DiVall took place at St. Alexis Church, Bensenville, Ill., Oct. 27. The couple took a motor honeymoon through the Southeast.



**DIPLOMAT GOES WEST.** Sir Oliver Franks, Great Britain's ambassador to the United States, accompanied by Lady Franks, leaving Chicago on the Morning Hiawatha Dec. 3 for a lecture engagement in Minneapolis. From there they were proceeding to Fargo, N. D.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Murray C. Whyte, traveling claim investigator, is confined to his home at this writing, due to illness.

Sympathy is extended to William Hook of our suspense bureau, on the death of his mother.

Uncle Sam has taken another of our boys, J. J. Canty, claim checker, who was inducted into the Army Nov. 28.

We welcome Shirley Ptack and Martin Madonia to our central station accounting division.

Alvin Hills of the relief claim bureau and wife spent their recent vacation in San Francisco.

Ella Lauer spent several days of her recent vacation in Dallas, Tex.

#### CHORAL CLUB NEWS

Teresa Glasl, Correspondent

Gladys Wallbaum of the contralto section surprised us recently with a beautiful diamond ring adorning the appropriate finger and announced Dec. 1 as the date.

One of the outstanding events in which the Choral Club participated recently was a program at the People's Church of Chicago Nov. 25. The audience numbered approximately 1,200. The program was broadcast over the airwaves.

Programs scheduled for December are as follows: Dec. 11, Chicago-Fullerton Avenue Chapter of the Women's Club; Dec. 17, Saganash Community Church; Dec. 19, Division St. Y.M.C.A.; Dec. 20, 21 and 24, the annual Christmas concerts in the Chicago Union Station. We will also participate in a program at the annual banquet of the National Teachers Association in the grand ballroom of the Palmer House on Dec. 29.

Sympathy is extended to R. W. Weber of the bass section on the tragic death of his wife in November. Mrs. Weber was the victim of a street-crossing accident in which she was struck by a truck.

The following former members of the club have renewed their affiliations with our group: Lauretta Krauth, Eleanor Magnuson, Tina Langton, Mary Cianci, Gerry Jess.

We extend a hearty welcome to the following new members: Rose Edelmann, Marian Tobiaske, Joan Gibbons, Juanita Duvall, George Schwandt, Gerald Schwichtenberg, James T. Mitchell.

#### OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Allen W. Wires, son of W. A. (Doc) Wires of the joint facility bureau, entered military service Nov. 8 and is now stationed at Camp Leonard Wood, Mo. He is a 1949 graduate of Elgin High School.

In his recent retirement, G. E. Engstrom, auditor of expenditures, carried with him the good wishes of many employees of this office with whom he was closely associated during the period when he was head of our investment bureau.

We are pleased to have word from Joe Johann, who has been ill, that he is on the mend and expects to resume work shortly.

Sympathy is expressed to Assistant Engineer

George H. Lowrie on the death of his mother who passed away in November.

It was with regret that our joint facility bureau learned of the death of B. J. Hill, general accountant of the Milwaukee-Kansas City Joint Agency, with whom the bureau had cordial relationship since the establishment of the agency six years ago.

Bodell Huss of the investment bureau is back at her desk after a Caribbean vacation cruise.

#### FREIGHT AUDITOR'S OFFICE

Joseph A. Strohmeyer, well known review bureau accountant, died unexpectedly at home in Chicago Nov. 8. He is survived by his widow Lydia, a son and daughter and three grandchildren. Joe's railroad service dated from 1898, starting with the C.R.I.&P. He was employed by the Milwaukee briefly in 1900 and subsequently by the Union Pacific, Burlington and North Western lines before becoming a permanent member of the freight auditor's force in 1920. His veteran service was marked by an enthusiastic participation in employee activities. For many years he was this magazine's correspondent, reporting news for the freight auditor's office, and most recently, when his interest turned to photography, also contributed numerous pictures of Fullerton Avenue building affairs. He was also a contributor to national railroad magazines and a correspondent for the original "Turner Topics," official publication of the American Turners, of which he was a prominent and long-time member. Following the loss of a leg in 1901, he turned his attention to the problems of others similarly afflicted and in 1943 was instrumental in organizing the Chicago branch of the American Federation of the Physically Handicapped. The Chicago Sun-Times cited him publicly for this work in 1945. His kindness and consideration for his co-workers were recognized by all. His death is mourned by many.

#### PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent  
Passenger Rate Office, Union Station

Word comes along that Clyde Deacon of the city ticket office has put his bachelor days in back of him. October 27 saw Clyde and blonde, petite Marjorie Burger pronouncing their nuptial vows. Clyde, who doesn't like a lot of fuss and feathers, kept the plans pretty quiet, and the Deacons were off on a Daytona Beach honeymoon before his passenger department friends could get around to congratulating them.

Our St. Louis office writes that Sam Grafenstein, the traveling passenger agent there, is coming around slowly after surgery. All of us who knew Sam in his Chicago days are pulling for him.

End-of-the-season vacationists included Jim Corcoran of Mr. Hitzfeld's office, Bill Clemens of Advertising, and Viola Neuschwander of the reservation bureau. Jim and Bill took a week-long swing through the South, hitting New Orleans, Memphis and Newport, Ky., the last a lively, Las Vegas-type of town, across the river from Cincinnati. Viola and her son Robert (who is with the engineering department of the Santa Fe) visited Galveston, Houston, San Antonio, St. Louis and New Orleans (much impressed with New Orleans).

## OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

A bridal shower was given for Gertrude Essig on Nov. 20. However, that evening her prospective husband, Mr. Grubner, sustained severe injuries in an auto accident and was confined in a hospital. Their plans were somewhat altered, but the marriage was performed in the hospital.

Another bride was Mildred Paul, who was honored with a shower on Nov. 30. Her marriage to Donald Perkins took place Dec. 1.

The good news was circulated about Oct. 24 that Irven Steger was a grandpa.

Edgar Dunning returned to Phoenix, Ariz., Dec. 1. He will enter a clinic for a check-up.

A letter was received from Pvt. George Kullowitch, now located at Indiantown Gap, Pa. He is still thinking of the kindness shown him when he entered the service.

Helen Retzke, who has been confined at home for the past two months, expresses her appreciation for the many cards and gifts she has received.

## FREIGHT TRAFFIC DEPARTMENT

James T. Armstrong, who retired in 1938 as division freight agent with headquarters in Chicago, died Nov. 26 at Green Bay, Wis. Funeral services were held in Green Bay. Mr. Armstrong started his railroad service in Green Bay and subsequently was agent at Plymouth, Fond du Lac and Oshkosh. From 1920 to 1925 he was traveling freight agent with headquarters in Milwaukee.

## AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Lydia Larson of the "stats" bureau became the bride of G. Hoyer Nov. 24.

The stork left a boy at the doorsteps of Virginia Jednachowski Nov. 6 and Aileen Hutchinson on Nov. 9. Virginia was formerly of track timekeeping and Aileen was with the material bureau.

Mary Lou Wisniewski, whose husband Shado works in the paymaster's office, brought down their baby for a visit recently. Walter Lodge, originally a traveling man, and Carl Hahn, formerly of the "stats" bureau, were also office visitors.

Ray Blumenthal of track timekeeping, Oscar Leinberger, messenger on the fifth floor, and Dick Anderson of the audit section left the Road recently to join the armed forces.

E. H. Anderson of the audit section has taken a three-month leave.

Sympathy is extended to Theresa Wall of shop timekeeping on the death of her husband Nov. 24.

Mary Burns, formerly of the typing bureau, has been writing features for the Mesa, Ariz., Tribune and was recently made the women's editor of that paper.

Bob Hayden of the material bureau sojourned in Florida during the Thanksgiving holiday. Tampa and St. Petersburg were among the points he visited.

Lillian Mozinski of the material bureau received an engagement ring Thanksgiving Day. She has the big day set for Jan. 12, 1952.

The fall program of the Women's Club



**"COMP" HEAD RETIRES.** Julia Magdrefrau Newcomb, veteran bureau head of the central computing bureau, a department of 70 employees under the supervision of the auditor of passenger accounts, Chicago, was honored by her associates as she retired Nov. 30. She is shown with A. M. Dryer, auditor of passenger accounts (left), and R. H. Padgett, assistant auditor of passenger accounts. Following some previous service with the U.P., she started with the Road in the office of the freight auditor in 1922 and transferred to the passenger accounts force as bureau head in 1924, serving continuously in the latter capacity until her retirement. Friends throughout the Fullerton Avenue accounting department offices joined in presenting her with a retirement gift of U.S. Defense Bonds and miscellaneous personal items.

got off to a good start with 105 members attending. The feature of the evening was the Grandmothers Club of Chicago Inc. It is known nationwide as a unique group of amateur entertainers. The youngest grandmother is 50 and the oldest 91 years young.

## FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Everyone enjoyed reading the postal card received recently from our good friend Dick Abrams, former district freight claim agent, Milwaukee, who has retired to Palmetto, Fla., and is now enjoying the climate of that great State. It was nice to hear that Dick is in fine condition and the coast agrees with him so well.

Bud Bloethner and Marie Horatt have been hospitalized for some time, but we understand Marie is feeling much better and is now resting at home. Bud recently returned to work and looks "top shape".

Margaret Ericson recently announced her engagement to Knute Anderson and proudly displayed her "diamond".

Warren Appel and Corrine Henderson were married Nov. 16 and honeymooned in the Smokies and Michigan. Understand Warren's old Chevrolet developed a bad knock when he returned to Chicago and he has since become the owner of a 1949 Studebaker.

Noreen Callahan surprised everyone here when she walked in recently with the new "poodle" hairdo. Now many of the girls in the office are looking forward to a re-design on the same lines.

Jerry Mann was called to military service Nov. 8. Everyone "chipped in" and presented him with a military set. Anyone desiring Jerry's address can secure it by contacting this correspondent.

Mr. and Mrs. A. Ducret enjoyed a trip to Florida and the East Coast recently.

Lloyd and Shirley Rugen are the parents of a little girl, Jeanette Lee, born Nov. 12.

Kenny French, Fred Westlund, Bea Chalupka, Noreen Callahan, Rinney Kopplin, Helen Bunton and Grace Williams are busily engaged in preparations for a Christmas get-together and everyone is looking forward to enjoying the results of their efforts.

## OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Dolores Check spent Thanksgiving in New York, visiting her brother who is stationed there.

Ruby Dunaven is on leave due to illness.

Marion Reiter visited the farm again for Thanksgiving. Joe and Em Trezek spent a week in Detroit and it proved too much for Em who spent the next week at home, ill.

Vic and Rose Marie Quaritsch are the parents of a son, Alan, born Nov. 9.

Roy Passaglia is joining the wealthy with a third interest in a three-flat building.

Marion Reiter joins the dog lover clique with her dachshund—not a whole dog—just one end and we haven't discovered which end it is.

The office welcomes its new members, namely: Lorraine Freling, Ruth Lamken, Shirley Hopkins, Violet Salonen and Ross Bondi.

Tidd is back and takes this opportunity to publicly thank all of you for blood donations, cards and good wishes.

## Rocky Mountain Division

### EAST END

L. C. McKinnon, Correspondent  
Locomotive Engineer, Three Forks

Brakeman Ray Mathis is visiting his parents in San Francisco at this writing.

Brakeman Joseph Callant and wife are happy to report the birth of a son, born Nov. 23 at Harlowton.

R. L. Short will be the new relief operator number 11. His first job will be as agent at Ringling.

Conductor L. A. Rice, who has been laid up with an injured foot, is acting as relief call boy in Mrs. Edgar Rexroat's place while she is ill. Mrs. Rexroat underwent an operation at the St. James Hospital in Butte. She is doing very nicely at this writing.

The Jefferson Island station will be closed Dec. 1.

Ernie Hier has taken over the duties of conductor on the Gallatin Valley line.

Mrs. Tom Koga, retired employee, passed away at their home in Three Forks Nov. 15. Mr. Koga was section foreman here for a number of years.

Mr. and Mrs. Clarence Remer and son visited her parents Mr. and Mrs. Heine Elbert. Mrs. Remer who is living at Tree Mountain, Utah, called crews here for several years.

We are happy to announce that Conductor McDonald, who was very ill at our last writing, is back on the job.

We also got word that Engineer Schecter is about ready to return to work after being very ill.

Mrs. Heine O'Donnell, wife of engineer, had a heart seizure and entered the hospital at Harlowton Nov. 24.

Superintendent A. C. Kolhase's mother passed away in Butte in November.

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

Telegraph Operator Donald Samuel, son of Carman Gust Samuel, was home for Thanksgiving after being hospitalized several weeks with pneumonia.

Born, to Mrs. William Tuss and Carman Tuss on Nov. 17, a boy named Ronald William.

Relief Section Foreman Victor Farrar of Hanover bid on and received the first-man job in Lewistown yard under Section Foreman Sam Metoff. The job was vacated by John Koloff who bid on a job at Choteau.

I always thought that a locomotive fireman who could ride an L-2 engine over the Rocky Mountain Division could ride anything. Evidently I am wrong. Fireman J. L. Wise, while hunting elk in the Cascade Mountains, fell from his horse and injured his shoulder.

Engineer Joe Cox retired recently after 39 years of loyal service. He said he is going to travel whenever he gets the notion, and do some of the things he has always wanted to.

We were sorry to hear of the sudden death of Mrs. C. A. Budworth, mother-in-law of Engineer Joe Mondlock. Mrs. Budworth was well liked by the railroad people and frequently attended the Milwaukee social affairs.

Mrs. M. J. Welch, wife of retired chief dispatcher, has returned from a visit with her daughter in Washington, D. C.

Section Labor Frank Swan is in the Lewistown hospital with pneumonia at this writing.

