

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

FEBRUARY 1951

# THE MILWAUKEE ROAD MAGAZINE

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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.

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## Performing "As Advertised"

BY NOW many of you have seen the first of a series of advertisements announcing that The Milwaukee Road is ready to do its biggest job; that it is "going places".

These advertisements are based on fact. The Milwaukee Road has spent a great deal of money on improved roadbed, new Diesel locomotives, more and better rolling stock and such modern devices as train radio. Never in its 100 years has The Milwaukee Road been as fine a railroad as it is today.

But new equipment, high speed track and extensive advertising programs are worth exactly what Milwaukee Road people on the trains, at the ticket windows and in the shops and offices make them worth. No more, no less.

The public buys transportation the way you and I buy tooth paste and razor blades—strictly according to whether the product is as good as it is claimed to be. And they spend their money where they are treated in a friendly manner. Our railroad's future, and with it the security of our individual jobs and our hope of advancement, depend on these simple human traits.

We are telling the world that The Milwaukee Road is a good railroad. Let's perform "as advertised".



## CARRY YOUR FREIGHT, Mister?

**B**IG BILL is out to get business for his train. His heart is in the right place, but is he? Who's going to round up the next trainload of freight while he's hauling this one? Or why doesn't he get someone to run the train while he drums up the business?

Fortunately for America, the thought of railroading as a street corner proposition has always been ridiculous.

From the day of its discovery, the principle of the flanged wheel on rail has implied mass transportation. One man, or even a small group of men, can't do it alone. There must be people to put up the money for equipment. There must be other people to run the railroad, to make the physical property work. And there must be still others to go out and sell the service.

All three groups have found that it pays for them to work together, since any one of them alone is helpless.

This article has to do with the work of the selling group and their use of advertising as one of the tools of their trade—a tool which will help keep Big Bill and his diesel occupied full time out on the high iron.

Each year The Milwaukee Road plans a program of advertising for the following year. Roughly, it involves a study of what types of ads, appearing in what newspapers and magazines, produce the most business—and then striking a profitable balance between the cost of the advertising and the revenue it will produce.

Our 1951 advertising program is referred to as a "traffic-institutional campaign," which means that it sells the services of particular trains, as well as building the name of The Milwaukee Road as a service institution. Taking its cue from the railroad's vastly improved physical condition, this year's advertising

Here and on pages 4 and 5 are some of the important national magazines which will carry Milwaukee Road ads this year. In each case the ads will appear in dominant two-thirds page size. All of them urge the reader to call the nearest Milwaukee Road agent to learn more about what our railroad has done to give him better service.





### DOING THINGS!

Since World War II The Milwaukee Road has been building for the future. Everything in the plant has been double-checked, improved or replaced. The men at the head of The Milwaukee Road these days are young-minded and aggressive. They're doing things that their Road's going places. It's planned to take passenger service to new and better levels. You'll find an experienced and forward-looking management team who'll say it can and will be done.

#### SHIP-TRAVEL



## THE MILWAUKEE ROAD

ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



### UP AND COMING!

The Milwaukee Road is being re-evaluated in its physical plant... all new and better every form of competition. For proof of progress look at these typical improvements made in the last 5 years:

- \$10 million dollars spent on new equipment for better service and for increasing safety, including modern passenger cars, signaling and communication systems.
- \$10 million for greatly improving our fleet of electric and diesel locomotives. These more efficient types of power are now performing 50% of our freight and 85% of our passenger service and 70% of our road service.
- \$1 million for 15,000 new freight cars, and 17 million for 250 new passenger coach cars.

And now when all this means in terms of better shipping for you, Milwaukee Road operators are ready to help you through the U.S.A.

#### SHIP-TRAVEL



## THE MILWAUKEE ROAD

ROUTE OF THE HIAWATHAS

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

Two of the ads in the series designed to acquaint readers throughout the country with the fact that the railroad's physical plant is improved by several millions of dollars worth of new equipment... and that its personnel is out to "meet and beat every form of competition."

issue, it is estimated that these ads will deliver a total of 180 million advertising messages.

In addition, the ads are also to appear in Time, Newsweek, U. S. News & World Report, Business Week, Nation's Business, Dun's Review, Traffic World and shippers' editions of Railway Age. On the basis of total readership of these important national magazines, this will mean 72 million more advertising messages to a large group of readers who, from a traffic point of view, are among the most influential people in the country.

Adding these two figures, we come up with 252 million messages. The audience of our weekly newscasts over key on-line radio stations will swell our total number of messages delivered by several million.

Each of these advertising messages can be thought of as a little salesman with a briefcase full of facts about our railroad, busily calling on prospects in their homes, on trains and busses, in their offices—everywhere, in fact, that people read newspapers, magazines, or listen to the radio.



Aimed at cross-country comfort...

### Hiawatha

High miles of modern scenery to look at, with our new look and service... What a cross-country... The Hiawatha... THE MILWAUKEE ROAD

program lays great stress on the fact that our better roadway, yards, motive power and communications systems mean better service to our customers.

These ads are to appear in publications throughout the country, calling attention to the fact that The Milwaukee Road is young-minded and aggressive, that it is a modern railroad with a splendid past record of accomplishment and a great future ahead of it.

A series of such advertisements is

scheduled to appear throughout 1951 in 133 daily newspapers, including every daily in cities on our line, and a selected list of papers in important off-line cities where we have agencies, such as New York, Boston, Philadelphia, Detroit, San Francisco, Los Angeles and others.

The ads will also be published in 507 weekly newspapers on our line. Taking into account the total circulation of all these papers, both daily and weekly, and figuring a minimum of two readers per

This special campaign, which sells both freight and passenger service, is one of the most important our railroad has ever run. However, the regular passenger department advertising is by no means being neglected. The 1951 passenger campaign calls for a fresh series of interesting ads to appear in leading national magazines and on and off-line daily newspapers. Television tests, motion pictures, direct mail and radio news broadcasts are among other forms of ad-

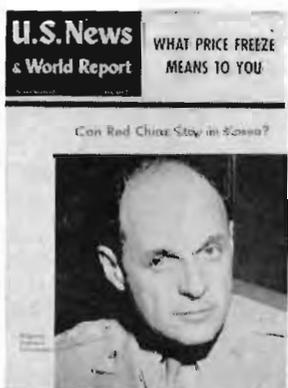
vertising which will help support our effort to increase passenger traffic. The 1951 advertising program makes some strong claims regarding our ability to produce the kind of service that beats competition. But advertising can do only part of the job. It can induce a reader to make inquiries about our service and then try it.

From that point on, unless our advertising money is to be wasted, it is up to all of us to deliver service of a kind that will make old friends of our new acquaintances.

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Right: These eye-catching ads are among several which will carry the name of The Milwaukee Road and the Hiawatha fleet to millions of readers all over the country through newspapers and magazines.



Yellowstone-Pacific Northwest

### Hiawatha

From mountain peaks to glaciers of low... THE MILWAUKEE ROAD

THE MILWAUKEE ROAD

Michael Sol Collection



Science, with the aid of helicopters, is today lending nature a hand by seeding America's "logged-off" timber lands. The Milwaukee Road,

which recently replanted 800 acres of such land, is the first railroad in the country to engage in such a project.

## WE PLANT A CROP OF

# Traffic for our third century

by JACK W. COSKEY

IF A diesel locomotive could fly, one would have taken off from the Tacoma yards last November with a small cargo of forest tree seeds. But since locomotives ordinarily don't fly, the slap of helicopter blades was heard as the ship scattered the seed over logged-off land owned by the Milwaukee Land Company. The old forest had been logged and the products had provided many cars of Milwaukee freight. Now we were endeavoring to assist nature in raising a new crop of timber—freight for the Road's third century!

This story begins in 1881 when The Milwaukee Road organized the Milwaukee Land Company as a wholly-owned subsidiary. From that time until 1906 the business of the Land Company consisted of buying land and sub-dividing it

into lots for townsites along the lines of the railroad. In 1907 its activities were extended to include the purchase of timber lands in Montana, Idaho and Washington. The purpose of these timber purchases was to encourage the establishment of wood-using industries which in turn would ship their products long-haul to eastern points.

Many interesting stories could be told by the few remaining old-time timber cruisers—men who, during the first quarter of this century, earned their livelihood by using their legs and their ability to estimate the volume and value of these timber stands. Back-packing up game trails, creek bottoms, and along old survey lines would take them many miles before they reached their first section, where a small base camp would be

established. Such names as Berry, Gabriel, Gaynor, Holland McElfresh, Sackerson, Kennedy and Douglas will long remain on old maps and records of the Land Company that document the early days.

For many years the policy of the company was to liquidate the land and timber as rapidly as the industries would absorb it. For the past 10 years, however, the Milwaukee Land Company, along with many of the other large timber holding companies on the west coast, has retained ownership of its lands. Today, through intensive forestry practice, it is growing new forests so that it may continue to sustain these wood-using industries.

The growth potential of Pacific Northwest forest land has increased in value

particularly during the last . . . years. As the line of mature standing timber retreated toward the high hills, sawmills, plywood plants and other forest products industries found it increasingly difficult to obtain timber.

The squeeze play was on. As it gradually tightened around those industries that did not own their own stumpage, diligent eyes searched the ravines and ridges for every patch of timber skipped during the first logging. They discovered that many areas of once-logged land were green again with second-growth conifers 10 to 50 years old. Here was the second growing crop, and here was the second land rush by mill men who wanted to own more forest land, even though it would not be ready for harvesting for many years. Wild land was beginning to look good.

Not all the "old logging works" were green, however. A substantial percentage had grown up to inferior species, or had

pay for itself and accrue a reasonable profit. The weight of taxes on these lands is alone enough to convince the owner that he must raise a paying crop; he can no more afford to pay taxes on non-producing wild land than a farmer can afford to let good ground lie idle.

The present value of wood products is high, and so is the value of timber. Furthermore, the value of a healthy timber stand increases with its annual growth. For instance, the Milwaukee Land Company now has a timber sale in progress in a fine stand of Douglas fir which is slightly less than 100 years old and carries a value of \$800 to \$1,000 an acre. On the basis of 100 years' growth, this timber has increased in value at the rate of \$8 to \$10 per acre per year! Could any forest land owner afford to let such land lie idle?

Scattered throughout western Washington are limited natural areas known to foresters as Site I for Douglas fir,

Milwaukee logs on Milwaukee cars. To keep this kind of freight rolling calls for long-range planning.



been swept by repeated fires so that they were still black and bare. This condition was the result of indifference and lack of foresight. On only a few operations had specific provisions been made for reforestation, and fire protection had been only a weak effort in many places. On most timber operations the only practicing forester was Mother Nature, and often as not she wasn't given half a chance.

Everything forestry-wise is not shipshape yet. There is still great need for improvement in the management of forest land, both in technique and in policy. Good forest land is worth keeping, but it must be tended in order to

which is the very best ground for the growth of this monarch among commercial species. One of these elite areas occupies the Winston Creek drainage of Lewis County, south of Tacoma, while the surrounding area is Site II, which is still better than the average forest land in the state. Here on Winston Creek is one of the Milwaukee's finest blocks of timber-growing land; here the Long-Bell Lumber Company is still harvesting timber that has stood for 100 to 600 years or more. This area, once logged, should not be permitted to remain unproductive for long.

This was the setting for the first aerial seeding of forest land to be undertaken

by any railroad in the nation, at least as far as we know. Forest seeding by air is still in an advanced experimental stage but offers sufficient promise to more than pay for its cost in the long run, as it is considerably faster and less expensive than hand-planting of seedling trees.

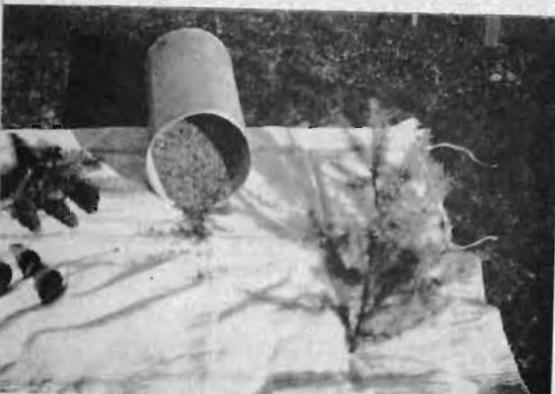
The Land Company received valuable assistance from the forestry organizations that pioneered this work, namely the Oregon State Board of Forestry, Crown-Zellerbach Corporation, Weyerhaeuser Timber Company and the U. S. Fish and Wildlife Service, all of whom have evolved some practical operating procedures after several years of experimenting.

That the Milwaukee Land Company and the Long-Bell Lumber Company should cooperate in a reforestation project on their adjacent holdings is not strange. They have been doing business together for many years in the way of timber sales that result in lumber freight over The Milwaukee Road. Milwaukee holdings aerially seeded in 1950 totaled 800 acres, while Long-Bell was responsible for an adjoining 160 acres.

## Timber Recently Cut

It has not been long since this virgin terrain resounded with the buzz of power saws and the swish of falling veterans as they swept a 300 foot arc through the air to lie among their fallen brothers. The logging continued from 1946 through 1949. Although a small percentage of vigorous young seedling trees had established themselves on the logged areas, having come from natural sources, the density of stocking was still far below that desired. The ground was in good condition for seeding.

Tree seed from this project was purchased from the seed plant of the South Olympic Tree Farm Company, a forest management organization protecting thousands of acres of young forests on the south end of the famed Olympic Peninsula. The Land Company, incidentally, is a cooperator in this tree farm, as it encompasses some scattered Milwaukee holdings in that region. Our seed came from cones that had been picked during the summer and fall of 1949. The cones had been dried and opened, the seeds removed, de-winged and cleaned at the seed plant. The seeds were then placed in cold storage until needed. The important species used was Douglas fir, to which was added a small portion of western red cedar and western hemlock seed. It is interesting to note that one



Left: "Great oaks from little acorns grow," but with Douglas firs the story is still more dramatic, as the seeds are smaller and the trees much larger. Here we see the cones, a container of seeds threshed from cones, and a Douglas fir sprout.



Above: A step in the preparation of fir seeds for planting: A tray of cones from a drying kiln being dumped into the thresher drum. (American Forestry Assn. photo.)



Above: A general view of the Milwaukee Land Company ground seeded by helicopter.



Right: "Yearling trees"—Douglas firs off to a good start in life. They may be 100 years old and several feet through before being felled for lumber.

pound of Douglas fir seed contains most 40,000 seeds, while the light cedar will go 350,000 and the hemlock 400,000 seeds per pound. Prices for these species vary from \$8 to \$12 per pound.

On a Monday morning last November a fleece-clad ex-U.S. bomber pilot stepped into the open seat of his helicopter in Yakima, checked the engine, then took off for Winston Creek on the other side of the Cascades. He headed down the Columbia Gorge, bucking head winds all the way, and finally arrived at Winston Creek on Wednesday. The winds continued too strong for aerial seeding until Friday, which dawned quiet and clear. Weather conditions had to be just right for this job.

Meanwhile, Carl Brady, the boss and co-owner of Economy Pest Control Company, helicopter specialists, arrived with his mechanic, aviation gas and tool kit at the base of operations, a wide spot in a logging road on the area to be seeded. As the boundaries of the 960 acres had already been flagged with yellow cloth, the next concern was calibration of the seed-dispersing mechanism on the helicopter. This involved a test run of seed through the hoppers for exactly one minute, and catching the seed in gunny sacks on the exit tubes. This seed was weighed, and the mechanism readjusted so that exactly one-twelfth of a pound of the mixed seed was released per minute from each of two tubes. This had to be precise in order to conserve the 352 pounds of fir, cedar and hemlock seed which had to be equally distributed over the ground. The land would be seeded twice to insure proper distribution; that is, the helicopter would fly in parallel strips first in an east-west direction, then in a north-south direction.

**Precision Flying Required**

Flying specifications called for a ground speed of 45 miles per hour and an average elevation of approximately 200 feet above the ground surface. These pilots were safety conscious and capable, and they readily lifted and lowered the 'copter to conform to the topography of the rolling ground.

As the helicopter crew quickly set to checking their mechanism and instruments, the Milwaukee timber men moved out to their pre-assigned jobs. John Dunn and Sid Gallagher, each with a yellow flag, took separate positions on the edge of the tract, ready to pace across the terrain at right angles to the line of flight of the helicopter, in order to guide



Left: Average Douglas fir "sapling timber" of western Washington. These trees are about 45 years old, mere youngsters compared to the giants of the Northwest forests.

Right: The author, holding a fir branch with seed-bearing cones from a 35-year-old tree. Like fruit and nut trees, conifers produce better seed some years than others, and it has been found that healthier sprouts spring from seed taken from trees grown at the same altitude and in approximately the same climatic conditions.



Tate Berry, timber supervisor for the Milwaukee Land Company, is dwarfed by these two old-growth firs near the Winston Creek operation.



Even to timber men the felling of a forest monarch is a solemn occasion, but the job is done quickly with gasoline-engined chain saws which rip through the biggest trunks in a matter of a few minutes.

the pilot over parallel swaths. A narrow swath of a 66-foot width was required because with quiet air conditions the Douglas fir seed would not drift but would fall almost directly beneath the point of release. The other seed tended to drift somewhat.

As each flagman slowly moved across the ground from strip to strip, he paused a few moments after the ship passed over him, and presently he could hear soft patterings around him as the light

(Continued on following page)

**ABOUT THE AUTHOR**

Jack W. Coskey (above), author of "Traffic for Our Third Century," is of a calling which may well strike envy in the hearts of many of his readers. He carries the title of forester with the Milwaukee Land Company, a wholly-owned subsidiary of The Milwaukee Road. In the words of his boss, R. G. "Bob" Sackerson, Land Company manager, he is a "forester by profession," having taken a degree in forestry at the University of Washington.

Jack Coskey has been with the Land Company since 1948 when he was taken into the Seattle office, instead of being sent out to the timberlands, so that he might become acquainted with the nature of the business. He has since made his headquarters in Centralia, Wash., where he handles all of the company's forestry problems on lands in the southwestern part of the state. Here the land company owns approximately 60,000 acres of land and timber. He is also in charge of timber sales and "cruising" on company lands in the Grays Harbor area.

Mr. Coskey handled all details of the aerial seeding project.



R. G. Sackerson (left), general manager of the Milwaukee Land Company, and Tate Berry, timber supervisor, at the terminus of the Winston Creek log railroad.

## Freight for Our Third Century

(Continued from preceding page)

seeds struck the ground. If each acre of ground received its quota of seed, the final count would show 13,000 fir seeds, 5,000 cedar seeds and 1,000 hemlock seeds. It was not expected that all of these seeds would germinate and survive; many would be taken by rodents, many would fall on logging slash and stumps where they could not germinate, and some would germinate but fail to survive. If as many as 1,000 seeds per acre would gain a foothold, the results could be called excellent!

In order to check the distribution and quantities of the falling seed, two other Milwaukee men moved large muslin sheets, each 13 feet square, to various established positions on the area. In addition, these unseeded plots would later serve as check points for comparison

with nearby seeded plots. All of the plots will be examined during the next few years as control samples for estimating the success of this reforestation project.

By 4:00 P. M. that evening the job was finished; 960 acres of forest land had been seeded twice in one day. The seeds were once again in the care of Mother Nature. If the elements at her command are benevolent, the Milwaukee land will soon appear green with the timber crop that eventually will do its part to sustain the economy of the West and to provide long-haul freight for The Milwaukee Road.

— A CLEAN HOUSE IN '51 —

### The Cover

Montana Canyon scenery provided the cover picture this month, the same picture which appears in full color on the 1951 passenger calendar. Hardly a day passes when the mail does not bring an

inquiry about where this picture was taken. To settle some wild guesswork let it be known that the photographer focused his camera directly above milepost 1408.2 between Francis and St. Louis, Mont. The spot is near Tunnel 1, just east of Eagle Nest.

It is estimated that 162,800 of the popular passenger calendars and 20,250 of the large size freight calendars were distributed this winter, and the supply is exhausted. A great many of the calendars go to public places such as hotels, bars, bars, doctors' and dentists' offices, and so on. Model rail fans also get their share, and a good number find their way into private homes. Fully 75 per cent of the requests from people who use them as home calendars mentioned that they count on receiving one every year. According to these letters, in some homes they have occupied the same place on the wall for 10 years or more.

While we are on the subject of calendars, do not overlook the one below.



## whole hands

Fingers and hands get into work accident trouble more often than any other part of the body.

National Safety Council estimates indicate that fingers and thumbs sustain about 350,000 disabling injuries each year, and hands about 170,000 disabling injuries.

Indications are that more than half of all hand-finger-thumb injuries are sustained while handling objects or operating machinery.

Take a good look at your own two hands and ten fingers and thumbs, and say something like this to them: "Pals, you help me earn a living, and I'm gonna do right by you and keep you out of trouble by being careful and following the safety rules."

It won't help to just cross your fingers for luck.

—The Safe Worker

### PERPETUAL CALENDAR—1700 to 2499

Cut this out and save it. You will find it very useful.

Table of Dominical Letters.				Month.				Dominical Letters.											
Year of the Century.	Century Starting with year.			Jan., Oct., Feb., Mar., Nov., Jan., Apr., Jul., May, June, Feb., Aug., Sept., Dec.				A	B	C	D	E	F	G					
	1700	1800	1900	2000	2100	2200	2300	2400	1	2	3	4	5	6	7				
0	28	56	84	C	E	G	A	1	8	15	22	29	Su	Sa	F	Th	W	Tu	M
1	29	57	85	B	D	F	G	2	9	16	23	30	M	Su	Sa	F	Th	W	Tu
2	30	58	86	A	C	E	F	3	10	17	24	31	Tu	M	Su	Sa	F	Th	W
3	31	59	87	G	B	D	E	4	11	18	25		W	Tu	M	Su	Sa	F	Th
4	32	60	88	E	G	B	C	5	12	19	26		Th	W	Tu	M	Su	Sa	F
5	33	61	89	D	F	A	B	6	13	20	27		F	Th	W	Tu	M	Su	Sa
6	34	62	90	C	E	G	A	7	14	21	28		Sa	F	Th	W	Tu	M	Su
7	35	63	91	B	D	F	G												
8	36	64	92	G	B	D	E												
9	37	65	93	F	A	C	D												
10	38	66	94	E	G	B	C												
11	39	67	95	D	F	A	B												
12	40	68	96	B	D	F	G												
13	41	69	97	A	C	E	F												
14	42	70	98	G	B	D	E												
15	43	71	99	F	A	C	D												
16	44	72		D	F	A	B												
17	45	73		C	E	G	A												
18	46	74		B	D	F	G												
19	47	75		A	C	E	F												
20	48	76		F	A	C	D												
21	49	77		E	G	B	C												
22	50	78		D	F	A	B												
23	51	79		C	E	G	A												
24	52	80		A	C	E	F												
25	53	81		G	B	D	E												
26	54	82		F	A	C	D												
27	55	83		E	G	B	C												

### Perpetual Calendar

The Milwaukee Road Magazine is indebted to P. W. Clement, Operator-Clerk for the Louisville & Nashville Railroad at Biloxi, Miss., author of the following article, and the L&N Magazine, which published it in January of this year.

ON WHAT day of the week were you born? It is surprising to learn how few people really know on what day of the week this interesting event occurred. Those of you who are as old as I am will find that the calendars for that year have been discarded long ago and it is a difficult matter to find out. But don't despair. I'm coming to your aid with a perpetual calendar with which you can easily ascertain the day of the week for any date from January 1, 1700 to December 31, 2499. I discovered this calendar among some old papers.

Under the "Century" and in line with the "Year of the Century" is the Dominical Letter of the Year. Then in line with the month find the column containing this letter; in this column, and in line with the day of the month, is the day of the week. In leap years, the letters for January and February are in the lines where these months are in bold type.

For example: On what day of the week was February 22, 1732? First, looking in the Century column, we find that 1700 is in the first column. Following that column down to 32 in the Year of the Century column, we find the letter E, which is the Dominical Letter for the year 1732. Note that 1732 was a leap year. Next we look in the Month column. In line with February, in bold type because of its being a leap year, we find the letter E in the third column of the Dominical Letters. Follow that column down to the twenty-second, which shows Friday.

### H. A. Scandrett Heads U. of M. Fund Drive

Henry A. Scandrett, former president of The Milwaukee Road who retired in 1947, has been appointed national chairman for the 1951 campaign of the University of Minnesota's Greater University Fund.

Mr. Scandrett was graduated from the University of Minnesota in 1898 and earned a law degree in 1900. He has served on the advisory council of the Greater University Fund since it was established three years ago. The goal for 1951 is \$100,000, of which \$25,000 will be earmarked for student aid and research, with the balance assigned to special projects designated by the donors.

### J. J. O'Toole Addresses St. Paul Safety Group

In an address before the ninth annual Greater St. Paul Industrial Safety Forum on Jan. 10, Assistant General Manager J. J. O'Toole presented the case for "Practical Railroad Safety." Sponsors of the conference, held at St. Paul Hotel, were the St. Paul Junior Chamber of Commerce and the Safety Council of St. Paul and Ramsey County.

Mr. O'Toole spoke at the meeting of the Railroad Section, before an audience of railroad people from all lines in the Twin City Terminal area. Approximately 75 Milwaukee Road officers and supervisors were in the group. His talk, which emphasized the importance of

preventing train accidents and train service accidents, dealt particularly with Rule 93, commonly known as the yard limit rule, Rule 99, the flagging rule, and the definition covering restricted speed.

— A CLEAN HOUSE IN '51 —

### It Really Happened

A hunter laid his shotgun on the ground and whistled for his dog. Frisky Fido came dashing out of the brush and in his sporting exuberance stepped on the trigger of the gun, bagging his master with a shot in the leg.

A young woman dashed into a woodworking shop in Charleston, S. C., and kissed her father, who was sawing a plank with a power saw. In the excitement one of his fingers went against the saw. His daughter had been away from home for a long time. His finger is gone for good. —The Safe Worker



How much depreciation allowance on a worn-out wife? . . .  
"She's so worn out she won't get breakfast for me any more."

## HOW TO SAVE MONEY

# With uncle sam's blessing

### Eight Hints on Your Income Tax

A MIDWEST taxpayer, filing his annual federal income tax return, had a bright idea. He took a special deduction of \$200 for "depreciation" on his wife.

His reason, he explained to the Internal Revenue Bureau: "She's so worn out she won't get breakfast for me any more." The deduction was disallowed, of course, even though the bureau investigator admitted the man had the semblance of a case.

Not many taxpayers try to go that far. In fact, according to the American Institute of Accountants, the national society of certified public accountants, the average taxpayer is more likely to neglect a lot of legitimate ways of saving money on his tax return.