Engineer L. F. Dickerson who has been running engine on the Agawam line for many years, is now running engine on trains 195 and 196 between Lewistown and Great Falls.

Engineer H. T. O'Donnell, who has been working on trains 163 and 164 on the North Montana, is back on the main line running streamliners 15 and 16 between Harlowton and Three Forks. His run on the North Montana was taken by Engineer Roy Gilham.

*Everything seems to be evened up in this life. The fellow with less hair to comb has more face to wash.*



**SOLID FRONT.** Family reunion at the home of Equipment Maintainer F. E. Staples, Round Lake, Ill. From left: Pfc. Donald L. of the Marines, stationed at Camp LeJeune, N. C.; Floyd A., carman at Rondout, Ill.; the senior Mr. Staples; and son J. T., gunner's mate 3/c, on leave from duty in the Pacific. It was the first time the family had been together in more than two years.



**SHE CAN TELL 'EM.** Mrs. Edgar D. Rexroat is that woman, rare in railroad annals, who can tell her husband what to do and when to do it—during the three years she has been a crew caller at Three Forks, Mont., her fireman husband has been one of the regulars on the call book. The two were snapped recently when Mr. Rexroat was promoted to engineer and his dutiful wife stuck around to see him off for his first run on the right side of the cab.

## Milwaukee Division

### SECOND DISTRICT

M. B. Herman, Correspondent  
Asst. Superintendent's Office, Green Bay

The deer season has closed and the following report is in from the boys: Milt Giese got a buck, Rudolph Forsman got a doe and Lloyd Kane got a big buck about 20 miles from town; he was gone about four hours. John Landry was close to a bear. He was standing in the woods when some hunters came by and asked where it went. "What went," he said, and was told that a big bear had been wounded and had passed about 20 feet back of him. It was found dead a little further on.

Robert Bande Sande and wife are the parents of a son born on Nov. 14.

The beet season was not so good this year due to the early cold which left many of the beets frozen in the ground. They are still digging them out.

Some of our retired railroaders have passed away, Engineer Albert Last several weeks ago and Conductor Peter Durbin, who had been ill for several years, on Nov. 12.

Conductor L. W. Hugunin was taken suddenly ill at Milwaukee and removed to a hospital, but we understand he will be returning home soon.

Fred Bassett, retired engineer, has been vacationing in the Black Hills. Engineer H. Karsten has been in California, at Long Beach and other points.

G. E. Bunyea, one of our faithful conductors, has retired. We hope he will have a long time to enjoy himself.

*Keep your temper. Do not quarrel with an angry person, but give him a soft answer. It is commanded by Holy Writ and furthermore it makes him madder than anything else you could say.—Anon.*

## FIRST DISTRICT AND SUPERINTENDENTS OFFICE

J. E. Boeshaar, Correspondent  
Superintendent's Office, Milwaukee

Frank G. Mills of the signal department at Milwaukee retired Dec. 1. He started with the Road at Milwaukee Shops in 1906, transferred to the signal department in 1908 and worked as a signal draftsman at Milwaukee until 1915 when he went out on Lines West to Seattle and Tacoma. In 1931 he returned to Milwaukee and held the position of signal draftsman until his retirement. A luncheon in his honor was held at the Medford Hotel on Nov. 30 when he was presented with an appropriate gift.

Conductor Carl Tranter of Deerfield is recovering from an operation at this writing.

The big news for some this month was the deer hunting season in Wisconsin. Hunters from hereabouts included Agent C. C. Ruthe of Somers, Trainmen Sam Smith, Curly Forrestal and Hank Furman, and Engineer Glen Landry. From all reports the deer are still safe, as well as the hunters.

B&B Foreman Fred Steinbrenner of crew C retired Oct. 29. He started his employment on Apr. 18, 1909 on the old Madison Division and was promoted to foreman on Jan. 1, 1927. He has settled down for his retirement on a farm near Belmont, Wis.

Brakeman Frank Harkins on the Milwaukee-Rondout patrol was welcomed to Racine recently by a nice police dog who bit him in the leg when he alighted from a freight car.

Engineer Coker Turner fractured a bone in his knee at Chicago recently.

## Terre Haute Division

### WEST CLINTON AREA

Earl H. Lehman, Correspondent  
c/o Yardmaster, West Clinton

Darwin McReynolds, son of Conductor S. E. McReynolds, and Miss Gladys Daniels of La Grange, Ill., were married at the home of his parents in St. Bernice Nov. 10. Those present were the immediate family and this reporter and Mrs. Lehman. Mrs. Mary Ferguson, daughter of Carman Elgar Snodgrass, sang before the ceremony. The couple will make their home in Chicago. Darwin was formerly a trainman on the TH and H&D Divisions.

Carman Joe W. Kiser and wife have announced the engagement of their daughter Elaine Marie to Seaman LeRoy Lewis, who is now at sea with the Navy.

Brakeman George Clark and Mary Elizabeth Burgess were married Nov. 11. They will live in St. Bernice.

Sympathy is extended to Conductor C. L. Jones in the death of his father, Charles A. Jones, 84, a life-long resident of this community. Carman Charles Jones is a grandson.

Sympathy is also extended to Oliver Eslinger, car department, in the death of his brother Donald last month.

A recent wedding of interest to this community was that of Miss Norma Henry and Bryce A. Hadley, youngest son of Engineer George Hadley.

Walter Blaker, retired engineer now of Bloomfield, Ind., visited in West Clinton during November; also Elbert Fultz, retired brakeman, with his wife, daughter and grandson, of Sheldon.

The body of Cpl. Charles William Clark, killed in action in Korea June 9, 1951, arrived in Clinton Nov. 15. Funeral services were held the following day and burial was at Sugar Grove. Billy was employed in the car department here prior to the war and was the son of Raymond Clark, retired carman.

Yardmaster R. T. Davis was on a hunting trip in southern Illinois in November, accompanied by Storehelper Ben Douglas. They hoped to "thin out" the crop of pheasants, deer and rabbits.

Hubbard Inman, during November.

Carman Emil Bauer retired in November. We wish Emil lots of happiness in his retirement.

E. L. Kenney, one of the oldest conductors on this division, also retired last month. He has a host of friends on the division who wish him many years of leisure.

Conductor and Mrs. Walter Chambers were very happy the week of Nov. 18 when their son Rex returned home on furlough from the Korean skirmish.



**TRAFFIC CLASS.** A. C. Novak, superintendent of the Kansas City Joint Agency, explains the handling of waybills and the function of the manifest symbol system to a "class" of Milwaukee Road traffic representatives touring Lines East terminal points the latter part of October in connection with the Road's Traffic School program. The picture, taken in the East Kansas City yard office, shows, left to right: H. F. Austin, general yardmaster, Milwaukee Road-Kansas City Southern Joint Agency, Kansas City; E. R. Singleton, TF&PA, Philadelphia; R. H. Scully, chief clerk to Mr. Novak; W. T. Bieze, CFA, Chicago; H. R. Neuses, TPA, Duluth; L. R. Gates, CFA, Butte; F. J. Galvin, CFA, Detroit; C. S. Winship, DF&PA, Miles City; W. A. Murley, CFA, St. Paul; Superintendent Novak; W. B. Tigerman, assistant to general southwestern agent, Kansas City; and R. F. Kelaher, GA, New York City (seated).

Yardmaster Don Wile has not only installed a TV set in his home—he also sells them!

Car Foreman Thomas Corts of Bensenville was here Armistice Day looking after his property in Clinton.

Conductor C. G. Ditto and his flagman, V. E. Botner, on Ex 108C Nov. 3, found a broken rail south of Honey Creek bridge. Carl says that Conductor M. F. "Eagle Eye" Ernhart isn't the only one who can find them.

Mrs. David Thurman, widow of the late section foreman, has gone to Texas to be with her daughter through the winter.

Mrs. Jesse Reed, widow of the late electrician, is visiting with her son Robert in Detroit.

Dr. S. I. Green, our community and railroad physician for the past 40 years, has gone to Hot Springs, Ark., for a vacation. The neighborhood children will miss him.

Engineer William E. Scott, who was in the Paris, Ill., hospital in November with pneumonia, was able to return home Nov. 16.

Fireman James Conger, who is now stationed with the Army in Georgia, spent a few days with his parents, Engineer and Mrs.

James Wilbur of Terre Haute has taken an assistant car foreman position at West Clinton.

William Wheeler, retired roundhouse employee, and Mrs. Wheeler celebrated their 60th wedding anniversary Nov. 25 at their home in St. Bernice. Their grandchildren are Virginia Parker and Katherine Berwick, roundhouse clerks, and Caller Jack Parker is a great-grandson.

Dolph Dunkley, retired carman, and Mrs. Dunkley observed their 50th anniversary Nov. 25. A great number of relatives and friends called at the Wheeler and Dunkley homes on the anniversaries.

## TERRE HAUTE DISTRICT

T. I. Colwell, Correspondent  
Superintendent's Office, Terre Haute

Sympathy is extended to the family of Yard Conductor Fred Hampe who passed away Nov. 13.

Elbert L. Kenney, Hulman Street yard conductor who topped the seniority list with a date of Oct. 22, 1907, applied for his pension Nov. 8. Although "Doc" has a lot of

"whiskers" with the railroad, his appearance and alertness are those of an employee of retirement age. Ed has worked as a yard conductor only part of the time, the remainder being devoted to his duties as special representative for the O.R.C. general offices. He has enough outside activities to keep him engaged for some time, but we wish him a long and happy retirement.

Richard Pettus, son of Mrs. Francis Pettus, clerk, was in Terre Haute the latter part of November and early December to visit his mother. Dick is in military service in Corpus Christi, Tex., and has the rank of airman.

Dick Meek of the traffic department visited friends in New York during November.

Ed Hollis, of the traffic department, was on a traffic department educational tour during early December and now has a better understanding of just what it is that makes the various large terminals tick.

The smiling face of Mrs. Jean Scott of the traffic department will be missed around the Rea Building offices after Nov. 30. She is leaving our service, to be replaced by Dick Franzwa, formerly of the store department in Terre Haute. Jean (formerly Miss Farnham) will visit with her parents for a week or two, after which she will again take up her residence in Terre Haute. Her husband is in military service, located at Fort Breckinridge.

John Pearce, son of Chief Clerk Fred G. Pearce, who has been in military training at Camp Atterbury for the past year, has been transferred to the East Coast, and is presumed to be en route to Europe.

Miss Naomi Criss, a clerk in the B&B department office in the Rea building, will be married to Frank Mascari at St. Patrick's Church Dec. 27. Naomi is the daughter of Judge Herbert R. Criss of the circuit court in Terre Haute.

## Iowa Division

### EAST END

Benjamin P. Dvorak, Correspondent  
Milwaukee Passenger Station, Cedar Rapids

F. W. Houston, general agent at Cedar Rapids, retired Oct. 1 and was given a farewell party at the Embassy club and presented with a gift. He also received a gift at the weekly Traffic Club luncheon at the Montrose Hotel. He and Mrs. Houston have left for New Orleans to spend the winter.

O. R. Lambertson is the new general agent, succeeding Mr. Houston.

Ticket Agent C. T. Rowe and wife of Marion vacationed in California in November. W. K. Allen, relief agent, substituted for Agent Rowe.

A recent reunion of the A. E. Fairhurst family was held at Amherst, Mass. Mr. Fairhurst's brother Thomas and wife of Three Forks, Mont., and Mrs. Mabel VanInwegan of Seattle were among those present. Thomas is a Milwaukee conductor and Mr. VanInwegan was a conductor and grievance man for the O.R.C. prior to his death.

One of the exhibitors at the recent Hobby Show held in Waterloo by the Business and Professional Women's Club was Mrs. Hugh Jones, who displayed a collection of her handmade jewelry.

On Nov. 20 Mrs. O. A. Beerman returned to Marion from Auburn, Calif., where she had visited her son-in-law and daughter, Mr.



**WISCONSIN'S BIGGEST.** Here you are—the all-Wisconsin record trout catch of the season. The lucky angler is Barney Fijot, retired mechanic helper, Milwaukee. Barney, a 40-year veteran, hunts and fishes nine months of the year. This whopper was 46 inches long and weighed 23 pounds.

and Mrs. H. L. Fox, who have a new baby girl, Christine Ruth, born Oct. 30.

Lars Legvold, retired B&B foreman recently married to Mrs. Mabel Brundage, has moved his residence to Marion. He and Mrs. Legvold spent their honeymoon touring the Ozark country.

Bob Brueske, assistant engineer, spent Thanksgiving Day with his uncle's family, the W. E. Litchfields, in Clinton. While at home for a week end several weeks ago Bob hunted in the vicinity of his home town of Minneska, Minn., and killed a young deer weighing approximately 150 pounds. However, on his trip home Nov. 23 he found that his young brother, age 13, had killed a 320-pound deer.

Section Foreman Bert Jenkins of Springville was a patient in a Cedar Rapids hospital early in November. Section Foreman H. R. Kammerman was also hospitalized during the same period, being ill with pneumonia.

Joseph W. Barnoske, retired yard foreman, died Oct. 26 in a Cedar Rapids hospital following a long illness. He is survived by his widow; three daughters, Bess Adams of Savanna, Ill., Irene Matter and Edna Freeman of Cedar Rapids; two sons, Joseph W. Jr., Marion, and Kenneth of Cedar Rapids; seven grandchildren; one great-grandchild; and two brothers, William of Omaha and Frank of Logan.

Mr. and Mrs. Frank McBride of Swanton, Ohio, parents of O. W. McBride, signal maintainer at Marion, celebrated their 65th wedding anniversary Oct. 31.

## Milwaukee Shops

### STORE DEPARTMENT

Earl L. Solverson, Correspondent

William Lukaszewski, the oxygen and acetylene distributor, and family attended his daughter's debut recital on Nov. 18 at Fullerton Hall in Chicago. His daughter Margaret has sung in opera and oratorio in Milwaukee and is continuing her career in Chicago. Gilbert O. Leack, chief clerk to the district storekeeper, and family also attended.

Mary Dwyer of the general storekeeper's office lost her mother on Nov. 8. Burial was from the M. Goodwin & Son Funeral Home and interment in Calvary.

Sylvester P. Lemke, with eight months in the jet fighter squadron of the Wisconsin National Guard and 40 months' service during World War II, was recently discharged and returned to the freight car store in his former capacity.

Chauffer Carl Royce returned with a doe on Nov. 17; shot near Crivitz.

### OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

Mr. and Mrs. Eugene Krueger welcomed their No. 1 girl child Thanksgiving Day. Dad is the assistant engineer of tests.

Another Thanksgiving baby! Ed Carpenter and wife Jeannette became papa and mama to their No. 1 man child, David Allen, on that day also. Ed, who served his apprenticeship in the drafting room, is now in the upper machine shop.

Jim Lindsay, chief material inspector, took his two-week vacation in Florida. He was laying the foundation for his retirement.

Jerry Thelien, mechanic in the foundry, has taken over the duties of laboratory assistant in the oil laboratory.

Betty Layton and hubby recently took a one-month trip to California. Betty is back again and has much to report of the wonders of the West.

I wonder how "Two Point Zunker" is making out this year with his bowling. Haven't heard anything good yet. Why not get in touch with "HJM" and have five holes put in your ball like he has?

Henry Kundert has acquired a new motor, a 16 h.p. Scott-Atwater, along with a Thompson T.V.T. lake model boat. Now he dares them all, including that retired sea captain, Art Herr, and his 10 h.p. Mercury.

LaVerne Terrance and the Mrs. spent a week in Miami recently. Basking in sunshine and 85-degree temperature was quite a treat—an enjoyable trip for sure.

John Schnell proved himself a hunter as well as a good boatman when he got his 140-pound deer recently. Not so fortunate was Elmer Kuntz who says you can't hit what you can't see—he didn't even see one. John got his at 10 A.M. the first day out.

Joe Miller has returned from a two-week vacation trip to his Wisconsin village on Merritt Island, south of Daytona Beach, Fla. He says it is just the place for retired people.

*The only sure way to double your money is to fold it and put it in your pocket.*

To bring  
him joy

GIVE  
**PRINCE  
ALBERT**  
AMERICA'S LARGEST-  
SELLING SMOKING TOBACCO



• Say "Merry Christmas" by giving Prince Albert to your pipe-smoking friends and those who like to roll their own cigarettes. With Prince Albert, "The bite's out and the pleasure's in!" The choice tobacco is specially treated to insure against tongue bite!

The big one-pound tin is colorfully gift-packed, ready to give . . . with a built-in gift card on top!

THE NATIONAL JOY SMOKE

R. J. Reynolds Tobacco Company  
Winston-Salem, North Carolina

## CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihofer, Correspondent

In the Milwaukee Journal's Sunday rotogravure section of Nov. 18, pictures appeared of Johanne Berg, daughter of Sigurd O. Berg, foreman in the freight shop. Johanne is a stewardess for Pan American Airways and makes flights between Miami and South America.

Carpenter John Vrabel retired at the age of 65 on Oct. 24 after serving 35 years with the company. Also retired is Charles Potyrala, carman, on Nov. 1 at the age of 69 after serving 41 years with the Road.

Carman Helper Charles Thiess' daughter Nancy Joan was married to Herbert Walther on Nov. 10. Tractor Driver Joseph Zych's daughter Marilyn Phyllis was married to Donald Warzala recently.

Frank Schultz, retired blacksmith, is recovering at home after being seriously ill in a hospital.

Carman Apprentice Donald Dysland is back on the job after being absent since September, 1949, due to illness. He has put on some weight and is looking good again.

Some of the fellows in the shop came back

from their deer hunting expedition empty handed, but Welders Joe See and Harry Stoss each got one. Welder George Bauer and his 12-year-old son got theirs also, but Carman William Frederickson had to be satisfied by seeing his 16-year-old son come home with the only deer, as he was not as fortunate.

Sympathy is extended to the families of the following who died during November: Andrew Steinborn, retired electrician, died Nov. 14; Joe Reback, welder, died Nov. 8; Nicholas Rodenkirch, retired cabinetmaker, died Nov. 7; Fred C. Becker, carpenter, died Nov. 6; and Paul Dushinski, blacksmith helper, died Nov. 3.

## LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Hugo Gurrath, Jr., and Dorothy Braun were married Oct. 27. Many of the railroad family were on hand to wish the couple good luck and happiness. Hugo is an electrician in the electrical department.

Foundry Machinist Ray Hensen took a bride recently at Fond du Lac, Wis.

Baby Ruth arrived at the McNeil home in plenty of time for Thanksgiving turkey. Her mother is Audrey Smith McNeil, a former stenographer in the S.M.P. office.

We are sorry to report that Frank Flick, retired foundry maintenance man, was in an auto accident. If anyone would like to cheer him up, how about sending him a letter or card?

Willard Mau has had another siege at the hospital but is home again. His father, Foundry Foreman Herman Mau, reports that Willard is feeling better.

We all want Department Foreman Lou Howell to know that we are wishing him a speedy recovery and hope that he gets out of the hospital real soon.

Charles Espereth visited the locomotive department recently to say goodbye, as he tells us his next destination is Europe. Uncle Sam wants him to travel and see another part of the world. Charles is a steno-clerk in the S.M.P. office.

Fellow employees said goodbye also to E. TeBrake, equipment shop foreman, who has decided to take life easy.

If you are a TV viewer you no doubt saw Mrs. Ed Flynn showing how to make some delicious sandwiches. She is the wife of Foundry Wheel Molder Helper Ed Flynn and the daughter of William Porsow, retired foundry foreman.

Foundry Laborer Additous Lotson and his wife recently welcomed Baby Louise Willie-mae into their home.

We can't tell who is the happiest in the Calvin Kent home, as son Ronald was just released from the Army. Calvin is a molder in the foundry and Ronald is a former foundry laborer.

H. C. Hanscom and wife and E. Heidel and wife have returned from a Florida vacation where they met several retired Milwaukee railroad men. At St. Petersburg they met Art Wepfer and Joey and at Miami they met H. R. Abrahart and Herb Wirth. They report that all are living "the life of Riley." Mr. Heidel is the general boiler inspector and Mr. Hanscom is chief clerk to the superintendent of motive power.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

Dwight T. Peck, ticket agent, Seattle ticket office, passed away Nov. 20 after a brief illness. Mr. Peck was born in Eau Claire, Wis., May 6, 1884. His first service with the Milwaukee started in June, 1914, as ticket clerk at Minneapolis, where he worked until June, 1917. In September, 1918 he took employment with the Consolidated ticket office, which served the Milwaukee, OWR&N, Great Northern and Northern Pacific Railroads. In May, 1921 he transferred to the Milwaukee city ticket office as clerk, which position he held until his death. He is survived by his wife, son John and daughter Mary Catherine. Funeral services were held at the Bonney Watson Funeral Home.

Mabel Goldie is the new stenographer in the law office. She was previously employed as stenographer in the telegraph-signal department, which position is being filled by Myrtle Kruse who transferred from the local freight.

Vern P. Sohn, superintendent of transportation, visited his parents in Cleveland, Ohio, in November.

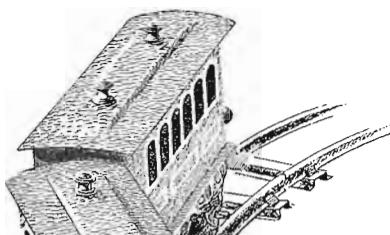
Jack Oliver, reservation clerk, has ac-



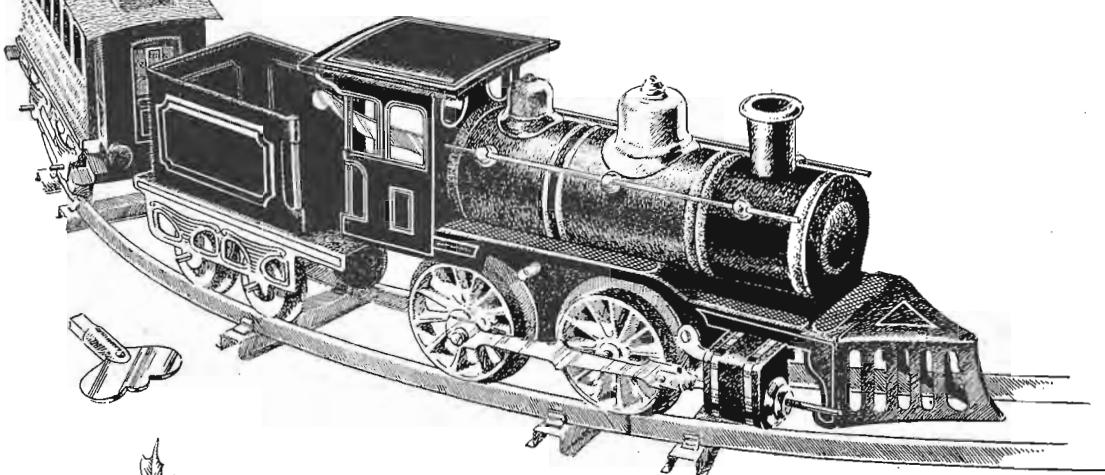
**KING OF AMATEURS.** Remote from the winter scene but interesting nevertheless are these pictures which have just come to our attention. They show E. P. Sima, assistant superintendent of work equipment, Seattle, winning the American Rose Society's national award at Seattle the past summer. This is the highest honor to which an amateur grower may aspire. The trophy, known as the Nicholson Perpetual Challenge Bowl, is now on display in the Seattle city ticket office. To prove he won it squarely, Mr. Sima followed through by winning "best rose in show" honors at both the Auburn and Western Washington State Fairs. The picture below shows the Sima back yard where the prize roses are grown, with the family—Mr. and Mrs. Sima and Eddie Jr.—at work. It contains about 800 plants of more than 200 varieties.



# Great Expectations!



When dad was a boy, all the long year he waited for the "wind-up" train he was promised for Christmas. Today his "great expectations" are of other kinds: the pleasure of watching his children's dreams realized. And the lasting pleasure he always finds in a richly fragrant Dutch Masters Cigar.



## DUTCH MASTERS CIGARS

cepted a position in the city ticket office of the S.P. John Mitchell is the new reservation clerk. Dwight Robinson is filling the position of stenographer in the general passenger agent's office vacated by John Mitchell.

Tom Quinn, car distributor, is back on the job after spending 10 days in Providence Hospital undergoing an operation. Understand Tom got all the candy and sweets he wanted while convalescing.

Bob Sohn, son of V. P. Sohn, is at the present writing visiting his parents in Seattle. Bob recently graduated from the U.C.L.A. with an M.A. degree in aeronautical engineering. He is now with the North American Aviation Company in Los Angeles.

Katherine Hutch is filling the position of treasury clerk, due to the illness of Sid Harvey who is in Providence Hospital.

Gladys Kelly, secretary in engineering department, spent a week of her November vacation visiting in Chicago.

### I & S M Division

H. J. Swank, Division Editor  
Superintendent's Office, Austin

The following article concerning Ed Jahren, I&SM Second District conductor, appeared recently in Cedric Adams' column in the Minneapolis Tribune:

"There's a new twist to 'he's the kind of a

guy who'd give you the shirt off his back'. Ed Jahren, conductor on the Milwaukee, reports on 'the man who gave his pants off—well, where he wears them'. Ed had a group of DPs on his train the other day who were ticketed from New York to several Minnesota stations. A passenger was so impressed by the condition of one of the DPs that he took off his coat and presented it to the man who was without a coat. The donor then went into the men's room, changed into another pair of pants and gave the DP the pants that matched the coat. And the suit was a fine fit, in case you were worried."

Sympathy is extended to Section Foreman Frank Kovaleski on account of the death of his wife which occurred Nov. 21 after a long illness.

Charles W. Dowlar, retired train baggage-man, passed away Nov. 6; Walter Chesnut, retired telegraph lineman, died Nov. 8; and Mrs. Chesnut passed away on Nov. 11.

A severe sleet and snow storm struck the north end of the division on Nov. 13, throwing the C.T.C. out of order. Hundreds of telegraph and telephone poles were down between Faribault and Rosemount, which disrupted communications for about two weeks. Two-way radios were installed in stations between Northfield and Mendota for dispatching trains.

Chief Clerk E. E. Barker and wife, Austin freight office, plan to leave Dec. 20 for a

mid-winter vacation, spending Christmas with a daughter in Cincinnati and then continuing on for a trip through Georgia.

Car Agent Dick Hogan, at this writing, is confined to St. Olaf Hospital, Austin, suffering from an attack of pneumonia.

### La Crosse & River Division

#### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

R. C. Curtis, retired conductor, recently took a trip to the west coast, visiting Vancouver and Seattle. He and E. G. Fenner, also a retired conductor, are now in Florida for the winter.

Conductor Fay Ramsay and wife, called to Vancouver, B. C., on account of illness, used our line to Seattle and the GN beyond. Fay said it was quite an experience to ride that far as a passenger after handling the public as a conductor.

Our deer hunters were very successful this season. Jack "Razorback" Little, retired engineer, came back with a nice one and Conductor Merton Van Wormer and son Russell each got one also. The biggest one taken so far was the 198-pound buck that crossed the sights of Engineer Don Wheeler.

Understand a sign was put up in Bayfield to lock up the farm stock on account of Section Foreman Loran Hagen of Wauwatosa was hunting in that vicinity.