Obviously everyone should carry his fair share of the income tax. But the government expects you to pay *only your fair tax*—neither too much nor too little.

Editor's Note: This article is based on material furnished by the American Institute of Accountants, national professional society of certified public accountants.

To make sure you don't accidentally overpay this Mar. 15, here is a list of eight key checkpoints.

#### 1. Choose the Right Form

The average citizen will file the simplified form (1040-A) or a short form 1040. However, many could save money by itemizing deductions on the long form 1040, instead of using the simplified form and taking the "standard deduction" of 10 per cent of their income.

Check your deductions carefully. If they amount to *more* than 10 per cent of your income be sure to use a long form if you want to claim them. Suppose it takes several hours—you might save 25 or 50 or more dollars, and that's good hourly pay.

One word of warning. If your itemized deductions total up to *less* than 10 per cent of your income, you naturally save if you can take the automatic 10 per cent with the simplified form 1040-A or the short form 1040.

#### 2. Joint Returns for Married Couples

If you are married, you can nearly always save money by filing a joint return.

You do this by totaling the income you and your wife receive (even if your wife has no income of her own) on one tax return which *both* of you sign. You can file a joint return with your wife as long as you were married and living together the last day of the year, or if your wife died during the year.

The government calls this "splitting your income." Whether it will definitely reduce your tax depends mainly on the size of your income and the number of dependents and exemptions you have. For example, a man with \$4,000 income and no dependents could save \$10 by filing a joint return with his wife (assuming she had no income) instead of an individual return for himself.

#### 3. Take All Your Legal Exemptions

You have one \$600 exemption for yourself. In addition, you normally have

a \$600 exemption for anyone closely related to you by blood or marriage *if* you contributed more than 50 per cent of his upkeep and his taxable income is less than \$500 for the year.

A child born any time during the year—even at 11:59 P.M. on Dec. 31—entitles you to a full year's exemption. The same is true for an infant who dies after birth.

#### 4. Special Exemptions

If you are 65 or over, you get an *extra* exemption of \$600. If your wife is 65 or over, she has the same extra exemption when you file a joint return. However, you do not get an extra exemption for your dependents who are 65.

When you are claiming this old-age exemption, be sure to check the right box on the tax return to note your eligibility.

There is a similar extra exemption for the blind and the partially blind. The rule is explained on the tax return instructions.

#### 5. Health and Medical Deductions

If you had any unexpected medical expenses last year, you should see whether you have an allowable medical deduction. You can deduct medical expenses which exceed five per cent of your adjusted gross income, up to certain limits. (Instructions with the tax forms explain

what adjusted gross income is, and how to determine the maximum limits of your medical deduction.)

Many people do not know about the variety of deductible medical expenses. Typical ones include: health and hospitalization insurance premiums, hospital, nurse, dentist and doctor bills not offset by insurance, cost of drugs, eyeglasses, dentures, crutches, wheelchairs, and other medical equipment.

#### 6. Deductions for Home Owners

If you own your own home, you have a variety of deductions you may not have thought about before. For example, the interest on your mortgage is deductible. So are real estate and property taxes and assessments, casualty losses, and interest on home repair loans. Incidentally, interest on *all* loans you have is a deductible item.

Because of the eastern hurricane the heavy midwestern storms, and the west coast floods last year, casualty losses were more common than usual. If your house was damaged by wind, snow or water, and you weren't completely covered by insurance for your loss, you may deduct the net loss from your taxable income. Make certain, however, you can reasonably support the claim you make.

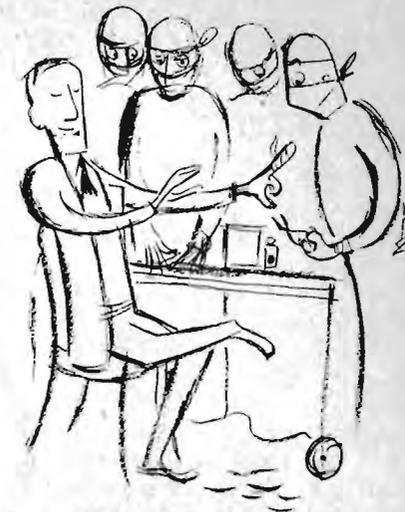
#### 7. Some Unusual Deductions

Many expenses you have in your work are deductible. Examples: union dues and assessments, fee paid to an agency to secure a job, cost of uniform or tools you buy which are necessary in your job.

You may also deduct personal bad debts up to \$1,000. However, you can't deduct net gambling losses—although you have to pay a tax on net winnings. Be happy you didn't win the Irish Sweepstakes.

#### 8. Personal Records

When you take a long list of deductions, there's one thing the certified public accountants warn you should be sure of: that you can reasonably substantiate them. In other words, keep receipts and checks on your doctor and hospital bills, for example, or on other deductible expenses. The government spot-checks income tax returns, and you can't take a chance on not being able to support your deduction claims. Although the Internal Revenue Bureau takes a reasonable attitude, many people have had deductions disallowed because they had no logical proof.



But it's deductible.

As a final suggestion, the CPA organization urges that you read the instructions on the income tax forms carefully. By doing that, you can save time for both yourself and the government.

— A CLEAN HOUSE IN '51 —

### Pup in River Stops Train

*The following item appeared in the Missoula (Mont.) Missoulian on Dec. 19, 1950:*

Keeping things moving on a railroad is mighty important—but so is a boy's pup.

Milwaukee Road trainmen thought so Monday, for they stopped a train near Missoula long enough to fish a puppy out of the river before finishing the trip into Missoula.

Engineer Lynn C. Markham, Conductor H. H. Brown and brakeman F. W. Owens formed the crew of a logging work train between Missoula and Bonner. On a Bonner-Missoula trip they spied a tiny puppy struggling desperately in the Clark Fork River, which the roadbed follows.

Ice along the river kept the pup from getting a foothold. The trainmen stopped their train. Mr. Markham crawled on his stomach out onto the thin ice and dragged the dog out of the icy water.

They made an honorary trainman of the dog, bedding it down in a caboose for the night. It was too scared to eat.

The men are going back to Bonner with their train Tuesday, and they hope to find the puppy's owner. They believe it belongs to one of a group of boys who were playing along the river bank before the pup fell in.

Michael Sol Collection



Babies are worth \$600 each (as an exemption), right up to 11:59 P.M. on December 31.

February, 1951

The Milwaukee Road Magazine

## "Where Did You Get That Hat?"

Every Woman Her Own Milliner at the Tomah, Wis. 25th Anniversary Fete



Millinery with a bold touch. From left: Mmes. Irvin Shuckhart, William Verick, Vern Lamb, Louis Gasper, Alvin Rosnow, Hugh Johnson and Edwin Eirschele.

Tomah Chapter was organized Jan. 15, 1926, and from a membership of 96 at the close of that year has grown to a



With apologies to John Frederics. From left: Mmes. August Lueck, Louis Gray, Julius Opel, Leonard Matthews, Emil Prise, Earl Marquardt and Ray Cramer.

solid group of almost 500. In its 25 years of existence it has supported many programs for community assistance and betterment. During 1948 a substantial sum was raised toward the building of the Tomah Memorial Hospital. Tomah and the towns adjoining have been badly in need of a hospital and through the aid of organizations such as the Women's Club, construction has been started.

anything at hand—toy animals and furniture, Christmas ornaments, miniature spinning wheels, valentines, travel posters, and the like. A lampshade formed the foundation for a demure bonnet and an inverted dishpan made a sombrero that was unique, to say the least.

While the millinery situation was the talk of the evening, the banquet also featured a musical program. Among the entertainers were Patsy Hemsey, John Wilkinson and Beverly Oden, and the high school German band. (The high school Music Mothers served the dinner.) A number of past presidents were honored and a talk was made by the first president, Mrs. A. C. Harris; also by Miss Etta N. Lindskog, secretary general, Chicago. The evening concluded with the reading of a poem composed for the occasion by club member Bessie Bowen.

A LOT has been written about women's hats, but after the make-a-hat party given by Tomah (Wis.) Chapter of the Women's Club on Jan. 15, there can't be much to say.

Tomah Chapter, celebrating its silver anniversary with a banquet at the high school on Jan. 15, invited participating members to wear their funniest headgear. Eighty-two took up the challenge and the results, as could be expected, were startling.

With every woman her own milliner, no two hats were alike and all showed a fine disdain for convention. Mrs. William Verick was inspired by the anniversary theme to create a "transportation sailor", a layer cake model trimmed with miniatures of the various means of travel, a birthday candle and a Milwaukee Road emblem. Even more startling was the spring rhapsody of Mrs. Vern Lamb, a miniature garden plot with two hens nesting under a blooming apple tree. Demonstrating the elastic possibilities of unconventional materials, Mrs. Earl Marquardt, chapter president, wore a high topper made entirely of Christmas seals, and Mrs. Edwin Eirschele was turned out in a helmet-like creation of kitchen utensils.

Dramatic effects were achieved with

Members of Tomah Chapter of the Women's Club posed for this picture following the banquet in the high school cafeteria.



E. J. Hyett

G. M. Ryan

R. E. Hibbard

H. Ruud

L. B. Horton

## Traffic and Agricultural Departments Announce Promotions

FOLLOWING the retirement of S. G. Grace as freight traffic manager and L. H. Robbins as commissioner of the agricultural and mineral development department on Jan. 31, a number of promotions were announced in their respective departments.

Effective Feb. 1, Earl J. Hyett was appointed freight traffic manager with office in Chicago. Previously he had been assistant freight traffic manager. Mr. Hyett entered railroad service in 1905, starting with the Vandalia Railroad (now the Pennsylvania) in St. Louis. In 1912 he transferred to the Milwaukee, working at Seattle, and in 1921 was promoted to chief clerk in Chicago. He was appointed assistant to traffic manager in 1935, serving in that capacity until 1941 when he became general freight agent in Chicago. He has been assistant freight traffic manager since 1948.

Gerald M. Ryan, who has been appointed assistant freight traffic manager, is a native Chicagoan whose entire railroad service has been with the Road. He started in the traffic department in November, 1915, and served subsequently in various capacities, including chief clerk to general freight agent, to freight traffic manager and to assistant chief traffic officer. He was appointed assistant general freight agent with headquarters in Chicago in 1938 and general freight agent in Chicago in 1949.

Raymond E. Hibbard succeeds Mr. Ryan as general freight agent. Mr. Hibbard's Milwaukee Road service started in the Dubuque ticket office in 1918. After serving as chief clerk to district freight and passenger agent, he transferred to the general freight department

in Chicago. There he was successively chief clerk in the commerce department, office manager to vice president and assistant to vice president. In July, 1948, he was appointed assistant general freight agent with office at Chicago, occupying that position until his present promotion.

Harry Ruud, who has been with the Road since 1920, has been appointed assistant general freight agent at Chicago. Mr. Ruud had seven years of service with the I.C. as a rate clerk before joining the Milwaukee Road force. He started in the accounting department but transferred to the freight traffic department in 1923 and in 1927 was appointed chief clerk to assistant general freight agent. In 1938 he became chief clerk to general freight agent and from November, 1940, to July, 1948, served in a succession of other supervisory positions. Prior to his present appointment he was chief clerk to freight traffic manager.

In the agricultural and mineral development department, Lyman B. Horton, who has been assistant commissioner, succeeds Mr. Robbins as commissioner. Mr. Horton started working for the Road in the general freight department in Chicago immediately following his graduation from the University of Minnesota in 1929. In 1932 he became chief clerk in Pittsburgh and in 1940 was appointed city freight agent at Kansas City. From 1943 to 1945 he conducted research studies on agricultural commodities for the Association of American Railroads, after which he returned to Kansas City as traveling freight agent. In 1946 he was transferred to Chicago to serve on the President's Committee and in 1947 was appointed general development agent in the agricultural and mineral development department. He had been assistant commissioner since Feb. 1, 1948.

### Portraits

### Train Conductor

by James J. Metcalfe

He punches tickets on the train . . . And settles each dispute . . . Of where and how the passenger . . . Is presently en route . . . Perhaps the train is not the one . . . The person meant to get . . . Or someone overlooked the fare . . . And has to pay the debt . . . And then there are the youngsters who . . . Contribute only half . . . But when he sees how big they are . . . He tries to hide a laugh . . . He answers every question as . . . politely as can be . . . And does his best to make the trip . . . A pleasant memory . . . The train conductor has a job . . . That is not any fun . . . And he deserves much credit for . . . The way he gets it done.

(Reprinted from "Portraits" in *The Milwaukee Sentinel*—Courtesy of the author and *Chicago Sun-Times Syndicate*.)



A group of 25 officers representing the various departments attended a luncheon in Mr. Robbins' honor on Jan. 18. He is shown here in the middle of the seated row, between President J. P. Kiley at his right and P. H. Draver, vice president-traffic, at his left.

## S. G. Grace and L. H. Robbins Retire

TWO of The Milwaukee Road's most prominent officers, S. Grover Grace, freight traffic manager in charge of rates and divisions, and Leon H. Robbins, commissioner of the agricultural and mineral development department, retired from service on Jan. 31.

Mr. Grace, who has since gone to Florida with Mrs. Grace for a rest from 41 active years of railroading and a particularly hard winter in Chicago, took a parting look at his career on his last day and confessed to being pleased with what he saw. "I take some pride", he said, "in having had a hand in the training of the boys who are coming along after me."

Grover Grace is outspoken regarding his affection for Chicago and his intention to spend the rest of his life in the city where he was born (on Jan. 27, 1886). He has lived and worked his entire lifetime in the city and has raised a family of four daughters there, two of whom are still at home. The others, Mrs. Thomas Roche and Mrs. Raymond Vogt, live in the Chicago area.

Mr. Grace entered the service of the railroad in 1909 as a clerk in the general freight department. Later he served as chief clerk, as assistant general freight agent, and, in 1938, was appointed general freight agent. He became assistant freight traffic manager on Aug. 1, 1941, and was promoted to the position of freight traffic manager in charge of rates and divisions on Feb. 1, 1948.

The retirement of Leon Robbins terminates a career which was actually two in one—railroading and agriculture. His experience in these fields is such that he has been asked to sit on a government committee in Washington, D.C., which has to do with agricultural and transportation matters. This work will occupy him for approximately 100 days

out of each year for an indefinite period.

At present he is visiting and vacationing in Los Angeles, but will return about Mar. 1 to his new home, appropriately named "Robbin's Roost", on an 80-acre farm near Pardeeville, Wis.

Mr. Robbins was born on a farm near Geneseo, N.Y., in 1886, but grew up on a farm near St. Cloud, Minn. He majored in agricultural economics at the University of Minnesota, but before completing his college work he taught for a while in the Canby, Minn., high school, where he created one of the first separately established agricultural courses ever offered in a high school.

For two years following graduation from the university, he was with the Whelock & Whelock Land Company at Fargo, N.D., and for the next 10 years was employed as an editor of the Wisconsin Agriculturist at Racine, Wis.



Shortly before his retirement, Mr. Grace called together his "rates and divisions staff" for this picture which he prizes highly, having worked with all of the men for years. Mr. Grace is seated third from the right.

For another two years he served as county agent in Marshall, Mich., on the extension staff of Michigan State College.

He came to The Milwaukee Road in 1931 as agricultural agent, with headquarters in Chicago, and was advanced to assistant commissioner of the agricultural and mineral development department in 1943. He became commissioner on Feb. 1, 1948.

"Railroad development work has a bright future", Mr. Robbins said in reflecting on his career. "Its need was never greater. We are told that there will soon be 170 million people to feed, clothe and house. If the job is done in the American way, we will have to make better use of our land, water and mineral resources."

Mr. and Mrs. Robbins have four sons. Wyman, the oldest, is supervisor of mail service for Montgomery Ward in Chicago; Douglas is assistant engineer for Northrup Aircraft Corporation in Los Angeles; Wayne is in charge of pathology and plant breeding for the Central Division of the Campbell Soup Company in Chicago; and Gordon is a lawyer on the staff of Chicago Kent College of Law.

## how are we doing?

	DECEMBER		TWELVE MONTHS	
	1950	1949	1950	1949
<b>RECEIVED FROM CUSTOMERS</b> for hauling freight, passengers, mail, etc....	\$25,662,037	\$18,807,267	\$257,025,603	\$240,157,393
<b>PAID OUT IN WAGES</b> .....	11,040,781	9,616,036	120,896,461	121,119,658
PER DOLLAR RECEIVED (CENTS) .....	(43.0)	(51.1)	(47.0)	(50.4)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance .....	574,462	590,756	7,234,363	7,421,152
PER DOLLAR RECEIVED (CENTS) .....	(2.3)	(3.1)	(2.8)	(3.1)
<b>ALL OTHER PAYMENTS</b> For operating expenses, taxes, rents and interest .....	10,910,515	8,530,547	113,723,586	107,139,601
PER DOLLAR RECEIVED (CENTS) .....	(42.5)	(45.4)	(44.3)	(44.6)
<b>NET INCOME</b> .....	3,136,279	69,928	15,171,193	4,476,982

### E. J. Knoll

Edward J. Knoll, former car accountant, passed away Jan. 28 in Florida at the age of 63. He and Mrs. Knoll had made their home in Floral City, Fla., since his retirement in January, 1949. Funeral and burial services were held in Chicago where they had lived for many years.

Mr. Knoll entered railroad service as a member of the car accountant's force Jan. 15, 1902, and held various positions in that office until January, 1905, when he left to take employment with the Southern Indiana and Chicago Southern Railways, later known as the Chicago, Terre Haute and Southeastern. He was appointed chief clerk to the superintendent of car service of the Terre Haute line in July, 1911, and was holding that position when the Milwaukee leased the railroad in July, 1921. He returned to the Road at that time as special accountant in the car accountant's office and was appointed car accountant Jan. 1, 1923.

Prior to his retirement Mr. Knoll was active in the car service section of the A.A.R., having served as vice chairman of the committee on records and chairman of the private car line and research sub-committees. He was also a member of various per diem rules sub-committees.

### T. G. McKenna

Thomas Grover McKenna, city passenger agent at Pittsburgh, died at his home on Jan. 29. He was 59 years old. He is survived by his widow, Mabel Stone McKenna, two sisters and two brothers.

Mr. McKenna started his railroad service at Pittsburgh in June, 1907, as a messenger in the Pennsylvania's city ticket office. In June, 1910, he was made ticket clerk and held that position until March, 1927, when he transferred to the Milwaukee as city passenger agent.

Mr. McKenna was a veteran of World War I, having served overseas with the U. S. Engineers. He was a member of the City Passenger Club, the Kiwanis, Knights of Columbus and the V. F. W., and was prominent in the affairs of his church. Burial was in St. Luke's Church, Pittsburgh.

### H. A. Sjogren

Harry A. Sjogren, assistant to superintendent car department at the Milwaukee shops, died at his home in Milwaukee on Jan. 7. He had been ill about five months.

Mr. Sjogren was born in Menominee, Mich., Sept. 11, 1893, and started railroading in 1910 as a clerk in the office

of the superintendent of motive power in Milwaukee. Except for a six-month period spent with the EJ&E, his entire railroad service was with The Milwaukee Road. In 1912 he became a machinist apprentice and in that capacity went with the EJ&E in March, 1916. He returned to the Milwaukee in September of that year as a draftsman and in January, 1921, was promoted to chief draftsman. In January, 1922, he was appointed shop schedule superintendent and in 1923 was made assistant mechanical engineer. He had been assistant superintendent car department since 1936.

Survivors include Mr. Sjogren's widow, daughter Janet and sons Robert and John.

— A CLEAN HOUSE IN '51 —

### F. D. Basil Addresses University Classes

Frank D. Basil, export and import agent, Chicago, was guest lecturer in a traffic class dealing with exporting, importing and shipping at Butler University, Jan. 9, and in a similar class at



Frank D. Basil  
Michael Sol Collection

Northwestern University on Jan. 19.

The class at Butler is conducted by R. H. Ross, general traffic manager of the Allison Division of General Motors, in Indianapolis, Ind., and the one at Northwestern is conducted by E. A. Kuecker of the Kuecker Steamship Services, Incorporated, of Chicago. In each case the class session was followed by a discussion period of approximately an hour, during which time the students were able to gain still more practical information on the subject of exports and imports.

John H. Plattner, manager of Davies, Turner and Company, customs house brokers in Chicago, addressed the Northwestern class the same evening, assisting Mr. Basil in covering the many facets of the complex subject.

Mr. Basil's contribution to the discussion dealt with the handling of import freight from the dock at Seattle, Tacoma or Longview, Wash., and its shipment by rail to interior points. He also outlined the matter of applying import rates, the preparation of ocean-rail through bills of lading, transit privileges, and distribution to various points.

"We all must understand," he told the traffic students, "that foreign trade is an exchange across political frontiers of surplus products for consumer wants through exports and imports, and is vitally important to all countries."

This is the fourth consecutive year that Mr. Basil has lectured at Northwestern and the third year at Butler.

— A CLEAN HOUSE IN '51 —

### Railroad Retirement News

THE Railroad Retirement Board is notifying widows, children and parents who are receiving monthly survivor annuities under the Railroad Retirement Act that several additional types of employment covered by the Social Security Act beginning Jan. 1, 1951, will affect the payment of these benefits. As a result beneficiaries who are working on jobs not previously covered by the Social Security Act, but which are now covered, must notify the Board of their employment.

Any person receiving monthly survivor benefits must notify the board if he should work . . .

- (1) for an employer in the railroad industry; or
- (2) in any employment for pay amounting to \$25 or more a month which is taxable under the Social Security Act.

## Safety and Fire Prevention Trophy Winners Announced

THE Twin City Terminal Division, twice a semi-finalist in the President's Safety Trophy contest, has carried off the coveted prize. Its casualty rate of 1.70 per million manhours worked was the best on the railroad in 1950 and, in addition, the third lowest since the contest was originated in 1941.

The contest provides for the presentation of a trophy to the operating division having the lowest casualty rate based on the number of reportable casualties per million manhours worked. Any division which wins two years consecutively retains the trophy. The 1950 cup is the third to be awarded, the first having been won by the Milwaukee Division for the best record in 1944 and again in 1945. The Idaho Division has permanent possession of the second trophy, for winning first place in 1946 and 1947.

The winning divisions and their casualty rates since the contest was started are:

Year	Division	Rate
1941	Trans-Missouri	2.59
1942	Iowa & S. Minnesota	5.99
1943	Dubuque & Illinois	5.97
1944	Milwaukee	4.54
1945	Milwaukee	2.12
1946	Idaho	3.21
1947	Idaho	1.07
1948	Terre Haute	1.86
1949	La Crosse & River	1.56
1950	Twin City Terminals	1.70

Ten years ago the Twin City Terminals Division was in a poor position as a contestant for safety honors. The following table shows how the situation has since been improved:

Year	Rank	Rate
1941	11	6.07
1942	6	7.98
1943	7	8.29
1944	8	7.05
1945	12	7.66
1946	8	5.83
1947	2	2.93
1948	2	3.49
1949	5	4.15
1950	1	1.70

During 1950 there were eight reportable injuries on the division, as opposed to 22 for 1949, a reduction of 64 per cent.

The Terre Haute Division which finished the year with a fire loss of \$11 was declared the winner of the fire

prevention trophy for 1950. It was the Hoosier division's third contest victory. The rules provide a 1 point demerit for each fire (the Terre Haute Division had two) and 1/100 point for each dollar of loss. This is the second trophy, the first one having been won by the former Superior Division in 1946 and 1947 and retained permanently at Green Bay, Wis. The list of winning divisions since the fire prevention contest was started is as follows:

Year	Division
1939	Terre Haute
1940	Madison
1941	Madison-Kansas City tie
1942	Iowa & Dakota
1943	Terre Haute
1944	Madison
1945	Twin City Terminals
1946	Superior
1947	Superior
1948	Idaho
1949	Madison
1950	Terre Haute

In 1949 the Terre Haute Division ranked sixth in the contest, with 4 fires and an estimated loss of \$375. The improvement in 1950 was 73 per cent.

— A CLEAN HOUSE IN '51 —



**ONE FOR VALENTINE'S DAY.** This picture of Gordon MacRae, baritone star of "The Railroad Hour," and his lovely blonde wife, Sheila, was made in the studio after a recent broadcast of the popular Monday evening NBC show. Gordon and Sheila have been married 10 years and are the parents of three children: Meredith Lynn, Heather Allison and William Gordon.

The Milwaukee Road Magazine

## appointments

### Traffic Department

Effective Feb. 1, 1951:

E. J. Hyett is appointed freight traffic manager, with office in Chicago, succeeding S. G. Grace, retired.

G. M. Ryan is appointed assistant freight traffic manager, with office in Chicago.

R. E. Hibbard is appointed general freight agent, with office in Chicago, succeeding G. M. Ryan, promoted.

H. Ruud is appointed assistant general freight agent, with office in Chicago.

E. I. Johnson is appointed traveling freight agent with headquarters at Des Moines, Ia.

E. R. Singleton is appointed traveling freight and passenger agent with headquarters at Philadelphia, Pa.

R. G. Parker is appointed city freight agent at Kansas City, Mo.

### Agricultural & Mineral Development Department

Effective Feb. 1, 1951:

L. B. Horton is appointed commissioner of the agricultural and mineral development department with headquarters in Chicago, succeeding L. H. Robbins, retired.

### Mechanical Department

Effective Feb. 1, 1951:

Paul Lucas is appointed assistant master mechanic of the Milwaukee Division, First and Third Districts, with headquarters at Milwaukee, vice H. S. Roe, retired.

— A CLEAN HOUSE IN '51 —

"I thought your minister was to have a call to Minneapolis?"

"He did expect it, but he went up there to preach a trial sermon and took his text from St. Paul: so it's all off."

— A CLEAN HOUSE IN '51 —

Genius, that power which dazzles mortal eyes, is oft but perseverance in disguise.

—Henry Willard Austin

— A CLEAN HOUSE IN '51 —

He that falls in love with himself will have no rivals.

—Ben Franklin

— A CLEAN HOUSE IN '51 —

A golf professional, hired by a club to give lessons, was approached by two young women.

"Do you wish to learn to play golf?" he asked one.

"Oh, no," she answered. "It's my friend who wants to learn. I learned yesterday."



The new general officers of the Milwaukee Hiawatha Service Club receive the good wishes of the retiring officers. Seated, from left: Leo Kenney, general vice chairman; Joseph Reiter, general chairman; and Oliver Weissenborn, general secretary-treasurer. Standing, past officers John Macht, Royal Dermody and John Sultz.

## Milwaukee Hiawatha Service Club Elects Officers

The Milwaukee Hiawatha Service Club held its annual election of officers Jan. 6 at Old Heidelberg Inn, on the Port Washington Road. Representatives of the club's 15 units took part.