Maintainer Shorty Sherrod and Agent Don Koepke of Wisconsin Dells each got a buck. Shorty says it paid to practice a little, on account of his old Civil War fowling piece ain't what it used to be.

E. M. Shoemaker, general chairman of the Milwaukee Road signal maintainers, and wife took a vacation in California and Mexico.

Engineer Carl Bloom and wife vacationed in northern Canada and Montana, and Engineer Pfeil and wife vacationed in the West, taking in Wyoming, Montana and Arizona.

Walter Woodrow, retired engineer, and

wife have moved to Oregon.

Ember Stowers, roundhouse clerk at Portage, and wife are vacationing in Washington, D. C., at this writing.



#### WITH THE MILITARY.

Ft. Eustis, Va., is the present address of Fireman Jim Ott, L&G Division First District and son of Engineer Cobet Ott, also of the First District. Jim is an all-around athlete and was

a first string ball player with the railroad group at La Crosse. He has been assigned to the railroad transportation corps at Ft. Eustis.

#### SECOND DISTRICT

H. F. Ogden, Correspondent  
Superintendent's Office, La Crosse

Dominic Devine, 79, retired yard clerk, died Nov. 9. He retired on Apr. 15, 1950, after 65 years of service, all at the LaCrosse yard office. He was crew caller from 1885 to 1899, car clerk 1899 to 1910, night yardmaster 1910 to 1918 and car clerk from 1918 until his retirement. He is survived by his wife, eight sons, four daughters, 25 grandchildren and one great-grandchild. He was a member of the Knights of Columbus and a charter member of the Catholic Order of Foresters.

The Milwaukee Hiawatha bowling tournament committee for the 1952 tournament at LaCrosse advises that reservations have been made at the Pla-Mor Bowling Centre for Mar. 29 and 30 and Apr. 5 and 6. Posters and entry forms will be mailed out early in 1952 and it is hoped that LaCrosse will have the pleasure of entertaining many bowlers.

L. D. Miller, roundhouse foreman at Portage, has succeeded R. H. Brabant as roundhouse foreman at LaCrosse. He says he is glad to be back home.

Cigars were plentiful in the dispatchers' office at LaCrosse in November. Dispatcher Jack Wurm became the father of another boy and Dispatcher Bob Beck says they have a nice quiet baby girl.

Passenger Conductor A. E. Calhoun made his last trip on Nov. 28 on the Afternoon Hiawatha. He is retiring after 46 years of service.

Mrs. C. P. Kuklinski, wife of section foreman at LaMoille, Minn., received a letter of commendation from Superintendent Palmquist on the fine Milwaukee Road spirit she displayed Sunday, Oct. 28, when she discovered a hot box in a passing eastbound freight train and signaled members of the crew. The train was stopped and inspection disclosed a car with a journal in a condition that would have made it unsafe to continue the trip.

#### THIRD DISTRICT

M. G. Conklin, Correspondent  
Assistant Superintendent's Office, Wausau

Relief Section Foreman W. A. Delap, Necedah, who has been on a leave of absence on account of illness for several months, will retire after many years of service in the track department.

Car Inspector Albert W. Kasten has retired after 47 years with the car department on

this division. He expects to enjoy a good deal of ice fishing this winter.

Train Dispatcher Claude N. Williams, who transferred to Wausau from Montevideo several years ago, retired Nov. 30. He and Mrs. Williams will continue to make their home in Wausau for the present.

Engineer Lester M. Taylor, who entered railroad service as a fireman 43 years ago, has also retired. "Les" does not expect to have many idle hours as he will be spending much of his time making cabinets and tables of choice woods, his hobby for many years.

Agent and Mrs. Arthur Schultz have announced the marriage of their daughter Valerie Jean to Pfc. LaVern J. Legried, at Waunakee Nov. 3. The bridegroom will be stationed at Camp Atterbury, Ind., and Valerie will continue to live at Morrisonville where she is employed as station agent. Prior to transferring to the First District she was telegrapher and agent on this division.

The "lucky" loser of a wallet containing quite a large amount of money had Brakeman Ray Myszka to thank for the return of it. While working as switchman in the New Lisbon yard recently Ray found the wallet, located the owner and returned it.

Mrs. Alex Sawdy, wife of car foreman, who recently underwent surgery at St. Mary's Hospital, Wausau, is getting along nicely.

Chief Dispatcher Leo Fredrich spent several days of his recent vacation deer hunting and brought back his "trophy".

### Milwaukee Terminals:

#### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

G. Arthur Brown, general car supervisor, retired Dec. 1. Mr. Brown (familiarly known around Muskego yard as "The Deacon") started with our road in 1903 but left our service in 1910 to work for one of the local coal firms. He returned to the railroad in 1917 and from 1922 to 1937 was assistant general car supervisor. In 1937 he was appointed general car supervisor with office at Muskego, which position he held until his retirement. Mr. Brown has been at home since May 19 due to illness, but is now getting around quite well again. He would welcome any of the boys who want to call on him at 1329 W. Kilbourn Avenue.

William Craig Smith, retired Milwaukee terminals switchman ("Kalsomine Bill", he likes to be called), recently sent us a picture of the kind of fish he catches near his home at Bloomington, Calif. It was a case of where the big ones did not get away.

#### FOWLER STREET STATION

Pearl Freund, Correspondent

George Hauenstein was a visitor at Fowler Street recently, apparently well satisfied with his new life of retirement. His service began in 1906 at Stowell station, and successively thereafter he was at Fowler Street as foreman of old house No. 1, Foreman of house No. 11, and supervisor of the docks, and finally at North Avenue station from where he retired Aug. 1. He is at present occupied with taking care of his mother, his wife having passed away last May.

To date, newcomer Carol Roelke, messen-

**Buy Spares**  
THEY STAY FRESH!

**RAY-O-VAC COMPANY**  
Madison 10, Wisconsin

## Time Is Our Business

**CHAS. H. BERN**

Union Station Bldg. Chicago, Illinois

**MILTON J. HEEGN**

29 E. Madison Street Chicago, Illinois

**H. HAMMERSMITH**

332 W. Wisconsin Ave.  
Milwaukee, Wis.

**Official Watch Inspectors**

for

**The MILWAUKEE ROAD**

Specialists in railroad watches, fine jewelry and personal gift items.

*Always at Your Service*



**PIGSKIN PILGRIMAGE.** The University of Pennsylvania Band poses before the special train which carried upwards of 350 Pennsylvania alumni and football fans from Chicago to Madison for the Wisconsin-Pennsylvania pigskin classic on Nov. 10; the picture was taken at the Breese Terrace siding adjacent to the Wisconsin stadium. After the game another special returned the football squad, together with the band and alumni, to Chicago. A large group of University of Wisconsin fans was accommodated on a special train from Milwaukee.

ger, is handling the Broadway run. Prior to this she was employed at the depot newsstand. Carol is studying comptometry at Milwaukee Vocational School and is also attending the Patricia Stevens Modeling School.

Rocky Todd is also new on the force, replacing Barbara McPhee on the second auto messenger run. He was formerly a train clerk at Muskego yard.

Barbara McPhee and husband recently spent two weeks up in the state of Maine, getting acquainted with new in-laws.

On Nov. 9 about 16 members of the Railway Business Women's Association gathered in the office of the Milwaukee Sentinel to pack and wrap gift packages for the wounded servicemen in Korea. Our quota out of the more than 9,000 packages to wrap looked like a major task, but the articles arranged in an assembly line disappeared quickly, and the women then took time out for refreshments. Our readers may be interested to know just what went into those boxes, namely: pocket size books, scratch pad, pencil, leads, pen, fruit cake, cigarette cases, cigarettes, gum, chocolates, candy bars, playing cards, nail clipper, mending kit, Wisconsin cheese, and a white handkerchief.

Minnie Walters spent her Thanksgiving holiday in New York City, with a few days to spare.

The Foxhead Brewing Company at Waukesha played host to Hiawatha Unit 13. Those who attended enjoyed cards and toasted their well known brew.

Alex Hoerl, delivery clerk at house 11 who was the victim of a hit-run driver in September, is still in Misericordia Hospital as the result of his injuries.

Latest victim of an auto accident is Steve Dupay, Jr., checker in house 11. He was hospitalized for a short period but is now convalescing at home.

Joe Wuerl, who is studying part time at Spencerian College, pledged Phi Theta Pi fraternity.

Beatrice Orgish, former clerk, was a Milwaukee visitor over the Thanksgiving week-

end. Husband Kenneth received his discharge from the service in September.

Hanks Pruitt is the second member of the family to start a career in railroading. Sister Mary is a clerk in the OS&D department. At present Hanks is stowing freight in house 7.

Though a little late in making this announcement, we are happy to report the arrival of a husky young lad at the home of Otto Kettner in October. He has been christened Walter.

Hiawatha Unit 13 officers for 1952 elected recently are: William J. Cary, chairman; Otto Kettner, vice chairman; and Barbara McPhee, secretary-treasurer.

#### CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent  
Chestnut Street Station

Well, sirs and madams, it's a baby girl in the Dick Steuer household. The little miss, born Nov. 23, will be called Rita Leone. This makes three girls in the family.

We received a post card from our old friend Dick Abrams, retired district claim agent. Dick sends his regards to all his good Milwaukee friends. He would like to hear from some of you, so here is his address: Route 2, Box 42, Palmetto, Fla.

Ed "Lefty" Eckhart was sure he would not be caught without anti-freeze in his car this winter. The fact is, he did have it in his car the night of the big freeze, but someone forgot to tell him it's for the radiator, and not the trunk compartment!

For a certain yard clerk up Gibson way who has quite a reputation as a deer hunter, we report that he *did* participate this season. Yes, Ernie Reinhardt went deer hunting—period.

Assignments the past month include Carol Keller to rate clerk, North Milwaukee; G. W. Hoeft to demurrage clerk, A. O. Smith yard; and Mary Jean Briski to yard clerk, Blatz yard.



## "Whiskers" and Young Railroaders both know

# Hamilton means Accuracy...

WHEREVER railroaders get together—in Bee Hive, Buggy or Barn—you'll hear talk about the dependability and accuracy of Hamilton watches. Research has constantly improved Hamiltons to meet the challenge of modern, high-speed, steam, electric and diesel operations. Features like Elinvar Extra hairspring, Dynavar mainspring and Aurium balance wheel add up to *unvarying accuracy* regardless of moisture, temperature variations and magnetic fields...and they're *all* in the modern 992B Hamilton Railway Special.

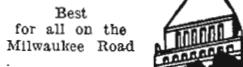
Today more railroaders depend on Hamilton watches *than any other make*.

**HAMILTON WATCH COMPANY**  
LANCASTER • PENNSYLVANIA



*The Watch of Railroad Accuracy*

**OVER \$250,000,000 PAID IN BENEFITS**



Best  
for all on the  
Milwaukee Road

There are  
no assessments  
at any time

**"RAILROADER'S  
BEST FRIEND"**

Your Continental agent provides Income Protection that pays when you are sick or injured . . . he is your "best friend" when money is needed most.

Ask Our Milwaukee Road Agent  
or Write



**Continental**

CASUALTY COMPANY

General Office Chicago

**Present Day  
SAFETY Requirements  
DEMAND the Best  
Equipment**

**LAKESIDE  
FUSEES**

**Fill the Bill  
Safe Dependable Efficient**

**LAKESIDE RAILWAY  
FUSEE COMPANY**

Beloit, Wisconsin

**Grain Doors**

**Railroad Cross Ties**

**Hardwood Lumber**

**Timbers**

**Webster Lumber Company**

2522 Como Ave., West

St. Paul, Minn.

**Madison Division**

**SECOND DISTRICT**

L. A. Fiorello, Correspondent  
Freight Office, Rockford, Ill.

**S.O.S.**

This is to solicit the help of all employees on the 2nd District of the Madison Division in the gathering of news for the Magazine. We on this part of the Milwaukee have as much activity to report as any group of people on the system. Come on! Your news items are anxiously awaited. Please address them to L. A. Fiorello, Rockford Freight Office, Rockford, Ill.

W. P. Hyzer, chief clerk, is wearing a contented smile since the return of his son, Col. P. C. Hyzer, from Korea.

Hubert (Slim) Hans, warehouse foreman, who was injured last June, is expected to return to work around the first of the year.

James Fannon, yard clerk, paid us a visit after many months absence. He's looking swell and 10 years younger. He is expecting to take the pension soon.

"Those that have, git." Earl Parker, section foreman, joined the ranks of the elite with the purchase of a new television set. May the snowstorms be few this year.

On a recent deer hunting trip in northern Wisconsin, Jesse Van Hoos and Russ Hoogland, Beloit switchman, came back with the old familiar line, "you should have seen the one that got away." However, Van Hoos bagged his trophy. But if anyone on the 2nd District has a little doe, please send Russ a buck just for fawn.

Everyone was glad to see R. T. White, newly appointed D.F.A., on his first visit to Rockford in his new capacity.

Trying vainly to fill a Thanksgiving dinner table with geese (or was it ducks), A. C. Morrissey, C. D. Beloit, and F. J. Love, C.D., Madison, came home empty handed from a recent hunting trip without a shell left between them. Could it be that they were using blanks?

**FISH and OYSTERS**

Supplying Hotels, Restaurants and Clubs  
Our Specialty  
Phones Roosevelt 1903, all departments

**W. M. Walker**

213-215 S. Water Market Pilson Station  
Cor. Racine Ave. and 14th Pl. CHICAGO

**Youngstown Steel Sides for Repairs to Freight Cars**  
**Youngstown Corrugated Steel Freight Car Doors**  
**Camel Roller Lift Fixtures**

**Youngstown Steel Door Co. & Camel Sales Co.**

332 S. Michigan Ave.  
Chicago

OFFICES  
The Arcade  
Cleveland

500 Fifth Ave.  
New York

PLANTS  
Hammond, Indiana • Youngstown, Ohio

**FIRST DISTRICT**

W. W. Biethen, Correspondent  
Superintendent's Office, Madison

Switchman and Mrs. C. A. Taylor of Madison announce the marriage of their daughter, Marlene Joyce Skaar, to James W. Zeimet on Oct. 27. A dinner at the Colonial Inn was followed by a reception at the Taylor home.

Engineer and Mrs. Ray Hutter made a recent trip to Seattle to visit their daughter and son-in-law, Mr. and Mrs. W. G. Paulson.

Freight House Check Clerk Thomas Mills is confined to the Madison General Hospital at this writing.

Pump Repairer Mike Lucey, Al Moore, retired section foreman, Machinist Helper Pete Donis, Machinist Helper H. O. Gordon and Telegraph Operator Leo Thatcher are all recuperating at their homes following hospitalization.

Switchman Michael Feeney announces the arrival of a son, Thomas Paul, on Oct. 12.

Engineer James M. Fox passed away at his home Oct. 17 following a short illness.

Conductor Clayton Holcomb of Janesville retired Nov. 30, closing a perfect railroad record of 41 years.

Brakeman Jake Luchsinger of Janesville retired Nov. 24, also with a clear record.

A letter from John O'Connor, retired signal maintainer, advises that he arrived at Tucson, Ariz., Oct. 30 and is enjoying the good weather. On the way west he stopped in New Orleans and Port Neches, Tex.

Dale Gillings, interchange clerk in the Madison freight department, received the Distinguished Flying Cross on Oct. 30 from Commander J. E. McCue in a ceremony at the Madison Naval Reserve Training Center. He was also awarded the Air Medal and two Gold Stars and permanent citations for heroism in action. The awards were for his service as a radioman and gunner on a patrol bomber in combat during Pacific Island campaigns in 1944.

Con Higgins, B&B foreman, retired Nov. 30 with 43 years of service.

Grover Arnold, agent at Black Earth, retired Dec. 1 with 47 years of service. Mr. Arnold held agencies at Genesee, Lone Rock, Arena and Black Earth. He and Mrs. Arnold plan to leave soon for Tucson, Ariz., to spend the winter months. They will also visit in California before returning to Wisconsin.

Relief Yardmaster Gordon Culp returned to service on Nov. 9 following an absence of several weeks because of an injury.

Thomas Conlin, son of General Agent J. F. Conlin of Madison, was home from the Army on a short furlough before being sent to Alaska.

Train Dispatcher Dave Valentine has gone to Wausau to work for several weeks.

Section Foreman Ruskel Dresen of Mineral Point retired Oct. 31, completing 33 years of service.

Train Dispatcher Ira Kirth made his usual pilgrimage to the north woods for the deer hunting season. Leave it to Ira—he came back with an eight point buck.

Mrs. James Pratt, widow of conductor, passed away Oct. 30 while visiting in Los Angeles, Calif.

O. S. Kline, retired train dispatcher, and Mrs. Kline have gone to Los Alamos, N. M., to visit their daughter and family, the Leslie B. Seelys.



**HE KNOWS HOW.**  
Switchman Bill Ponders, Galewood, together with his grand-daughter Karla and her dad, Earl, doing their bit to ward off the ghosts and spooks of Hallowe'en. Karla appears to be thinking that no one can carve a pumpkin as well as her grandpa.

## Chicago Terminals UNION STREET

Florence La Monica, Correspondent

Charlie Johnson, retired checker, died recently. Sympathy is extended to Harold Johnson, checker house 5, and to the bereaved family.

Augie Hoffmeyer, delivery clerk at yard two, and Nick Melles, house 5, are confined to their homes due to illness.

Bill Seniw has purchased a new Oldsmobile and Joe Imundo a new Studebaker. Both are yard clerks at Union Street.

V. Gonzales, stoker in house 4, is flying to Puerto Rico to visit his mother who is ill.

John Horn, office clerk, and Mrs. Horn are the parents of a boy, John Jr., born Nov. 10 in Mercy Hospital.

Mrs. Florence La Monica, your correspondent, was installed as Worthy Matron of Triumph Chapter Number 735, Order of the Eastern Star of Illinois, in ceremonies at Three Links Temple on Nov. 30.—*Ed.*

### BENSENVILLE

Dorothy Lee Camp, Correspondent

C&M Brakeman Bill Sloane celebrated his 30th birthday Nov. 9. Don Austin, his conductor, said Bill felt so old that day, he could hardly climb the steps of the caboose. Relief Yard Clerk William K. Bires, one of our new men, also added another notch on the Father Time record Nov. 18 when he celebrated his 32nd birthday.

Engineer Archie Jennings, father of Trainmaster Archie W., is doing nicely after his recent operation. At this writing he is in the hospital, expecting to be there for some time.

The Sligmanns (Dick, relief clerk at Bensenville and Galewood, and Delorias, clerk at Fullerton Avenue) have moved into a lovely new apartment.

Pvt. John A. Hoker, relief tower operator at A-5, Soo Line, Deerfield, A-20 and Bensenville, wants to have news of his friends. His address will be furnished on request.

Switchtender Walter Peterson has returned to work after some time off due to illness.

Bernard Botheroyd and Grandpa John dropped in to broadcast the news of the arrival of little Margaret June on Oct. 22.

The little girl looks just like her mother, Cecelia.

Herb Duga reports that his wife Gertrude is still ill but has appreciated all the "get well" cards from their friends.

Relief Caller Kenny Horsley, wife and two kiddies are apartment hunting. They need from three to four rooms. Any leads will be greatly appreciated.

1st Sgt. Ray H. Peter (switchman) is at home on an emergency furlough at this writing. He dropped in at the office, and you can take it from the gang, he's looking grand.

A telegram delivered by Western Union on Nov. 9 read as follows: "Mrs. Douglas Van Fissen: Congratulations, Marcella, so you had the daily double, 'Flora and Dora'. (Signed) Grandpa Ferd R. Marquardt". Ferd, a yard conductor, sent it to his daughter the day she gave birth to twin daughters.

Santa's workshop is a bedlam as this goes to press. Santa (Joe Camp) and Mrs. Santa (your correspondent) are working like mad to turn out toys, pictures, Christmas cards, lamps, picture frames and knitted mittens for all the little kittens on Santa's list.

### GALEWOOD

Norma Gunderson, Correspondent

Switchman George Evans and Marge are the grandparents of Joan Marie born Oct. 29 at the Great Lakes Naval Hospital.

Cliff Conley of the yard department recently purchased a home in Mont Clare and Ann Zenger, PU&D clerk, is now settled in her new home in Dundee.

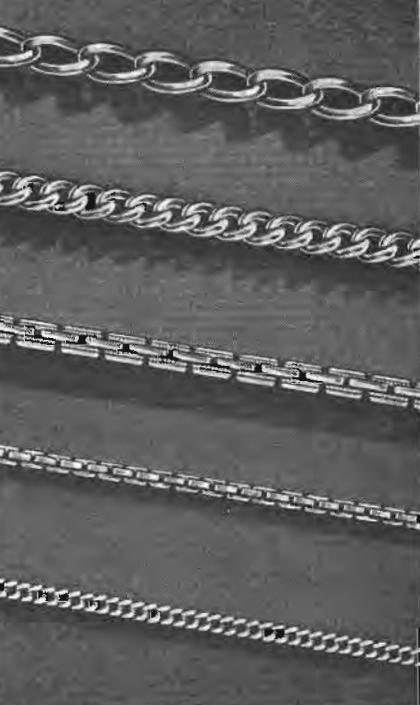
Dorothy Parsons, switching abstract clerk, received a diamond wedding band from her husband on their 25th wedding anniversary Nov. 6.

Sympathy is extended to J. J. Oeftering, chief rate clerk, whose mother passed away Nov. 9, and to W. L. Boss, janitor, in the loss of a son in a recent auto accident.

Comptometer Operator Marie Peterson came to work all smiles recently, the reason being she is a grandmother to David Edward, born Nov. 10.

Anna Esbensen, steno to Agent A. E. Ward, was lucky in winning a turkey at the drawing at the Women's Club Nov. 13. Another lucky one was Marie Riley, counter clerk, who won a turkey at the drawing of the Booster Club dance on Nov. 16.

Helen Bitz, telephone operator, left for St.



With railroad personnel, Simmons Quality Gold Filled Watch Chains are strong favorites. And for good reasons.

Since 1873, Simmons has specialized in making the right type of watch chains that railroad men need . . . strong, durable chains . . . chains that are both beautiful and practical.

See the latest popular styles at your favorite jewelry store.

R. F. SIMMONS  
COMPANY  
ATTLEBORO  
MASS.



## CLEAN WITH SAFETY



### Eliminate equipment damage with economical, corrosion-free DEARBORN cleaners

Free-rinsing Dearborn cleaners work in any water . . . contain no abrasives . . . leave equipment bright and sparkling without danger of subsequent corrosion. Low cost and greater cleaning effectiveness make Dearborn cleaners economical to use.

- INTERIOR CLEANERS
- ORGANIC SOLVENT TYPE CLEANERS
- HOT TANK CLEANERS
- EXTERIOR CLEANERS
- ELECTRICAL PARTS CLEANERS
- SCALE REMOVER CLEANERS

*Ask about Dearborn's Dual System, non-streak and sheen-producing cleaners*

*Please note our new address*

**DEARBORN CHEMICAL COMPANY**  
Merchandise Mart Plaza • Chicago 54, Ill.

## BUCKEYE

### CAST STEEL PRODUCTS FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Car Castings

Six-and Eight-Wheel Trucks

THE  
**BUCKEYE STEEL CASTINGS CO.**  
COLUMBUS 7, OHIO

## WEST COAST WOOD PRESERVING CO.

*[ We are proud to serve "The Milwaukee Road" in ]  
[ supplying treated ties and structural timbers. ]*

**Office: 1118-4th Avenue, Seattle, Wash. ♦ Plants: Eagle Harbor and West Seattle**

Petersburg, Fla., Nov. 20, due to the illness of her mother.

Marty McGuire, yard clerk left the yard department Dec. 1 to make his home in Pensacola, Fla.

Ethel Gibbs, demurrage inspector, returned to work Nov. 26 after being home eight months due to illness.

M. J. Perry has taken over the position of general clerk at Elsmere station.

Cecelia Zygowicz became Mrs. Adolph Enders on Nov. 13, being married at the chapel of Hines Hospital. She returned to work Nov. 19. The girls at Galewood presented her with a gift of lingerie.

Miss Josephine Walters, retired steno of yard 1, passed away in New Orleans recently after a long illness.

Switchman Gilbert Mason went hunting in the north woods and came back with his deer Nov. 26.

Checker Emil Vanderheyden is ill at this writing. John Shorter recently returned to work after his illness.

Caller Earl Secondi is sporting a new 1951 Buick.

Carl Wille, Healy station, is the new assistant general foreman on Galewood platform.

The Milwaukee Road Women's Club Fullerton Avenue Chapter has elected your correspondent as president for 1952 with Margaret Goodman, trainmaster's steno, being appointed as corresponding secretary and Mae Graney, report clerk, as Galewood's membership chairman. Let's all get behind this organization and turn in a good report for the district.

Jimmie Knaak, auto mail clerk, is now a private first class in training with a flight squadron. His address can be obtained from your correspondent on request. Jimmie says he is trying hard to make the grade as a jet mechanic.

Mae A. Graney, report clerk, is \$1,000 richer through a recent award made by the 2600 Welfare Club; Checker Leon Christensen also, with an award of \$100.

## D & I Division

E. Stevens, Division Editor  
Superintendent's Office, Savanna

Donald Kraft, son of the Carl Krafts (store department, Savanna), was married to Miss Wylma Todtz of Clinton, Ia., at Trinity Lutheran Church, Clinton, Nov. 17.

Fireman Richard Truninger, son of Engineer Dave Truninger, Savanna, was married to Miss Lois Vesley in a ceremony performed at the home of the bride's mother on Nov. 24.

In a lovely ceremony on the afternoon of Nov. 3 Stephen D. Brkljackson, son of Mr. and Mrs. Dan Brkljackson, Savanna, was married to Miss Marie Johns, also of Savanna. The honeymoon was spent in New Orleans and Biloxi. The young couple are now living in Dubuque where Steve is employed in the store department.

The railway clerks held their annual banquet Nov. 12 at Meekers Seafood Inn on route 80 south of Savanna. About 90 were present.

Engineer Harry Krahn and son Herbert of Savanna attended the funeral services for Engineer Krahn's brother Otto, of Elk, Wash., who was killed Nov. 9 in a hunting accident.

C. W. Bowman, retired conductor of Savanna, passed away in the home of his sister at Wacker, Ill., Nov. 28. Mr. Bowman started his railroad service as a brakeman Mar. 15, 1905, was promoted to conductor Sept. 12, 1908, and retired July 20, 1945. Surviving are two sisters and three brothers.

F. Schrader, retired mechanical department employee, passed away at his home in Savanna Nov. 28, following an illness of four months. Mr. Schrader started his railroad service at Leaf River and retired Aug. 28, 1946 as a machinist helper. Surviving are his widow, a son and a daughter, two sisters and one brother.

Operator Joe Kalasmiki, who had been acting as agent at Genoa, Ill., was inducted into the service on Nov. 13. Before leaving the Union Station in Chicago Nov. 27, he called in to the dispatcher's office to tell us that he was in the Signal Corps and was leaving for Georgia.