The balloting resulted in the election of Joseph Reiter, store department chauffeur, as general chairman for 1951. Leo Kenney, machinist helper in the car department, was chosen general vice chairman and Oliver Weissenborn, foundry office employe, was named general secretary-treasurer. The new officers succeed Messrs. Roy Dermody, John Sultz and John Macht in their respective positions.

A rising vote of thanks was given to the outgoing officers for their work in

carrying through the club's 1950 activity program. In addition to 45 meetings held during the year, the club sponsored the annual employe picnic, an outing for Milwaukee orphans, and a fall festival, an annual business and social get-together.

One of the highlights of the meeting was the presentation of a trophy to Unit No. 14 (Muskego yard) for the largest membership. The Muskego yard group had 317 members at the close of 1950. A trophy was also presented to Unit No. 1 (office group) for the largest percentage increase. The membership of the entire Hiawatha Service Club totaled 1,610 at the close of 1950.



Scene at the Old Heidelberg Inn, showing Hiawatha Service Club officers who were present for the general election. Each of the club's units has a chairman, vice chairman and secretary-treasurer.

## How Much Is Your Home Worth?

You can save yourself real money on your income tax return by knowing what your home is worth when selling it. Many sellers are not aware of all the "costs" that may be legally added to their tax report of the sale. Better Homes & Gardens magazine reports.

Under existing laws, if you sell your home at a profit you must add that profit to the other incomes reported on your tax return. But if you sell at a loss you cannot deduct that loss from your taxable income. It's important then to know whether you're a loser or a profiter.

The average person who sells his house seldom realizes that the "cost

basis" includes more than just the original purchase price. Here are other costs that may be legally added:

All expenses connected with the original purchase. That is attorney's fees, costs of title search and policy, appraisal fee, financing costs, cost of survey. Also expenses involved in selling the house. These include the agent's commission, advertising costs, abstract fee, recording fee, and so on.

Another consideration is the improvements you have made on your home during time of ownership. These are expenditures for alterations or additions which prolong the life of your property,

increase its value, or fit it for another use.

These "capital expenditures" are likely to be the most important category of the three. But you cannot include in this any expenses for maintenance or repairs which merely keep your property in good operating condition. In other words, a new driveway is a capital expenditure, but a repair job on your old drive, no matter how extensive or expensive, is not.

Any Bureau of Internal Revenue office can give you advice on other expenses you may wonder about as you make up your account.

## For Parties, a Butterfly Cake

No matter what the decorative theme, the perennial center of every party table is a good looking cake. Here's a new idea for your next party menu, a Butterfly Cake developed by the General Electric Consumers Institute. Don't let the picture deceive you, it's easy to make, as you'll find out by reading the instructions.

### Butterfly Cake

- 2 8-inch round cake layers (use your own favorite recipe)
- 1 recipe fluffy or 7-minute frosting (with 3 egg whites)
- 1 stick hard candy, 5-6 inches long
- Chocolate shot, grated chocolate or chopped nuts
- Confectioners' sugar

(1) Cool the cake about 3 hours before using it. Sprinkle the top of one layer with confectioners' sugar. Place top side down on cutting board or flat surface. Spread frosting about 1/4 inch thick on layer. Place second

layer, bottom side down, on first layer.

(2) With sharp knife, cut slices about 1/4 inch wide from right and left sides of cake, through both layers.

(3) Spread frosting 1/4 inch thick on top layer.

(4) Using a light sawing motion, cut cake in half with a sharp knife, making cut parallel to cuts on sides of cake.

(5) Turn halves of cake around so outside cuts come together in center, and center cut is toward outside.

(6) Using 2 wide spatulas, move the cake from cutting board to serving plate.

(7) Spread frosting over all exposed unfrosted areas of cake, reserving a small amount of frosting.

(8) Place candy strip on frosting, where halves meet, to form body of butterfly.

(9) With chocolate shot, grated unsweetened or semi-sweet chocolate, make a border about 3/4 inch wide along outside edge of cake, to outline wings. Make an indentation about at center point along outside edge, to accentuate shape of wings.

(10) Decorate top of cake with remaining frosting, swirling it to give rough appearance



to wings. (Note: Do not attempt to decorate cake with any frosting other than that recommended here.)

Here is another suggestion for a color combination:

Chocolate cake with white frosting flavored with 1/2 teaspoon wintergreen extract. Decorate with green-colored coconut and green candy stick.

## Chop Suey Americana



No Chinese restaurant worthy of the name has a menu that does not feature chop suey in one way or another, but actually, the dish originated here in America. If you would add a new texture and flavor to chop suey, substitute Rice Krispies—a truly American food—for the noodles generally used. The recipes given here can be prepared quickly and yields 4 servings.

### American Chop Suey

2 tablespoons fat

- 1 cup sliced onions
- 1/2 lb. fresh pork cut into strips
- 1/4 cup uncooked rice
- 4 cups stock\*
- 3/4 teaspoon salt
- 1 cup green pepper strips
- 1 cup celery strips
- 1 1/2 teaspoons Soy Sauce
- 2 cups oven-popped rice cereal
- 1 tablespoon butter or margarine

Heat fat in heavy frying pan; add onion and meat; cook until lightly browned. Add rice, stock and salt; cover and simmer about 20 minutes. Add green pepper, celery and Soy Sauce; cover and simmer 20 minutes longer. Serve at once with buttered, toasted rice cereal.

\*4 bouillon cubes dissolved in 4 cups hot water may be used if stock is not available.

## Hooked Rug for a Beginner

Hooked rugs are long wearing and add charm and distinction to any home. If you are going to make one, all you need in the way of equipment is a frame and a rug needle, inexpensive items which can be purchased in art needlework departments. Or a frame can be put together at home. The most convenient size is 30 x 40 inches and this can be made from four strips of soft wood, approximately 2 inches wide and 3/4 of an inch thick.

Rug foundations come already stamped with designs, or you can buy plain rug canvas and create designs of

your own. Even beginners can make attractive rugs on plain canvas by working squares in different colors, as shown in the photograph. This patchwork quilt design was made in rayon yarn, with the loops uncut for a tightly curled, lustrous effect. Instructions for threading the rug needle and using it are supplied with the needle.

Note: Basic HOOKED RUG INSTRUCTIONS are available free to our readers. Simply address a card to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



If there's a gap in your hedge this spring, here's an easy way to fill it in. Better Homes & Gardens magazine advises driving two iron or wood stakes in the center of the gap. Then bend and tie shoots from both sides to the stakes. In a short time new foliage will bridge the gap.

When you bake, here are a few facts that may help to supply missing ingredients: 1 teaspoon baking powder equals 1/2 teaspoon soda plus 1/2 teaspoon cream of tartar; 1 square unsweetened chocolate equals 4 tablespoons cocoa plus 1 1/2 teaspoons shortening; 1 cup sour milk equals 1 cup sweet milk plus 1 1/2 tablespoons lemon juice or vinegar.

Before using new enamelware put it in a larger pan of water and bring to boil slowly. This will make enamel last longer.

## It's an Idea

Here's a trick to save "matching" headaches next time you redecorate. When your walls are being painted, dip a couple of white blotters in the paint. They'll dry the same color as the walls and you can take them in your purse when you shop for new fabrics.

The fastest, cleanest way to remove decals is with steam from your pressure cooker. Fill it one-third full of water. Attach a length of hose to weight opening. Heat until steam comes from hose. Wrap a pot holder on the hose (it gets hot) and direct the steam at the bottom

of the decal. It will loosen the decal almost at once, and it won't hurt the paint, says Better Homes & Gardens magazine.

Texas filling for picnic buns: Put through food chopper fragments of leftover meat; there should be 2 1/2 cups. Add 2 tablespoons grated onion. Combine with 1/2 cup of tomato juice, season highly with salt, a pinch of cayenne pepper and 1 tablespoon of chili powder. Cook until mixture is thoroughly blended and reaches the boiling point, stirring constantly.

# retirements

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

**CHICAGO GENERAL OFFICES**  
 AFF, GEORGE J.  
 Head Clerk ..... Chicago, Ill.  
 MALONEY, JOHN H.  
 Rate Clerk, Frt. Aud. Off. .... Chicago, Ill.  
 KRUCKSTEIN, WILLIAM  
 General Auditor ..... Chicago, Ill.

**CHICAGO TERMINALS**  
 DANIELS, JAMES M.  
 Machinist ..... Chicago, Ill.  
 DONATO, ANTONIA  
 Sec. Laborer ..... Chicago, Ill.  
 GEIGER, JOHN  
 Switchman ..... Chicago, Ill.  
 GUSTAFSON, CARL O.  
 Frt. Handler ..... Chicago, Ill.  
 HAYEK, JOHN  
 Towerman ..... Chicago, Ill.  
 HOLIC, JOHN  
 Painter ..... Chicago, Ill.  
 LOFRESE, TONY  
 Mach. Helper ..... Chicago, Ill.  
 MARGARITES, JAMES N.  
 Sec. Laborer ..... Chicago, Ill.  
 MCGANN, WILLIAM J.  
 Frt. Handler ..... Chicago, Ill.  
 MCGINN, JOHN P.  
 Boilermaker ..... Bensenville, Ill.  
 SCHACHNER, SOLI  
 Sheet Metal Worker ..... Chicago, Ill.  
 WAHL, HARRY C.  
 Switchman ..... Bensenville, Ill.

**COAST DIVISION**  
 ANDERSON, OLAF E.  
 Ex. Gang Laborer ..... Garcia, Wash.  
 BAILEY, ROBERT W.  
 Carman ..... Tacoma, Wash.  
 GATH, SAMUEL A.  
 Clerk ..... Beverly, Wash.  
 JOHNSON, ARCHIE S.  
 Tel. Oper. .... Kittitas, Wash.  
 KONGSLI, MELVIN  
 Yardmaster ..... Tacoma, Wash.  
 MITCHELL, JAMES B.  
 B&B Carpenter ..... Sumas, Wash.  
 NORDIN, AUGUST G.  
 B&B Carpenter ..... Tacoma, Wash.  
 ROZENSKI, GUST  
 Carman ..... Tacoma, Wash.  
 SELTUN, INGOLD J.  
 Ex. Gang Laborer ..... Moses Lake, Wash.

**DUBUQUE & ILLINOIS DIVISION**  
 CURPEN, HARRY R.  
 Car Inspector ..... Savanna, Ill.  
 HASLETT, LEVI  
 Loco. Engineer ..... Davis Jct., Ill.  
 ISHMAEL, CHARLES H.  
 Conductor ..... Kansas City, Mo.  
 MOYNIHAN, JOHN P.  
 Loco. Engineer ..... Chicago, Ill.  
 PRYSLUPSKI, MIKE J.  
 Sec. Laborer ..... Marquette, Iowa  
 STITELY, HARRY W.  
 Chief Caller ..... Savanna, Ill.  
 WITTRY, ADAM H.  
 Custodian ..... Maple Park, Ill.

**HASTINGS & DAKOTA DIVISION**  
 BROWN, MYRTLE E.  
 Time Reviser ..... Aberdeen, S. D.  
 DOLS, THEODORE  
 Oper. & Leverman ..... Hopkins, Minn.  
 SYNHORST, HERMAN  
 Sec. Laborer ..... Clinton, Minn.  
 WILLIAMS, EMMA  
 Clerk ..... Mellette, S. D.

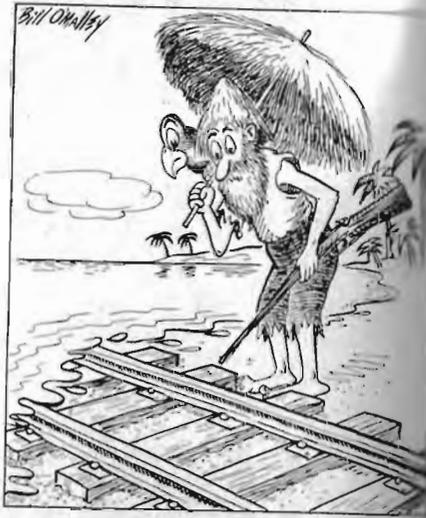
**IDAHO DIVISION**  
 ANDERSON, EARL F.  
 Loco. Engineer ..... Spokane, Wash.  
 BAY, FRED  
 Coach Cleaner ..... Spokane, Wash.  
 CAYIA, THOMAS A.  
 Conductor ..... St. Maries, Ida.  
 DONOVAN, JOHN E.  
 Loco. Engineer ..... Spokane, Wash.  
 EARNS, JOHN M.  
 B&B Helper ..... Spokane, Wash.  
 LESLIE, JOHN A.  
 Car Inspector ..... Avery, Idaho  
 PARIS, JOHN C.  
 Loco. Engineer ..... Spokane, Wash.  
 STRUTZEL, ALEXANDER D.  
 Ex. Gang Laborer ..... Spokane, Wash.

**IOWA DIVISION**  
 HUMMEL, ROY H.  
 Loco. Engineer ..... Savanna, Ill.  
 LIETZ, EDWARD H.  
 Sec. Laborer ..... Wyoming, Iowa  
 RODHOLM, JACOB O.  
 Sec. Laborer ..... Council Bluffs, Iowa  
 THOMAS, IRA H.  
 Conductor ..... Des Moines, Iowa

**IOWA & DAKOTA DIVISION**  
 AMELOVICH, GEORGE  
 Section Laborer ..... Sioux City, Iowa  
 FINDLEY, JOSEPH H.  
 Carman ..... Mitchell, S. D.  
 PLITNICK, WASILI  
 Sec. Laborer ..... Sioux City, Iowa

**IOWA & S. MINN. DIVISION**  
 HALL, JESSE J.  
 Switchman ..... Farmington, Minn.  
 JOSEPHSON, GEORGE O.  
 Sec. Laborer ..... Brownsdale, Minn.  
 STORLIE, CARL G.  
 B&B Carpenter ..... Madison, S. D.

**LACROSSE & RIVER DIVISION**  
 ABRAHAM, JOHN A.  
 Ex. Gang Laborer ..... LaCrosse, Wis.  
 DAY, FRANK  
 Ex. Gang Laborer ..... Red Wing, Minn.  
 HAAS, MATT C.  
 Laborer ..... Hastings, Minn.  
 MAYNARD, CARLYLE E.  
 Machinist Helper ..... LaCrosse, Wis.  
 RILEY, JOHN C.  
 Laborer, Loco. .... LaCrosse, Wis.



SCHULTZ, ROBERT  
 Brakeman ..... LaCrosse, Wis.  
 THOMPSON, THOMAS  
 Switchman ..... Merrill, Wis.

**MADISON DIVISION**  
 CONDON, ROSE H.  
 Clerk ..... Rockford, Ill.  
 DILLON, CHARLES B.  
 Sec. Laborer ..... Oglesby, Ill.  
 JAMES, PHILLIP  
 Sec. Laborer ..... Oglesby, Ill.  
 MARTIN, EDWIN A.  
 Conductor ..... Milwaukee, Wis.  
 MOE, HERBERT A.  
 Switchman ..... Janesville, Wis.  
 REIGER, EDWARD G.  
 Sec. Laborer ..... Wauzeka, Wis.  
 RICHTER, ARTHUR P.  
 Agent & Tel. .... Lone Rock, Wis.  
 SCHMIDT, GUSTAV E.  
 Sec. Laborer ..... Whitewater, Wis.  
 TALL, CHARLES W.  
 Snow Shoveler ..... Janesville, Wis.

**MILWAUKEE DIVISION**  
 BRANCEL, TONY  
 Sec. Laborer ..... Channing, Mich.  
 BRAUN, JOSEPH  
 Sec. Laborer ..... Franksville, Wis.  
 BRUNHART, RUDOLPH O.  
 Agent-Tel. .... Grays Lake, Ill.  
 CARROLL, WILLIAM P.  
 Sec. Foreman ..... Beloit, Wis.  
 CLARK, EUGENE  
 Loco. Engineer ..... Chicago, Ill.  
 LEWIS, DANA  
 Machinist ..... Beloit, Wis.  
 LUNDGREN, VICTOR A.  
 Sec. Laborer ..... Pembine, Wis.  
 MURPHY, FRANK C.  
 Police Lieutenant ..... Milwaukee, Wis.  
 OBERMILLER, LAWRENCE  
 Sec. Laborer ..... Green Bay, Wis.  
 RENTMEESTER, JOHN J.  
 Sec. Laborer ..... Green Bay, Wis.

**MILWAUKEE TERMINAL**  
 BRAUND, ARTHUR J.  
 Carman Helper ..... Milwaukee, Wis.  
 LAABS, EDWIN H.  
 Crossing Watchman ..... Milwaukee, Wis.  
 MAU, ARTHUR C.  
 Crossing Watchman ..... Milwaukee, Wis.  
 PARMETER, GEORGE V.  
 Laborer, Store Dept. .... Milwaukee, Wis.

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PORSOW, WILLIAM E. JR.  
 Foreman, Foundry ..... Milwaukee, Wis.  
 RAKOWSKI, STEVE A.  
 Air Brake Man ..... Milwaukee, Wis.  
 SCHUH, JOHN J.  
 Yardmaster ..... Milwaukee, Wis.

**ROCKY MOUNTAIN DIVISION**  
 HAYS, JAMES W.  
 Sec. Laborer ..... Drummond, Mont.  
 JURGENSEN, GEORGE A.  
 Trolley Foreman ..... Missoula, Mont.  
 LAROCK, ROY  
 Sec. Laborer ..... Lewistown, Mont.  
 LEITHOLD, JOHANN  
 Sec. Laborer ..... Miles City, Mont.  
 MOEN, TENNY A.  
 Trucker ..... Harlowton, Mont.  
 SATHER, JACOB C.  
 Sec. Laborer ..... Montague, Mont.  
 ZICH, MATT  
 Laborer, Loco. Dept. .... Lewistown, Mont.

**SEATTLE GENERAL OFFICES**  
 MARSHALL, GLADYS  
 Switchboard Oper. .... Seattle, Wash.

**TERRE HAUTE DIVISION**  
 HEHMAN, THEODORE H.  
 Loco. Engineer ..... Terre Haute, Ind.  
 HUNT, OLIVER M.  
 Sec. Laborer ..... W. Clinton, Ind.  
 SAVOREE, MARION E.  
 Section Foreman ..... Nelson, Ill.

**TRANS-MISSOURI DIVISION**  
 FISHER, ADNA A.  
 Loco. Engineer ..... Mobridge, S. D.  
 HAIDER, GEORGE B.  
 Sec. Laborer ..... Shields, N. D.  
 HUFF, PEARL R.  
 Clerk, Loco. Dept. .... Miles City, Mont.  
 LEFF, WENZEL A.  
 Mach. Helper ..... Mobridge, S. D.

**TWIN CITY TERMINALS**  
 COBURN, JESS  
 Carman ..... Minneapolis, Minn.  
 HAMSON, HELMER  
 Carman ..... Minneapolis, Minn.  
 HOUCK, WARD E.  
 Switchman ..... Minneapolis, Minn.  
 JURKIEWICZ, BOLESLAW  
 Ex. Gang Laborer ..... Minneapolis, Minn.  
 LUNDEEN, ALFRED E.  
 Electrician Helper ..... Minneapolis, Minn.  
 SCHROEDER, ALBERT E.  
 Pipefitter Helper ..... Minneapolis, Minn.  
 SCHOUVILLER, CHARLES E.  
 Mach. Helper ..... St. Paul, Minn.  
 SCOTT, CHARLES W.  
 Hostler ..... St. Paul, Minn.

Milwaukee shops car department "gold pass men." Shown with General Foreman G. J. Bilty and A. M. Cuschl (reading from left); Charles Luecht, machinist, 50½ years of service; Joseph Kenny, machinist, 58 years 7 months; John Desmond, trucksmith helper, 51 years; Peter Giesman, car painter, 50½ years; Otto Norenberg, wood mill operator, 50 years; George Hauenstein, wood mill helper, 58 years 3 months; Harry Simpelaar, wood mill operator, 53 years 4 months; and William Kehoss, wood mill operator, 50 years. Their combined service of almost 422 years is a group record which probably cannot be equalled anywhere.

February, 1951

# 50-Year Veterans Receive Gold Passes

Should you see anyone flashing a "gold" pass on one of our trains these days, you will know the owner is a Milwaukee Road veteran with 50 years or more of service who is enjoying new traveling privileges on the railroad.

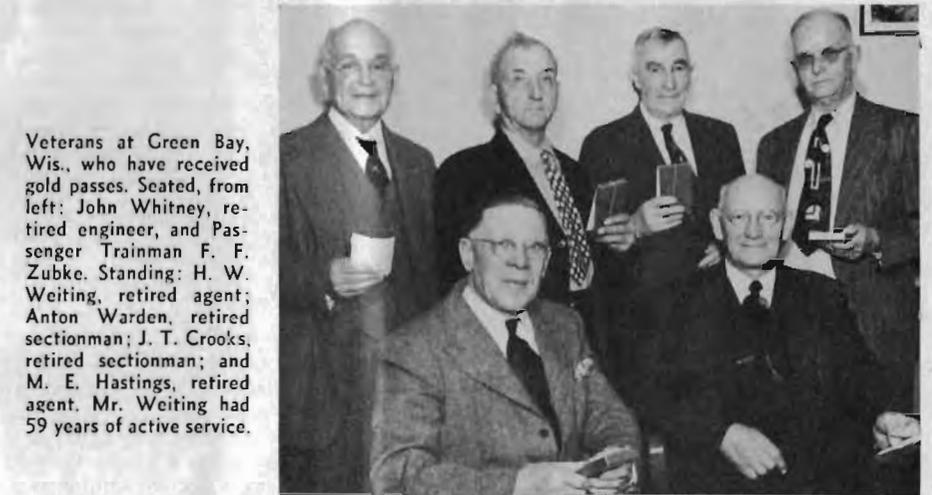
The announcement that, starting in 1951, employes with a half century or more of service would be honored with unrestricted lifetime passes was a topic of general interest when it was made by President J. P. Kiley at the Veteran Employes' Association reunion in Minneapolis last September. All requests filed subsequent to the announcement were filled promptly at the beginning of the year. By Jan. 15, 518 passes had been issued.

The new passes are gold colored and engraved to read, "In Recognition of 50 Years of Service." Each is encased in a leather wallet. They will be honored between all stations on the Road and on all trains, and require no renewal during the lifetime of the person to whom they are issued. Both active and retired em-



Machinist Joseph Kenny who has been continuously employed at the Milwaukee shops since June 15, 1892, shows his lifetime pass to Shop Superintendent H. A. Grothe.

ployes are eligible, the passes including their wives.



Veterans at Green Bay, Wis., who have received gold passes. Seated, from left: John Whitney, retired engineer, and Passenger Trainman F. F. Zubke. Standing: H. W. Weiting, retired agent; Anton Warden, retired sectionman; J. T. Crooks, retired sectionman; and M. E. Hastings, retired agent. Mr. Weiting had 59 years of active service.



Michael Sol Collection

# about people of the railroad

## Idaho Division

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

C. E. Peterson, office engineer at Spokane, has received a promotion to an architect's position in Chicago. His friends presented him with a radio as a token of their regard.

G. L. Savidis has come to us from Chicago to fill the engineer's vacancy. He will bring his wife and two children out here shortly.

C. J. Shook has accepted a traveling engineer's job in Beloit, Wis.

Switchtender Joe Anderson retired from his job on the east switch Dec. 23. He said that this was one Christmas he would be home to enjoy the holidays to their utmost. A gift of tools was presented to him by friends around the freight house and yard. Joe is quite a handy man and has a nice woodworking layout in his basement.

Brakeman Reams of Malden, who had been ill for the past year, died Dec. 10. He is survived by his widow and son Neilan.

Recent deaths in the Milwaukee family included Engineer A. H. Reich of Cle Elum, Mrs. Otto Jacobs, daughter of Fred Middlestaedt, a retired employe, and Mrs. Herman Fallscheer, wife of a retired boilermaker; also the mother of Roundhouse Foreman Earl Walther and the fathers of Mrs. C. A. Olson, Earl Medley and Mrs. Ruth White.



**NEW TWO-SOME.** Mr. and Mrs. John J. Nowak who were married Jan. 6. The bride was Kathleen Allison, a clerk at Fowler Street station, Milwaukee.

C. H. Holton passed away Jan. 25 at the age of 82. He was a retired employe formerly of Malden, the father of Mrs. Cecil Cantrell and grandfather of Lawrence Johnson of Spokane. His home had been at Cheney, Wash., the past several years.

Al Dubois, carman helper, spent several days in the hospital during January, but is back again on the rip track. Al does not look his age and his fellow employes would like to know if the nurses were worth the trip to the hospital. He was born and raised in Canada and made hockey his earlier occupation. Perhaps that is what keeps him in good health.

The rip track mourns the disappearance of its mascot, Pete the cat. Leonard Lore spent much of his pin money buying food and milk for the animal, but now Pete is gone and Leonard misses him.

A recent wedding in the Sacred Heart Church of Spokane united Patricia Green and Robert Floyd of Deer Park. Miss Green is the daughter of Boilermaker Frank Green of Spokane, formerly of Malden.

Carman L. J. Nelson, son of Carpenter Inspector Nels Nelson, was married Jan. 15 to Louise Diehl of Barkwater, Wash. The car department and the warehouse boys presented Larry and his bride with gifts. Larry is due to report to the Army very soon.

There is a new grand-daughter for Agent Ramsey. Debby Lynn arrived Jan. 13 to make her home with Mr. and Mrs. Homer Stone (Alberta Ramsey) and their three-year-old daughter, of Seattle.

P. L. Westling reports that his son Phillip is now practicing medicine in Spokane, having his offices in the new Clinic Building at Napa and Mission. Phillip completed his internship in Minneapolis and his pre-med training was acquired at the University of Portland. He is married and has two children.

Spokane Chapter of the Women's Club elected the following officers for 1951: Mrs. W. H. Ashton, president; Mrs. J. F. O'Dore, first vice president; Mrs. C. A. Olson, second vice president; Mrs. A. W. Wickersham, recording secretary; Mrs. Eva Breeden, corresponding secretary; Mrs. Adolph Careful, treasurer; and Mrs. P. L. Hays, historian. Mrs. Nathan Jones was installing officer.

Members' husbands were guests at the luncheon which preceded the January meeting. At the business session Mrs. Ashton appointed the following committee heads: Mrs. J. H. Vassej, program; Mrs. Clark Allen, social; Mrs. S. A. Skinner, membership; Mrs. Nathan Jones, welfare; Mrs. W. O. Reilly, house and purchasing; and Mrs. F. McGinn, ways and means. Mrs. Linbar was welcomed as a new member. After the meeting a social game of cards was enjoyed.