**LITTLE PEOPLE, LITTLE TRAIN.** With a little help from his mother, Jimmy Scheu, the year-old grandson of Conductor M. K. Lynn of Elgin, Ill., inspects the railroad layout at Kiddieland Park, a popular junior fun spot west of Chicago on route 58. The miniature Milwaukee Road train is a big attraction at the park.



H'YA, FOLKS. A holiday greeting from J. L. Pearson, D&I Division Third District fireman, enclosed this picture of himself in the cab window of a Korean locomotive. Pearson, a private first class, has been in the war zone for about a year, during which he has had some unique railroading experiences. According to his report, it appears that many locomotives operate without headlights. The natives, he says, watch for opportunities to destroy them, due to a superstitious fear.

Section Foreman and Mrs. A. E. Behl of Monroe Center were involved Nov. 25 in an auto accident caused by the icy conditions that existed on that date. The damage to their new Chevrolet was extensive and Mrs. Behl was hospitalized with back injuries. Mr. Behl, however, was able to resume his duties the following day.

#### QUAD-CITIES AREA

Russell Tubbs, Correspondent  
Perishable Freight Inspector, Nahant, Ia.

George Lancaster spent most of his vacation the past month in northern Wisconsin hunting deer. From all indications, the Lancaster family will be feasting on venison for a few weeks.

W. L. Conners, mechanical department, is recuperating from an operation.

Terminal Trainmaster Barry and family vacated recently in Janesville, Wis.

The Walter Von Dohlens spent their vacation in San Antonio, Tex., making a side trip to Laredo, Mexico, where Mrs. Von Dohlen acquired some Mexican jumping beans to keep her from getting lonesome in the evenings when Walter is working.

Ray Hall, clerk at Nahant yard office, underwent surgery in Mercy Hospital, Davenport, in November.

Margery Gillon, daughter of Agnes Gillon, bill clerk at Davenport freight house, became the bride of Steve Sherry Nov. 24.

#### THIRD DISTRICT

We were very happy to receive a news item from J. H. McLaughlin, local chairman of the Third District, and welcome any that others may have to contribute. Fireman J. L. Pearson sent Mr. McLaughlin the picture of himself in the cab window of a Korean locomotive which appears in this issue.

Another fireman stationed in the Korean territory is Pvt. R. N. Thomas who is assigned to the transportation end of railroading. He has been in Korea about a year.

*Workers and managers have one common obligation which outranks all others: To satisfy the customer, whose purchases make all pay checks good at the bank.—The late Herman M. Koelliker, Advisor, National Labor-Management Foundation.*

### Trans-Missouri Division

#### WEST

D. B. Campbell, Correspondent  
Superintendent's Office, Miles City

Miles City was host to two outstanding livestock events in November. On the 4th and 5th the Tri-State Futurity show and sale of outstanding Herefords was held at the eastern Montana fairgrounds. Cameron Lad 12th sold for \$6,200 to head the list of 79 animals which brought in a grand total of \$115,605. The average per animal was the highest at any association sale in the United States this year. November 12, 13 and 14 the Montana Wool Growers Association assembled in Miles City for its annual convention. The sessions were crowded with talk of wool, lambs, ewes, bucks, etc., all of which mean money to the railroad. The association members with their big badges were everywhere, doing and enjoying things.

Grace H. Flanigan, daughter of Mr. and Mrs. Frank T. Flanigan of Coalwood, Mont., became the bride of Ray H. Zuelke, son of Conductor H. E. Zuelke of Miles City, on Oct. 25. The ceremony was performed at the home of Mr. and Mrs. D. W. Roberts, sister and brother-in-law of the bridegroom, before members of the immediate family. The bride's parents later were hosts at a dinner at the Crossroads Inn. The bride is a senior at Custer County High School and Ray is a fireman on the railroad.

Thomas A. Timberman, 76, retired sec-

**Buddy Lee Railroad  
Dolls now available  
in durable plastic...  
IN LIMITED QUANTITIES**



These famous dolls are dressed in blue denim Lee Overalls, Overall Jacket, Engineer's Cap and Red Bandanna. Stand 14½" high, including cap; come individually boxed.

If your Lee Dealer cannot supply you, write nearest Lee factory for information.

THERE IS A LEE WORK GARMENT FOR  
EVERY JOB • OVERALLS AND JACKETS  
MATCHED SHIRTS & PANTS • UNION-  
ALLS • DUNGAREES • LEE RIDERS

THE H.D.LEE COMPANY, INC.  
Kansas City, Mo. • South Bend, Ind.  
Minneapolis, Minn. • Trenton, N. J.  
Boaz, Ala. • San Francisco, Calif.



WORLD'S LARGEST MANUFACTURER OF UNION MADE WORK CLOTHES

Under all conditions and at all times.  
T-Z Products give unexcelled service.

T-Z "Clingtite" Dust Guard Plugs

MW Journal Box Lids

T-Z Tender Hose Couplers

T-Z Smoke Preventer Nozzles

T-Z Boiler Washout Plugs

T-Z Blow-off Valve Mufflers

T-Z Products, as standard equipment,  
are daily proving their merit.

**T-Z Railway Equipment Co.**

8 So. Michigan Avenue

Chicago, Illinois

**OPERATING 161  
MOTOR TRUCKS  
TRACTORS AND  
TRAILERS**

**RECEIVING  
and  
FORWARDING  
POOL CAR  
DISTRIBUTORS**

**ESTABLISHED 1880**

**P. D. Carroll Trucking Co.  
CHICAGO, ILLINOIS**



**Still Greater PROTECTION for CARS and LADING**

CARDWELL WESTINGHOUSE FRICTION DRAFT GEARS  
to absorb horizontal shocks

CARDWELL FRICTION BOLSTER SPRINGS  
to absorb vertical and lateral shocks

CARDWELL WESTINGHOUSE CO.  
CHICAGO  
CANADIAN CARDWELL CO., LTD.  
MONTREAL

**Specialties**  
**DELICACIES FOR THE TABLE**  
Frozen Foods, Cheese, Poultry, Game, Fruits and Vegetables  
**E. A. AARON & BROS.**  
CHICAGO, ILLINOIS

tion foreman, died at his home in Roundup Nov. 3 after a long illness. Born in Grand River, Ia., Mar. 9, 1875, Mr. Timberman came to Montana in 1911. He had been a section foreman for more than 30 years before his retirement in 1941. He was past master of Musselshell A.F.A.M., past patron of Musselshell Eastern Star and past high priest of Royal Arch Masons of Roundup. Funeral services were conducted in the Congregational church in Roundup and Masonic rites were conducted by the Roundup lodge. Mr. Timberman is survived by his wife, five sons, five daughters, a brother and 23 grandchildren.

Martin Walsh, past president of the Milwaukee Service Club, presided as toastmaster at the annual Service Club luncheon held at the clubrooms in the depot Nov. 6. Members of the Miles City Kiwanis and Rotary Clubs were guests. Following the luncheon prepared by members of the Service Club kitchen committee, the officers of the various clubs were introduced by the presidents of their respective organizations, Velmer Clark, Kiwanis, C. S. Winship, DF&PA, Rotary, and J. D. Wagner, Milwaukee Service Club. Other guests introduced were Mayor Farnham Denson, Frank Jelinek, former mayor, and Casper Wolhowe, the newly appointed superintendent of the State Industrial School at Miles City.

C. S. Winship, DF&PA, was the guest speaker at the Miles City Women's Club meeting Nov. 9 in the Milwaukee Women's Club house. In his talk, "How the Milwaukee Helps Miles City Earn Its Bread and Butter", he reviewed the history of the railroad since it came to Miles City in 1908, giving a picture of the activities of the railroad and its personnel in the business of furnishing transportation to the communities along its line.

The monthly meeting of the Women's Club was held Nov. 5. Mrs. John Gray, chairman of the nominating committee, submitted the slate of officers for 1952 to be voted upon at the next meeting. As a special project the club will mail Christmas packages to Milwaukee servicemen overseas. Guests included Mmes. P. Farley, J. Baker, G. Kuni, Pat Kruse, Ed Gale, Ben Childers and Roger Middleton.

Thomas W. Pemberton, age 9, son of Mr.

and Mrs. Dick Pemberton of Harlowton, died at the Holy Rosary Hospital Nov. 22. Funeral services were held in Miles City.

Recent additions to the Miles City Milwaukee family include: Donald Kirby and Ronald Craig, twin sons of Mr. and Mrs. James R. St. Peter (fireman), born Oct. 7; Denis, son of Mr. and Mrs. John H. Foust (car department), born Oct. 9; and Kipp Darell, son of Mr. and Mrs. Herschel Riebe (store department), born Oct. 28.

Stewart Kinch, 57, roundhouse laborer at Miles City, died at a local hospital Nov. 25, following a short illness. He was born in Canada Aug. 18, 1894 and was a veteran of World War I. Survivors include his widow, four children, Stewart, Charles, and Mrs. Mary O'Rourke of Miles City and Mrs. Winona Smokoff of Seattle; and three grandchildren. Funeral services were held at the Bray Chapel and military rites were given at the graveside with interment in the soldiers' plot at the Custer County cemetery.

Fireman Apprentice Thomas C. Nugent was home on leave to visit his parents, Warehouse Foreman and Mrs. Tom Nugent. Tommy was honor man of his company during recruit training and at the conclusion of his leave Dec. 4 reported to the naval training center at San Diego. He will be assigned to a destroyer and expects to take up Diesel engineering.

#### EAST END

Dora H. Anderson, Correspondent  
c/o Agent, Mobridge



Miss Virginia Larson

Miss Virginia Larson, daughter of Conductor Louis H. Larson, was married Oct. 25 to Pvt. Donald C. Baum of Mobridge. Both of these young people are 1947 graduates of the Mobridge High School. Virginia also attended Northern State Teachers College at Aberdeen and was

employed as a receptionist at the Lowe Hospital. Following a honeymoon spent in the Black Hills, Private Baum is en route to Japan.

Trainmaster Paul Bridenstine and family spent their recent vacation at Savanna, Ill., Chicago and Mitchell, S. D.

Chief Dispatcher A. G. Atha is sporting a fine new Packard.

District Surgeon A. W. Spiray attended the medical assembly of the Interstate Post Graduate Medical Association at St. Louis. He was accompanied by Mrs. Spiray who visited their daughter Joyce, a freshman at Stephens College.

Conductor William Lowdermilk is a patient at the Mobridge hospital at this writing, and getting along nicely.

Mrs. Robert Scott, wife of engineer, underwent surgery Nov. 26 and is doing fine.

Engineer Joe James has been released from the hospital and is recuperating at his home.

John Farquhar, retired mechanic, passed away Nov. 1 at the Mobridge Hospital following a heart seizure. He retired in 1943, later moving to Timber Lake, S. D., where

## DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT  
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

**ELECTRO-MOTIVE DIVISION**  
GENERAL MOTORS CORPORATION  
LA GRANGE, ILLINOIS, U. S. A.



**OF KINGS AND QUEENS.** Miss Beth Grange, daughter of Conductor Ross Grange of Mobridge, S. D., and James Olesen, son of Night Wire Chief Olesen of the Mobridge relay office, welding the scepters of royalty in the recent Tiger Day activities at the Mobridge High School where both are seniors. Beth is also Snow Queen of South Dakota, making her first official appearance in the role at the Gypsy Day festivities held at Aberdeen this fall.

he operated a hotel. He was born in Bishop-mill, Elgin, Scotland, Apr. 18, 1875, and came to this country with his wife and daughter Helen in 1911. He held a lifetime membership in the Mobridge Masonic lodge and rites were conducted by the Mobridge Masons. The remains were taken to Evanston, Ill. He is survived by his wife Mary of Timber Lake, his daughter Helen (Mrs. Irving Rudolph) of Evanston, two grandchildren, three sisters in Scotland and a brother in London, England.

Joe Regan, retired brakeman, and family have moved to Minneapolis where they will make their home with their two sons, Floyd and Pat.

Harry Fritz, retired conductor, and wife, formerly of Mobridge and now living at San Diego, spent a week here recently.

Conductor George Schweda has the right idea. He presented Dispatcher Atha with a goose and Larry Hourigan with a dog in the hope they could arrange to get him some good runs.

Conductor L. H. Larson and daughters Janice and Virginia spent their vacation with relatives at Riverside, Calif.

Miss Madelyn Scherr, daughter of Engineer Frank Scherr, who has been employed at a

Lemmon bank, has accepted the position of society editor on the Mobridge Tribune.

Agent F. R. Hoesley of Lemmon is taking a 90-day leave due to poor health and is visiting a daughter in South Carolina. His position is being filled by P. E. Collins.

Relief Dispatcher Harvey Teske is through with vacation work at Mobridge and has returned to his position as operator at Hettinger.

Operator John Reardon of McLaughlin returned recently from a vacation spent with relatives in Arkansas and other points South.

Asbury Childers, veteran agent-operator of Marmarth, retires Dec. 15.

Mrs. Elsie May, clerk in the roadmaster's office, spent her recent vacation in Chicago and Downers Grove, Ill.

Engineer Louis Madsen and wife spent a week at Lead, S. D., with their son William and family and while there both Louis and his son shot a deer.

Several changes have taken place among the Trans-Missouri agents. Robert Clark of Regent bid in New England and is being replaced by Fred Brown, formerly of Bentley. S. L. Donnewirth, son of former agent of Faith, is agent at Bentley. J. C. Wendorff, retired agent of Rhame, is succeeded by Harry Dahl, former operator at McIntosh. The latter's position is now filled by Paul Wolf, who was formerly agent at Morristown. Wolf's position is being filled by Emil Bertch who vacated Brisbane; that position now filled by Art Schock, who was an extra man.