## Safety Goggles Do It Again



Joe Martin

What's the margin for error on your job? Joe Martin, a machinist at the Austin, Minn., roundhouse, has 31 years of service and, like other men experienced in his craft, would think twice before disregarding a safety regulation. In his case it paid a priceless dividend.

The picture here tells the story. It happened last Dec. 27 while Joe was driving in a brakehead pin on engine No. 1007, a routine job but, in accordance with regulations, he was wearing safety goggles. He will never regret the few moments it took to put them on.

"This is an absolute case of having saved the sight of an eye as a result of wearing goggles," said Supt. G. H. Rowley in reporting the incident. "It can only serve to impress us anew with the value of their use."

## Milwaukee Terminals

### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

The following switchmen were called to military service within the last few months: Don Christian, Clifford Szukalski, Harlyn Harriges, Kenneth Nolan, Wallace Braatz, Howard Shaw, Jerome Kolojieczak, Vernon

Allie, Tom McIlhattan, Kenneth Petroske and Archie Wilson (to the Navy); also, Switchtenders Ambrose Ferri, Arthur LeGath and Don Riffler and Clerks William Cary, Jr., and James Mindell.

Yardmaster Hilbert has become "Wilbert" Hilbert since the new annual passes were issued. He says he railroaded many years always thinking he was Walter, but evidently he is still young enough for a christening.

Yardmaster Ernie Crystal enjoyed the sunny clime of California on his recent vacation.

Our sympathy to the family of William Dankert, retired switchman, who passed away. Funeral services were held Jan. 23.

## CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent  
Chestnut Street Station

Miss Dorothy Ann Woelfl, daughter of Mr. and Mrs. Max Woelfl, was married to Jack Villnow Jan. 27, at the English Lutheran Church of the Epiphany. After their honeymoon the young couple plan to live in Milwaukee.

The Terry Hanstads announced the arrival of a seven-pound boy they have named Greg. We understand young Greg was doubly appreciated, because he arrived on Dec. 30. Tax exemption, you know!

At a recent meeting of the Masters of the Grand Cross of Color, Order of Rainbow for Girls, Carol Keller, steno-clerk at North Milwaukee, was elected president of the Milwaukee region group.

New assignments at North Milwaukee include R. L. Schaffer as relief clerk at A. O. Smith, and M. G. Meyer and W. D. McIntosh on relief positions at North Milwaukee. John Kobasic was assigned as yard clerk at Gibson station.

Under the heading of Home Department news, we would like to mention the grand napf kitchens baked and brought to the office by Clerk Betty Metschl. They are Betty's specialty and were a real treat for this birthday occasion.

## FOWLER STREET STATION

Pearl Freund, Correspondent

Fowler Street's welcome mat was in evidence Jan. 24 when Gene Swinsky, home on a 13-day leave from Long Beach, Calif., paid us a visit. Gene is a seaman I/C with the Pacific Reserve Fleet and is in charge of the office and personnel at Long Beach.

Henry Koehler, veteran of World War II, now operator of a Milwaukee Road motor truck, has announced that the 6th Infantry Division—Red Star Unit (known as the "Sightseers") will hold a national convention in Milwaukee July 26, 27 and 28.

Engagements have been happening by twos at the George Roessger home. Daughter Virginia's engagement to Milwaukeean Richard Gibowski has been announced since the holidays, while Christmas was the occasion on which son Charles presented a diamond ring to his fiancée Evonne Bulger, a Milwaukee girl. Charles served three years with the weather bureau, keeping reports for the Air Force. He then attended the University of Wisconsin under the GI Bill,



**RAILROAD BRIDGE CHANGES HANDS.** The old Milwaukee Road bridge at Kansas City made a last bid for attention Jan. 24 when city officials purchased it from the railroad; sale price, \$188,500. It will be converted into a traffic span between the northeast industrial district and the Clay County annexed area. The bridge was last used by the Road in 1945 when rail traffic was diverted to the new Harry S. Truman bridge. W. J. Whalen, general manager, is shown here (left) accepting the purchase check from R. J. Benson, councilman-at-large from the Kansas City third district. In the background are, from left, L. P. Cookingham, city manager, F. Backstrom, mayor pro tem, and H. S. Davis, third district councilman. (Kansas City Star photo.)

completing one and a half years of his course. As a reserve in the Wisconsin National Air Guard he will report for active duty Feb. 1, serving as a staff sergeant.

Art Stullich, clerk at the general traffic office, has enlisted in the Army and expected to be inducted Feb. 1.

Dick Wank of the general office, a former Fowler Street employe, has left the Road to become traffic manager of the Milwaukee office of Cargill, Inc.

A record hard to beat is that of Otto Mantzfel who spent 61 years railroading, 55 with The Milwaukee Road. He has been retired since 1940 but occasionally pays a friendly call.

Frank Schlosser of the inbound rate department has been casting a longing look toward Florida of late. So while you and I are dusting the snow off our boots, Frank and the Mrs. will be lounging in the sun somewhere around Fort Lauderdale.

Pat Daly, billing department, and Ollie Yerman, Chestnut St. station, will soon be off on vacations to a dude ranch in Wickenburg, Ariz. With golf, horseback riding and dancing in the offing, we can predict for them a wonderful time.

Angeline Tillidetzke, timekeeper, will be on a leave of absence for some time. She and her hubby, Hank, are thrilled over the progress of their new home now under construction and, most of all, the new addition to the family expected in the not so distant future.

A club known as the Milwaukee Railway Women's Club was organized Jan. 25 at a meeting in the Hotel Schroeder. It is affiliated with the National Railway Business

Women's Association and the Milwaukee chapter will be known as the 13th City Club. The following officers were elected at a luncheon meeting held at the Schroeder Jan. 13: Esther Paul, Milwaukee Road general traffic office, president; Ida Knuth, C&NW, vice president; Leone Esser, Milwaukee shops, recording secretary; Catherine McConville, Davies yard, corresponding secretary; and Minnie Walters, Fowler Street, treasurer.

A newcomer in the billing department is Kay Keil. Railroading should be second nature to her since Dad is Elmer K. Keil, assistant superintendent of Electro Motive Power, and her grandfather, John Murphy, had 48 years of service with the Road.

Unit No. 13 of the Hiawatha Service Club reports that the 1950 officers will again be in command during 1951. They are Bill Cary as chairman, Otto Kettner, vice chairman, and Josephine Conway, secretary-treasurer. Mr. Chairman advises that an interesting program is already under way.

## I & D Division

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

Section Foreman Albert Boulthouse is recovering from a heart ailment. He spent some time in McKennon Hospital but is now home at Parker, S. D., and hopes to return to work about Apr. 1.

Marion Schultz, expense clerk at Mason City freight office, and her husband have driven to Florida for a six-week vacation. Last word came from Key West where the

natives turned around for a second look at Gypsie, their 90 pound-black Labrador, who accompanied them on the trip.

B. L. Meyer, extra operator at New Hampton, was married to Jean Brandau at the Evangelical Lutheran Church in Charles City, Jan. 16. They will live in Charles City until they can find a home in New Hampton.

Chris Anderson, 77, retired section foreman of Clear Lake, suffered a fractured hip in a fall at his home Jan. 17. He is showing improvement at Mercy Hospital in Mason City. He is the father of Ralph Anderson, chief carpenter's clerk.

Earl "Red" Knudson, who has been R&D clerk at the Mason City freight house since 1920, has retired due to disability. A farewell purse was presented to him by the freight house employees.

J. G. Love, retired conductor, and his wife are wintering in McAllen, Tex. They also plan to spend a month in Mexico.

It's another boy for the Harry Walter, Jr. family. Since raising the total to three sons, the gang in the division engineer's office is referring to Harry as "Bing".

Conductor and Mrs. W. G. Schrader have returned from a trip to Walla Walla, Wash., where they visited their daughter Evelyn. Evelyn is teaching student nurses at the Veterans Administration Hospital. She was a Navy lieutenant in World War II and plans to return to that service in a few months.



**ONE OF THE GANG.** This is Zipper who has been a regular member of the Parker, S. D., section crew since Apr. 3, 1943, the day his master, Clarence Boulthouse, started to work for the Road. Occasionally he is late for his morning ride on the motor car, but he always follows the gang, sometimes walking as far as 12 miles before catching up with them. Here he is shown after a good day's work, sharing a long, cool drink with Clarence. (Photo by Agent E. L. Hathaway, Chancellor, S.D.)

A trip pass dated Aug. 19, 1890, was received in the superintendent's office recently with the comment; "I am returning enclosed pass for your files as am unable to make the trip." It was sent by C. F. Mogle, now of Manti, Utah, who was an operator at Running Water, S. D., from 1889 to 1893.

Percy Geelhart, assistant division engineer, has returned from Roundup, Mont., where he attended the funeral of his father, Herman M. Geelhart. Mr. Geelhart died of a heart seizure, Jan. 10. He started to work for the Road on the Superior Division 53 years ago and had retired only recently. At the time of his retirement he was roadmaster at Roundup. In 1905 he was sent to Chamberlain, S. D., as foreman to build an extension from Chamberlain to the Black Hills and was the first man to lay rail on the pontoon bridge over the Missouri River.

Paul F. Conrad, son of Robert H. Conrad, division freight and passenger agent, is making a name for himself on the Denver Post, for which he draws a daily cartoon. Reproductions of his cartoons have appeared in the New York Sunday Times, the United States News and Editor and Publisher. Paul graduated from the University of Iowa last February and his success since then has been almost phenomenal.

#### SIoux FALLS LINE

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

Ethel Jacobs, who recently retired from her position as cashier at the freight house, and Engineer Bob Manson will be married in the near future. These kids surprised all of us.

Switchman E. Miller and family have returned from a trip to Washington state and a pleasant visit with their daughter and family.

Car Foreman G. L. Woods is the father of another girl, Judith.

#### SECOND DISTRICT

Fay Ness, Correspondent  
Asst. Superintendent's Office, Sioux City

William Lagan, assistant agent at the Sioux City stock yards, is ill with pneumonia at this writing.

Margaret DeLaughter, 15, daughter of Engineer H. W. DeLaughter, is a patient in the University Hospital at Iowa City, receiving treatment for an illness which has confined her to her home for several months.

Engineer John V. Leafstone has returned to service after a two-month leave on account of illness.

Conductor Glenn E. Johnson is recuperating in a Sioux City hospital after surgery.

Brakeman Robert O. Foster, a member of the Naval Reserve, has been recalled to duty. He reports Feb. 6.

Conductor K. E. Bushnell and wife are vacationing in Phoenix, Ariz., visiting his brother. We certainly envy them the sunshine down there.

We hear that Enginemen Charles Sharnar, W. B. Burris and F. D. Griffing, with Les Bever, retired car department employe, are planning an extensive southwestern trip which will include Mexico City.

Conductor E. J. Cussen returned from a trip to the west coast just in time to get caught in our recent cold wave.



**FIFTH IN MILITARY SERVICE.** When Richard H. Weel, clerk in the office of the auditor of equipment accounts office, Chicago, reported to the Army on Jan. 19, he was the fifth of his parents' sons to enter military service. Sylvan Weel, Jr., was killed in the Pacific in World War II, Robert served in the Pacific with the Marines, Paul won a Bronze Star with the Army in Europe and Bernard was in the Air Force. Richard is 21 and has been with the Road since November, 1948.

#### SANBORN-RAPID CITY

Albert J. Gall, Correspondent  
Chief Carpenter's Office, Mitchell

Agent L. B. Long and family of Marion Jct. are spending the balance of the winter in Texas. J. E. Bjorkman is relieving.

We are sorry to report the death of John A. Sundquist, former roundhouse foreman, of Mitchell. He had made his home with his son, Dr. Glen Sundquist, in Milwaukee for the past year. Funeral services were held at Hopkins, Minn.

Relief Agent P. G. Estee started driving to California by car recently but near Sioux City met with an accident in which his car was badly damaged. He came through OK, but decided to go the rest of the way by the "old reliable" railroad.

Conductor Otto Callen of Rapid City had quite a battle with pneumonia for several weeks.

Mrs. Ben Williams, wife of the agent at Belvidere, is in the hospital at Pierre with a broken hip.

L. H. Shuck, agent at Rapid City, became the father of a boy Jan. 2. No, his hair didn't turn grey, but he did wear out a lot of shoe leather pacing the hospital corridors.

— A CLEAN HOUSE IN '51 —

*Duce fully enslaved, no nation, state, or city of this earth ever afterward resumes its liberty.*

—Walt Whitman

The Milwaukee Road Magazine

## Chicago General Offices

### AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Eddie Villella, of the payroll bureau, left recently for military service.

The father of Laura Doseff, comptometer bureau, died of a heart seizure Jan. 21.

Elavi Conroy, shop timekeeping bureau, is back to work after a long illness.

Doris Lahman and Jo Gottschalk, of the payroll bureau, have returned from a vacation trip to the west coast.

The stork recently delivered girls to Gladys Coover Josefson, formerly of the "comp" bureau, Jerry Pearson, formerly employed in the payroll taxes office, and Eileen Gawenda, material bureau.

Rosemary Nelson, of the payroll taxes force, has received a beautiful ring from Melvin Slavitch, machine room.

Dorothy Huseby, a former employe, is to be married Feb. 17 in Milwaukee.

### FREIGHT AUDITOR'S OFFICE

J. A. Strohmeier, Correspondent

Otto Reinert, review bureau, became a grandpa for the first time Dec. 4, to Roger Kenneth, born to Mr. and Mrs. Edward Reinert.