### Twin City Terminals

MINNEAPOLIS PASSENGER STATION

J. J. Taylor, Division Editor  
General Superintendent's Office

The nimrods around the Minneapolis passenger station are generally reporting that the current Minnesota deer season was a big success. Mail and Baggage Trucker Charles Brogren shot a doe near Pine City, while Mail and Baggage Trucker George Adams and Mrs. Adams each got a deer, one being a 14-pointer.

Telegrapher Clarence Kirschman reports good hunting north and west of Deer River, his party of three all getting their deer, while Matt "Sure-Shot" Medinger, retired safety engineer, had no trouble in bringing home meat for the table.

In view of these reports it is difficult to understand the actions of Johnny Joy of the reservation bureau. We have it on good authority that Johnny stopped at a meat market on his way home from his recent

THE  
*Nalco*  
SYSTEM

### RAILROAD WATER TREATMENT

Chemicals	•	Equipment
Blowdown	Systems	
Laboratory	Analyses	
Testing Kits	•	Field Service
Research	•	Surveys

### NATIONAL ALUMINATE CORP.

6216 West 66th Place • Chicago 38, Illinois

### EDWARD KEOGH PRINTING COMPANY

*Printers and  
Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

CARTER BLATCHFORD, INC.  
80 E. JACKSON BLVD.  
CHICAGO

### RAIL JOINTS

Reformed and heat treated  
to meet specifications for  
new bars.

## MARSH & McLENNAN

INCORPORATED  
INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago  
Detroit  
St. Louis  
Indianapolis

New York  
Boston  
Washington  
Pittsburgh

San Francisco  
Los Angeles  
Seattle  
Portland

Minneapolis  
St. Paul  
Duluth  
Phoenix

Cleveland  
Columbus  
Buffalo  
Havana

London  
Vancouver  
Montreal  
Toronto

**WEHR  
STEEL COMPANY**  
**2100 South Fifty-Fourth St.**  
**Milwaukee 1, Wis.**  
**Carbon and Alloy  
Steel Castings**  
**Carefully Controlled  
Heat Treating**  
**Pattern Making and  
Machining Facilities**

**LOCOMOTIVE:**  
**FEED WATER HEATERS**  
 (The Locomotive Water Conditioner)  
**BLOW-OFF EQUIPMENT**  
**COMPRESSED AIR**  
**RADIATION**  
 (ALL-Cast Directional Finned  
Aluminum Elements)  
 For  
Interstage or Final Cooling  
**UNIT HEATERS**  
**WILSON ENGINEERING  
CORPORATION**  
 122 So. Michigan Ave., Chicago

**To Milwaukee Patrons**  
 While the train stops at Three Forks you have plenty of time to get a glass of our delicious buttermilk. We are located at the station.

Three Forks Creamery Co.  
 THREE FORKS, MONT.

**UNION REFRIGERATOR TRANSIT LINES**  
**4206 N. Green Bay Ave.,**  
**Milwaukee 12, Wisconsin**

hunting trip and purchased two pounds of hamburger.

It seems like a good time now to mention a different kind of a "dear"-Instrumentman Robert Evans of the engineering department reports the birth of a daughter on Nov. 28.

That "torn up" look in the telegraph office is being caused by the installation of the new carrier system for wire service between Seattle and Minneapolis.

#### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
 Sibley St. Freight House

Marion Cashill is preparing for a trip to New Orleans to attend the Railway Business Women's convention. Well, Marion, I would like to meet you down there on Canal Street, but that can't happen because at that time I will be in either Galveston, Tex., or Monterrey, Mexico, to cover my delayed vacation.

Freight House Foreman Gus Unruh is ill with pneumonia at this writing. Don McCabe is acting foreman.

Oscar O'Callahan, formerly foreman at our Pior Avenue station, sends his greetings to all in a letter to Chief Clerk Jack Dehmer.

The St. Paul Terminal Warehouse Co. is erecting a huge warehouse next door to our Prior Avenue station. Minnesota Transfer Co. will furnish the trackage.

#### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
 c/o General Agent

Our news this month concerns a former city freight agent, Maj. John Maher, now back in the Army Air Force. John, with his wife and young daughter, stopped in for a visit on Nov. 19. He was home on leave before going to his new assignment in Japan. Mrs. Maher and little Pat will join him in a few months, when they will find a furnished home, complete with a nursemaid, gardener and houseboy.

Mrs. Maher says that she has been warned by other Army wives that the servants will spoil their daughter, but she thinks that they



**TAKING IT EASY.** John G. Nordale, pipefitter at the Minneapolis roundhouse, says he's planning to do a lot of this type of loafing since his retirement Nov. 1. Fellow employees presented him with a handsome watch when he left the service.

might spoil her a little, too.

Between the stuffing of the Thanksgiving turkey and the stuffing of the Christmas stockings are mighty busy days, but I hope they won't tire you too much to enjoy a wonderful holiday.

#### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
 Agent's Office

A. G. Bantly, retired traveling freight agent, and his wife are going to Pittsburgh and New York city, and then are sailing to Panama to spend the holidays. Mr. Bantly says he hopes to be able to swim in the Atlantic and Pacific Oceans the same day—they are only about 40 miles apart there.

H. L. McLaughlin attended a Traffic Club luncheon shortly before Thanksgiving and won a big turkey for his holiday dinner.

Myrtle Henry recently spent a few days of vacation in Winnipeg.

Mr. and Mrs. Fricke (Marge in the local freight) expected to move into their new home in December—amid paint cans.

Freight Agent Truax recently spent a three-day vacation visiting his son and grandchild at Pipestone, Minn.

Bill Benson has left the local freight to return to the South Minneapolis yards.

Frank Thori wore white tie and tails to give his daughter in marriage Oct. 12. She will make her home in Philadelphia.

#### ENGINEERS, FIREMEN AND SWITCHMEN

Donald T. Kurtz, Correspondent  
 c/o South Minneapolis Roundhouse

H&D Division Engineer Oscar Smith of Minneapolis passed away Oct. 31 after 46 years with the Road.

Six feet four inches, 240 pounds, L&R Division Fireman J. Murphy tried out for a berth with the Green Bay Packers this fall.

L&R Division Engineer Guy Amundson was recently stricken with virus pneumonia; had a temperature of 103. We are happy to report that he is now back to work.

Minneapolis Yard Conductor Merrill Tyner has retired after 38 years of service.

Eddie Samoker, Minneapolis yardmaster, is sporting a brand new car—but why the head-bolt heater, Ed?

St. Paul Yard Switchman Melvin Bauerfield, who entered military service in January, has been reported killed in action in Korea. He was the son of Al Bauerfield, St. Paul yard conductor who passed away a short while ago.

J. Tiffany, passenger engineer on the L&R Division, is reported to have taken the vows this past month. L&R Division Engineer Harry Rickard was his best man.

L&R Division Fireman Ray Beinhoff has been confined to his home for over a month due to arthritis. We hope to see him back to work soon.

#### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

Oriole M. Smythe, Correspondent  
District General Car Supervisor's Office

Miss Mary Schmitz, recently transferred to the Minneapolis store department, was married Nov. 12 at Sioux City to A. Troyer. The couple will live in Minneapolis.

Store Department Clerk Joe Lugow and Mrs. Lugow are vacationing in New York City at this writing.

Sectional Stockman Louis Muir has been confined at home by illness.

L. O. Trang has moved his family from Sioux City to Minneapolis—too much driving every week end to go home.

Sympathy is extended to Tim F. O'Connell in the loss of his mother who passed away Nov. 14 following a long illness.

Elavi Conroy of the accounting department in Chicago recently visited former co-workers at Minneapolis on a vacation. Following an illness last spring, she is real slender. Everyone enjoyed her visit and hoped for her continued good health.

John G. Nordal, locomotive department steamfitter, retired Nov. 1 after 55 years of service.

Oscar Swanson, boilermaker, also retired Nov. 1, following 22 years of service.

Leo G. Minetor, machinist at the roundhouse, retired Nov. 7 with 41 years of service to his credit.

G. Blyberg, former shop superintendent, has moved to California.

S. L. DeField, retired roundhouse foreman, will spend the winter in Los Angeles.

Our sympathy to the relatives of Weston P. Kelly, retired L&R Division engineer, who passed away Nov. 11; also to the family of

Albert E. Schroeder, retired pipefitter helper of the locomotive department, who passed away Nov. 13.

Locomotive Department Secretary Harry Stanko and Mrs. Stanko are rejoicing over the birth of a baby boy, Jeffrey Bruce, on Nov. 19.

Machine Operator Roy Billmark, car department, also has a new baby boy, born Nov. 9.

Apprentice Roger Grazzini reports that his baby boy arrived Nov. 16.

Martin Wallner, carman in the shops car department, retired Nov. 2 following service at Minneapolis shops and previously at the Milwaukee, Wis., shops.

Carman Valentine Tarman retired Nov. 16 following 34 years of service.

John Wagner, former car inspector in the train yards, died Nov. 17 at the age of 98. He had been retired since 1936.

Carman George Brew of the St. Paul coach yard retired Oct. 16 following 26 years of service with the Road.

Carman Simon P. Thompson retired Oct. 16; formerly employed at Minneapolis shops and Ortonville, Minn.

#### Idaho Division

Mrs. Ruth White, Correspondent  
Superintendent's Office, Spokane

We are glad to see F. B. Beal back on his job again and feeling much better.

Joe Gengler who has been ill for the several weeks is much improved and expects to return to work soon.

Brakeman F. J. Russett who was injured in an auto accident last month is still in St. Luke's Hospital and reports are that he will remain for some time.

Yard Conductor George Weseman put in some very miserable days in the hospital after eating a turkey dinner at a community grange affair. George wasn't the only one who became ill, but the most serious case. Asked if he ever wanted to eat turkey again, he said he had some for Thanksgiving. A brave soul, I'd say, but in a hospital you don't always have much choice.

The yard was not without a Weseman, however, as son Don was hired recently and was ready to go to work. Don was discharged from the armed services recently, his second hitch since his 18th birthday. He is married and has a son about two years old.

## Complete Banking Service

at

13 Convenient Offices



## FIRST WISCONSIN NATIONAL BANK

of Milwaukee

Established 1853

Member Federal Deposit

Insurance Corporation



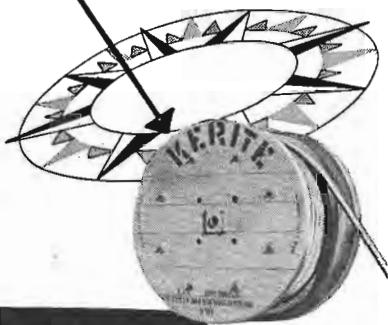
## SOLID FUELS OF REAL MERIT

**REPUBLIC COAL & COKE CO.**

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:  
St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Kansas City,

**around the clock—  
all over the  
compass**



**KERITE**

**guards the  
right-of-way  
in vital  
signal service**

**CREOSOTED  
MATERIALS  
*and*  
COAL TAR  
PRODUCTS**

**Republic Creosoting Co.  
Minneapolis**

Vince Perrone and his men have finished laying rail on the double tracks of the main line from the Spokane tunnel to the NP tower.

W. W. Prosser, extra yardman, and Mrs. Prosser welcomed a new arrival in their family circle on Nov. 14.

It is a pleasure to know that one's column is read by someone outside the division. Received a note a while back from George Costello of Cedar Rapids, about some news that had appeared in this column.

Upwards of 60 members attended the Nov. 13 meeting of Spokane Chapter of the Women's Club, the purpose of which was the annual election of officers. The following were elected for 1952: Mrs. W. H. Ashton, president; Mrs. Adolph Carufel, first vice president; Mrs. A. O. Thor, second vice president; Mrs. P. L. Hays, secretary; Mrs. George Weseman, treasurer; Mrs. Emmet Snee, corresponding secretary; and Mrs. Clark Allen, historian. The nominating committee consisted of Mmes. N. H. Fuller, S. A. Skinner and N. B. Jones.

### Coast Division

Harry W. Anderson, Division Editor  
Superintendent's Office, Tacoma

Ray Curtice, store department truck driver, took a six-week vacation traveling through the East, visiting relatives and friends, from Maine to Kansas. In Kansas he had his first plane ride, in the personal plane of one of his relatives.

D. A. Naslund, well known as a conductor on the Coast Division since 1919, passed away recently.

Charles S. Haggerty, yard conductor at Tacoma, retired Nov. 15. Mr. Haggerty had been at Tacoma yard since it started in 1909, having come here from the eastern lines. One of his most prized possessions is a service letter issued by J. T. Gillick while the latter was superintendent at Aberdeen S.D., on the old James River Division in 1909, at the time Mr. Haggerty transferred to Lines West. In



**TOP RUNG SCOUT.** The rank of Eagle Scout, highest in Scouting, has been conferred on William Hoyt, son of E. M. Hoyt, assistant engineer in the office of division engineer at Spokane, the presentation being made at a special Inland Empire Court of Honor. Young Hoyt represented his troop at the World Jamboree held last year at Valley Forge, Pa. He now holds the office of junior assistant scoutmaster.

his retirement he carries with him the good wishes of his associates.

Superintendent J. T. Hansen recently underwent an operation at the Tacoma General Hospital but he is around again and doing fine.

On Nov. 12 Howard F. Haling, agent at Sumas, Wash., was found dead in bed by the train crew who broke into his living quarters, when dispatchers and others were unable to raise him on the phone. It appears that he was murdered, with robbery as the motive. On the same day the police arrested a man on a drunken driving charge with Mr. Haling's car between Tacoma and Seattle. He is being held under suspicion.

Clarence Clayton, retired car department man, advises that John H. Deacon, retired wrecker foreman, passed away suddenly on Oct. 30 at the age of 73.

We have received word that Paul Leistner, who was a B&B foreman for many years before he retired, passed away Nov. 16 at Kirkland, Wash.

George Alkire, who since 1918 has been in every branch of the B&B department work from carpenter to pump repairer to foreman, retired Dec. 1. We all wish him many years of leisure.

Mrs. William J. Retallick, widow of a pioneer of the Lines West extension, passed away in Seattle. Burial was in Tacoma on her 87th birthday. She is survived by two sons, Bernard of Tacoma and Richard of Warrenton, Va., and three daughters, Clara Retallick and Mrs. Mary Irwin of Seattle and Mrs. Mercedes McGrath of Vancouver. Her husband, a veteran of 42 years of service, started working for the Road in Wisconsin, subsequently transferring to South Dakota. He moved on to Miles City in 1908 when the

**THE IMPROVED FAIR**

THE PYRAMID OF STRENGTH

THE IMPROVED FAIR

LONG LIFE

THE P. & M. CO.

CHICAGO

NEW YORK

extension was built from Mobridge and was the first car foreman there. In 1914 he was transferred, as car foreman of the old Jaw Bone line, to Lewistown where he lived for 30 years. Following his retirement the family located on the Coast. Mrs. Retallick was the first president of Lewistown Chapter of the Women's Club.

#### SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Myrtle Kruse, counter clerk in the cashier's office, was transferred to the telegraph and signal department in the White Building Nov. 7. Ollive Swift is filling the position vacated by Myrtle.

Chief Car Clerk Mary Webb suffered a fractured ankle in a fall Nov. 11. She spent several days in Providence Hospital and at this writing is still confined to her home. During her absence Danny Cartwright has been filling her position.

Herb Carpenter, cashier at the local freight prior to his retirement in 1942, paid us a visit recently.

Mr. and Mrs. Bert Roberts returned recently from a month's vacation in the East. They went by train as far as Albany, N. Y., where they were met by friends from Worcester, Mass., and the party took a motor trip to points in eastern Canada and enjoyed the fall beauty of the New England States. En route home they stopped in Iowa and Illinois. Bert is perishable freight inspector and Genevieve is a clerk in the local office.

Fred W. Rasmussen, retired chief clerk, and Mrs. Rasmussen returned to Seattle the latter part of November after spending five weeks in the South. They motored to San Diego, Calif., where they were joined by Mr. Rasmussen's sister, Mrs. Ole Gundersen of Wrangell, Alaska, who accompanied them to Buckhorn Mineral Wells near Mesa, Ariz. After a short sojourn at the springs they traveled through the Southwest and Mexico, returning home by way of California.

In California the Rasmussens called on some former Milwaukee employes now living in that state. C. E. Coburn, who retired in 1937, is now located at Long Beach; Charles Ganty, former clerk in the local freight, lives in San Bernardino; and George Loomis, who was chief clerk in the engineering department in Seattle and Tacoma prior to his retirement, now owns an apartment house in Oakland. They all asked to be remembered to Milwaukee friends..

#### TACOMA

R. A. Grummel, Correspondent  
Agent, Tacoma

The appointment of Dr. Ora Wheeler, son of Mrs. Velma Wheeler of the cashier's department and Agent Ora Wheeler of Eatonville, as group leader in the research department at Shawinigan Resins Corp. was announced recently. Doctor Wheeler joined the research staff after he was discharged from the Army's chemical warfare service in 1945. He is the author of several papers published in the Journal of the American Chemical Society.

Mrs. N. F. Bingham, widow of retired train dispatcher who passed away in Tacoma about six months ago, has moved to Torrance, Calif. She has two sons in business

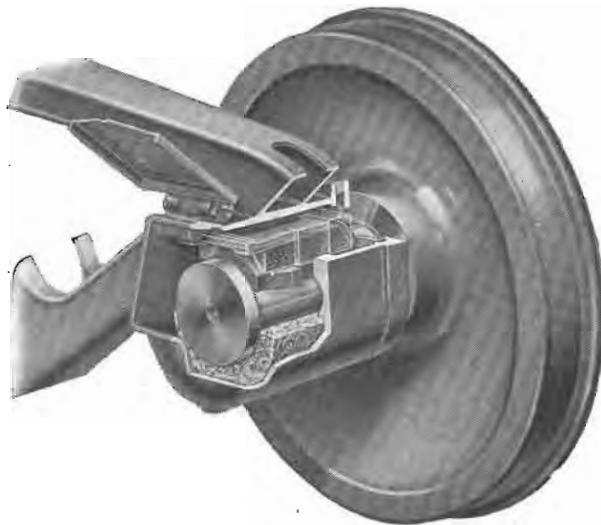
in Los Angeles, which is only a short distance from Torrance, and she wanted to be closer to the boys.

Mrs. O. H. Guttormson, wife of retired chief yard clerk, died recently.

Agent Ora Wheeler at Eatonville, husband of Velma Wheeler, assistant cashier, had the urge to go deer hunting on a recent Sunday

Dr. Don Willard, who is carrying on his father's duties as head doctor for the Milwaukee Hospital Association at Tacoma, has added hunting to hobbies of golf and horseback riding. Luckily he was able to secure a lease of one-fourth of Creiger Lake, a paradise for ducks, located about 30 miles east of Tacoma toward Mt. Rainier. Apparently

## STANDARD for Rolling Stock--



### This AAR Solid Bearing Assembly!

Wherever AAR solid journal bearings are used (on about 2 million U. S. freight cars) loading gets the fastest, smoothest ride available today. That's because this simple assembly for rolling stock is unrestricted as to speed and load and inherently provides flexible control of lateral shocks. Moreover, it provides a remarkably high degree of efficiency at lowest possible cost.

In operation the solid bearing glides on a single film of oil, like a skater on ice. The only "bearing friction" is within this film, between the almost infinitesimal molecules of oil. In fact, over a whole run the resistance of solid bearings is equal to or less than

that for so-called "anti-friction" bearings in railroad service.

#### Facts Now Published

Free copies of a new, 20-page illustrated booklet—"The Facts About AAR Solid Journal Bearings"—will be sent to any railroad employees or officials who write, postcard or letter, to the Magnus Metal Corporation, 111 Broadway, New York 6, N. Y.; or 80 E. Jackson Boulevard, Chicago 4, Ill. This booklet will clarify for you many misconceptions that have been created in recent years. There's technical data to be sure—but simplified and related to many other aspects of train operation. Send for your copy today.

(Advertisement)

morning and felt in his bones he was going to get a deer—wife Velma thought he was being funny, as he didn't take the car. He walked about a quarter of a mile up the railroad track, and lo and behold, a young deer was waiting for him. He called his wife on the 'phone to bring down the car.

a shotgun is second nature to him, for the art of knocking down these fast flying birds takes practice and Don is holding his own with the oldtimers. First time out he bagged a goose. Don now ranks as one of the top surgeons and medical men of the Northwest. He saw extensive service in the medical field during World War II.



**SCANDINAVIAN SIGHTSEERS.** "The trip of a lifetime" is how the Robert Kvidahls and daughter Marie of Sioux City (at right of this shipboard scene) described their recent visit to Norway and other Scandinavian countries. Their travels consumed three months and included sightseeing in Denmark and Sweden and a cruise through the Land of the Midnight Sun. Mr. Kvidahl is a B&B foreman and Marie is a clerk in the office of the roundhouse foreman at Sioux City.

## I & D Division

Karen B. Rugee, Division Editor  
Superintendent's Office, Mason City

Dick Irons has returned from service in Korea and taken over the duties of clerk at Canton, S. D.

Since discontinuing the dispatcher's office at Mason City, Carl Anderson and E. M. Isaacson have reported for work at Mitchell, "Bing" Torpin at Perry and J. H. Bennett at Dubuque. By the time we got around to giving them a farewell party Ike and Bennett had left, so it was Carl and Bing who got the cake and coffee, with Mrs. Isaacson representing Ike.

At a banquet held by the Brotherhood of Locomotive Engineers at Mason City, 40-year badges were awarded to Walter Leitner, Louis Hanson, M. E. Kelly and Lou Walter, I&D Division engineers.

Father Mark Churchill, who was reported missing in China, has now been reported safe. He is the son of Martin Churchill, retired section foreman, and one of three Churchill boys who are priests.

Grace Moran, stenographer in the DF&PA office, is on leave of absence due to illness. Gladys Asbe is filling the position during Grace's absence.

Tom Burnett, son of Mrs. M. L. Burnett, steno in the superintendent's office, has left for Spokane after spending a three-week furlough at home. Tom is in the Air Force and was formerly at Biloxi, Miss.

### Answers to "What do You Know?"

1. Cupalo (a variant of cupola).
2. Horatio Allen.
3. Safety of railway employees.
4. Express.
5. Eleven.
6. Accounting Department.
7. The glass lenses in a fixed light signal.
8. Eight.
9. Above 50 tons. It was 52.6 tons in 1950.
10. Massachusetts. (The Edaville Railroad, South Carver, Mass.)

Don Woodhouse, son of D. W. Woodhouse, chief clerk, is receiving his military training at Fort Knox, Ky.

Mrs. A. Toinby, widow of former carman at Mason City, passed away Nov. 27 following a long illness.

I have had to beg, borrow and dig for news this month. If you ever see a very blank space where the I&D news should be, it's because your correspondent has given up in despair.

### SIOUX FALLS LINE

V. L. West, Correspondent  
Ticket Clerk, Sioux Falls

Harold Mostrom, former rate clerk, has been appointed to the chief clerk's position at Indianapolis.

Freight Checker Pete McMonagle is still in the hospital at this writing and is doing all right.

Switchman Buzz Ferrie and wife were blessed with their fourth child Nov. 10.

Storekeeper E. J. Bahr has been bowling a sizzling 831 and wound up in fifth place.

Freight Checker E. Tully is ill at this writing.

The Women's Club held its annual Christmas party Dec. 11 at the home of Mrs. E. J. Miller.

### SECOND DISTRICT

Fay Ness, Correspondent  
Asst. Superintendent's Office, Sioux City

Engineer John V. Leafstone and wife are in California at this writing, welcoming a new grandchild.

U. S. LaBreck, retired engineer, and wife are spending the winter in California.

Yard Clerk John Warne, 51, died at Sioux City Nov. 12 after a long illness. Johnnie had been yard clerk at East Yard in Sioux City for many years; entered the service of the Road in 1918. He is survived by his wife and one daughter.

Funeral services for William F. Luth, 74, retired locomotive engineer, were conducted at Sioux City Nov. 5. Mr. Luth had been ill at his home for several months. He retired from railroad service in 1945 after 38 years. He was a veteran of the Spanish-American War, having served in the Philippines. Survivors are his widow, three daughters, three grandchildren, six sisters and two brothers.

Engineer Walter Lynberg has returned to service after being ill for about eight weeks.

Sympathy is extended to Frank B. Griller and wife in the loss of Mrs. Griller's father, Mr. Worth, who passed away in a Sioux Falls hospital Nov. 5. Mr. Worth made his home in Sioux City with the Grillers.

We are wondering just what special talents the clerical employees in the assistant superintendent's office at Sioux City have that enables them to win so many prizes. Mildred McMurray is the proud owner of a beautiful gas range which she won recently in a contest.

If you have news which you would like to have in the Magazine, please send it to me. We depend on the employes on the Division to supply us with items which are of interest to active as well as retired people.

### SANBORN-RAPID CITY

Albert J. Gall, Correspondent  
Trainmaster's Office, Mitchell

We regret to report the death of Oliver D. Adams, retired train and baggageman, who formerly lived at Mitchell but had made his home with his daughter at Vermillion for the past several years. Also the death of Mrs. George Stolley, wife of B&B carpenter of Chamberlain. Mrs. Stolley had been in poor health for some time.

James Mooreland, janitor at Mitchell, and his wife recently took a vacation trip back east to the old homestead to visit friends whom Jim hadn't seen since he was a boy in Wisconsin and Illinois.

Willis Johnston Jr., brakeman at Mitchell, became the father of a baby daughter Nov. 16.

Conductor George V. Foote, after 45 years of service with the Road, has retired. He is making his home at Sanborn where his brother A. K., also a retired Milwaukee conductor, lives.

Engineers Frank W. Talbot and D. I. Caldwell of Mitchell both retired the past month after many years with the Road.

A. E. Coffel, Mitchell yard clerk, again went to the hills for some deer hunting and this year came home with the goods.



**RAILROAD PATRIARCH RETIRES.** A rule book discussion between Superintendent P. J. Weiland (right) and Conductor Peter E. McGuire was the last order of business as the latter retired Nov. 20 after 59 years of service. Pete is one of the six McGuire brothers who worked out of Mason City—John, Dan and Richard, now deceased, and James and Gene, both retired. He lives at McGregor and has nine children, all living, 12 grandchildren and four great-grandchildren. Three of the boys are with the Road; Pete Jr., yard clerk at Marquette, Vern, a conductor at Austin, and John, Austin yard foreman. (Mason City Globe Gazette photo.)



## Prime Mover...

of the goods this country needs for national defense, and for its daily life and work, is the flanged wheel on the steel rail. Day and night—all across the face of the nation—at all seasons of the year—freight trains roll, carrying raw materials and finished goods, products of farm and forest and mine, of mill and factory.

Doing the big, basic transportation job that nothing else can do, the railroads need adequate income based on today's cost of operation. Only in this way can they be kept fit to do their job—the job of moving more tons of freight, more miles, at a lower average charge than any other form of general public transportation in the world.

**Association of  
American Railroads**

WASHINGTON 6, D.C.

*Listen to THE RAILROAD HOUR every Monday evening on NBC.*

**THE MILWAUKEE ROAD MAGAZINE**

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.

516 West Jackson Blvd.

Chicago (6), Illinois

**SAND BINS.** A photographer looks at the new sanding facilities at Bensenville. (See Page 9).