Blanche Debs is a grandma again, a daughter having been born to her daughter Germaine Pearson, formerly employed in Mr. Sowler's office. The little tot's name is Linda Suzanna.

H. C. Hoffman, retired boilermaker helper of Bensenville and father of Herman Hoffman of this office, celebrated his 74th birthday Jan. 25.

Judy King of accounting machine bureau was married Jan. 20 to Earl Ledger at St. Vincent's Church, Chicago. Her attendant was Loretta Bianci. Office employes present to her was an electric toaster.

Bowling news: At this writing the Southwest and Tomahawk teams are tied for first place with 56 wins and 24 games lost. Joe Shemroske leads the individuals with 179. All aboard for the Railway League tournament at Ft. Wayne, Ind., Mar. 17-18.

### PASSENGER TRAFFIC DEPARTMENT

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

Beat: PTM office, GPA office, GAPD office, Passenger Rate, Advertising, Reservation Bureau and City Ticket Office.

John Dunne, senior rate clerk, has been recalled to active duty with the Army, as instructor in the Transportation School at Fort Eustis, Va. John is no stranger to the Army life, having been associated with the Illinois National Guard since 1927. He left the department when his unit was activated in 1942 and was stationed for a short time in the British Isles. He fought through the North African campaign, returning stateside in November of 1943, and after various assignments came back to Passenger Rate in November, 1945. He was recalled in September, 1946, and shipped out again—that time to Japan. After an 18-month tour of duty, he again returned to Passenger Rate. John has been very active in the or-

## Accounting Department Honors G. J. Aff

The retirement of George J. Aff, veteran chief of the relief claim bureau in the office of auditor of station accounts and overcharge claims, Chicago, on Feb. 1 was the occasion for a demonstration of good fellowship by 62 of his accounting department friends. The scene of the festivities was Math Iglar's Casino where on Jan. 17 George was honored with a banquet and presented with a fishing rod and reel plus a wallet filled with dollar bills, one for each of his years of service.

George started with the Road in March, 1903, as a clerk in the car accounting department. In November, 1906, he transferred to the freight claim department and subsequently held positions in the office of the freight auditor. He was promoted to his position in the overcharge claim department in 1923.

The party in his honor was arranged by fellow employes E. W. Siuda and A. V. Gallagher, with A. C. LaRue serving as master of ceremonies. An entertaining program featured song numbers by Oscar Jensen, specialty dancing by Frank Carr and Weed Johnson and the quartet of Messrs. Jensen, Gallagher, Siuda and

Scene at the retirement party. Mr. Aff is seated against the wall at the right, midway between the two pictures.



ganized reserves. He holds the rank of captain in his present assignment.

The departure of John Dunne means that several of the rate men will be promoted. Ray Freitag will represent our railroad in the meetings of the Western Passenger Association. John Semmlow and Bob Chermak will also go up a notch.

Kenneth Neuman of the advertising department left for the Army Jan. 20 and is now stationed at Fort Leonard Wood, Mo. Jim Crosby, ex-reservation clerk now in the Marines, has been having a rough time of it. He expects to be operated on any day now for a leg injury and writes that his spirits would be buoyed up considerably if he received some letters from his Milwaukee Road friends. His address: PFC J. Crosby,



G. J. Aff (right) receives the hearty good wishes of J. E. Vraney, auditor of station accounts and overcharge claims.

Reinert, W. P. Heuel, assistant comptroller, was speaker of the evening.

George has many Milwaukee Road friends who wish him continued good health and the enjoyment of his various hobbies. Of the latter, gardening is his greatest pleasure, followed closely by bowling and fishing. He also has business interests which will occupy his time in the days ahead.

1151927, Ward 8, USNH, Camp Lejeune, N.C. Also stationed in North Carolina is Bob Somers, formerly of advertising department, at Camp Rucker when last heard from.

Elroy Schilling, CPA in Cleveland, was recently elected to the board of governors of the Cleveland Passenger Club, a new laurel for Schilling who was in the city ticket office and the reservation bureau before going to Cleveland in 1949.

Tom McKenna, CPA in Pittsburgh, whose death is mentioned elsewhere in this issue, made many friends here when he conveyed troop trains out of Chicago during the last war. Tom was particularly active in the American Association of Railroad Ticket Agents and did a lot of spadework in build-

Michael Sol Collection

ing good will for our road with that group. Is this winter getting you down? Well, several passenger department people have been Friday-to-Monday tourists in New Orleans. Mary Bilgart of passenger rate and Doris Healy of Mr. Sengstacken's office visited there recently, and on Jan. 20-21 the Bill Nelsons (he's chief clerk to the PTM) sojourned there. All are boosters of the Cabildo, pralines, and Creole cooking, but Bill asserts that the coffee down there isn't what it's cracked up to be.

Advertising Agent Chester Dilley was down in St. Augustine recently but came back without a Florida tan. The switch is that he was attending the convention of the Association of Railroad Advertising Managers (Jan. 22-23) and business was conducted during daylight hours. No sun-drenched beaches. No tan.



**CHORAL CLUB JUNIORS.** Darlings of The Milwaukee Road Choral Club with the dolls which were presented to them for serving as mascots during the holiday concerts in the Chicago Union Station. From left: Nancy Susan Mayer, niece of Ottilia Mayer, freight auditor's force, Kathleen Adams, niece of Loretta Kuhn, secretary to assistant chief purchasing officer, and Lynn Kay Rieser, daughter of Assistant Engineer D. A. Rieser, a correspondent for The Milwaukee Road Magazine. (Picture by Ottilia Mayer.)

#### OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

It is with sincere regret that we announce the death of our former chief, E. J. Knoll, on Jan. 28 in Floral City, Fla. He visited the office last June 9, appearing in good health. We all join in extending sympathy to Mrs. Knoll.

Sophie Duckers, who had been on furlough since Nov. 3 on account of illness in her family, visited here Jan. 15 and tendered her resignation, after some 32 years of service.

Many changes occurred in the office during the past month and we now miss Rose Zucola, Mary Oehm, Margaret Skaja, Rita Cichon and others who have accepted positions on the new I.B.M. machines in the superintendent of payroll taxes office.

After an absence of three years, we were

pleased to see Myrtle Skjorestad, who was recalled on Jan. 8 for comptometry work.

A bridal shower honoring Agnes Samp was held on Jan. 18. She was married to Ted Marszalek on Jan. 20.

Understand that Edgar Dunning, who had been in Phoenix, Ariz., for his health, started back to Chicago but suffered a relapse and returned. His address is 346 No. 21st Ave., Phoenix. Let's all send him a card of cheer.

Laura Schierer resigned on Jan. 15 after two years service and was presented with a corsage.

We hear that Pvt. Walter Guzic is receiving instruction as a cook at the Presideo in San Francisco.

Ruth (Franz) Betten and her three-month-old daughter were recent office visitors.

Pvt. Everett Hopke, of the Air Force, was a visitor on Jan. 25, appearing very trim in his blue uniform. He is still located at Albany, Ga.

#### ENGINEERING DEPARTMENT

Doug Rieser, Correspondent

Instrumentman and Mrs. Glenn Johnson were blessed with a nine and a half-pound boy Jan. 22.

We received a recent note from 1st Lt. Joe Kirchen at Fort Belvoir, Va., who advised that he is motor officer in his unit, responsible for 100 general purpose vehicles.

En route from Camp Quantico, Va., to a new post, 2nd Lt. Howard Markus, U.S.M.C., stopped in the office recently to pay his respects to his former bridge designer co-workers.

#### OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Marry Bauer is back on the job after a furlough due to ill health.

Ruth Dwojakowski has resigned to take up the full time job of mother and housewife.

Bessie Gryzbeck underwent an operation recently and is coming along well.

Gene Tucholski has resigned to accept a position with the Milford Shops.

Bob Zahnen bought a car recently but forgot that it has to have gas to run.

Evelyn Gunnell says it's very quiet in her car since Mary Jones doesn't ride any more.

Mary O'Malley is all smiles and dimples these days—reason, her brother and sister are arriving from County Mayo, Ireland. They will make their home with her here in the good ol' U.S.A.

#### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

A sparkling diamond has appeared on Beatrice Chalupka's left hand. Ed Pasternack is the lucky fellow.

Robert and Betty Post are the parents of a fine little fellow born Jan. 16. Robert Frederick is the name.

Recent visitors included Margie George and Billie Lee and her 13-month-old daughter Pamela.

Lynn Damico, hospitalized for surgery early in January, has returned.

Helen Bunton recently moved to the cooler climate of Fox Lake, Ill.

Thelma Rodrick recently joined the Milwaukee family as a typist.

Promotions included Elmer George as adjuster; Lloyd Rugen, clerk; LaVerne Pioterek, junior dictaphone operator; and Ann Wendling, senior dictaphone operator.

Irene Pawlowski has taken a leave of absence in expectation of a blessed event.

Walter Walsh has been vacationing in Florida and Dolores Stallcup in Texas. Their exodus was well timed with the record cold spell in Chicago.

Mr. and Mrs. Dick Abrams evidently grew tired of the blistering northwest and took a permanent vacation. They are now making their home in Florida. Dick was former district freight claim agent at Milwaukee.

Forest B. McClintock, district freight claim agent, Milwaukee, is making his home in Milwaukee as of Jan. 30.

Mr. and Mrs. Charles Piepho and Mr. and Mrs. J. Goodenough were presented with unrestricted lifetime pass by the Road for 50 years of faithful service.

Mrs. Robert Hall is vacationing in Florida. At this writing Robert is about a week behind with the dishes but expects to catch up shortly.

#### AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Charles W. Gillis, Correspondent

Wedding bells rang for Mary Lou Paschal who became Mrs. Ralph Dowling at the Peoples Church Feb. 3. She is honeymooning in the southern states.

The latest additions to our force are Patricia Piwoni and Jim Ser Shen who have started in John Hogan's station accounting bureau as record and room file clerk, respectively.



**50-YEAR PASS HOLDER.** Frank La Salle, the well known "Frenchy" of Chicago's Union Street force, shows the "gold" pass he received for 50 years of service to Agent R. G. Larson. Frank started with the Road in 1899 and has put in his entire service at Union Street.

The Milwaukee Road Magazine

## Chicago Terminals

### UNION STREET

Florence La Monica, Correspondent

Thanks to everyone who helped to put over the 1951 Booster Club membership drive and my particular thanks to Burt Smith for his cooperation in covering the freight house.

Sorry to report that Frank Kurtzer, checker in House 4, is nursing a broken instep and that Frank Wernet, House 2, is also ill.

John Boldt, House 2, passed away recently.

The bowling team in first place at this writing is composed of our Richard Sweeney, Harry Gripke, Carl Williams, Bob Williams (replacing Frank Kurtzer) and Eddie Hora.

Virginia Slusarski, now on leave of absence, gave birth to a son Jan. 15.

### GALEWOOD

Norma Gunderson, Correspondent

Harry Brown, rate clerk, returned to work Jan. 8 after being ill since before Christmas.

Dan O'Heron, janitor, is confined to Hines Hospital, having undergone an operation in January. He has had several blood transfusions and is now improving. I might add that Hines Hospital is in need of blood donors. For information see Train Director Joe Camp.

Emily Young and Tillie Bloom called on Pauline Wamsley Jan. 16 and gave her a lovely silk slip, a gift from the girls at the Galewood office. Pauline has been ill for some time.

Jim Burke and Otto Schultz visited friends at Galewood Jan. 15. They both look fine and are enjoying their retirement.

Bob Evans, of the office force, who has been ill for several months, has retired.

R. E. Gildemeister, yard clerk, has enlisted in the Navy. The yard department employes presented him with a pen and pencil set.

Felipe P. Gonzales, caller at the freight house, was inducted into the Army Jan. 4.

It was nice to receive a card from Ellen Woods, mailed from Arizona, and from Ethel Reaume, who was in Florida. Ethel is now retired.

Charlie Rabus, of the freight house, passed away Jan. 26 after a long illness.

Our best wishes for a speedy recovery to Marie Riley, who has been ill.

On Jan. 30 we had a visitor in George Baine, Jr., former bill clerk who has been on a leave of absence for the past two years attending Ft. Lewis A&M College at Hesperus, Colo. As a member of the Air Force Reserves he was called to active duty, reporting Feb. 1.

### BENSENVILLE

Dorothy Lee Camp, Correspondent

Mrs. Ray Granger, wife of yardmaster, is home and doing nicely after a tough go of it at Elmhurst Hospital.

Frank Phillips has a bright new grandchild named Susan, the daughter of his son John, who was born Jan. 24.



**VETERAN WHITE COLLAR GIRL.** Mrs. Beatrice Morrison, a 40-year veteran of the law department, was honored by some 30 women friends in the Chicago Union Station with a retirement luncheon on Jan. 31. Mrs. Morrison started in the transportation department in 1909 but was transferred to the law department in 1910 and a short time later became secretary to J. N. Davis, who was commerce counsel for many years. She was secretary to Assistant General Solicitor J. E. Goggin when she retired—the picture here shows David Walsh, law department secretary, presenting "Bea" with a corsage from Mr. Goggin. Mrs. Morrison's interest in art, music, languages and travel will undoubtedly occupy her new leisure.

Back in the hospital is Caller Tommy Meyers who suffered a relapse after a bout with pneumonia.

Home surely looks good to Switchman Ralph Phillips after a good spell in the Elmhurst Hospital following a recent accident. He is still unable to walk and would enjoy hearing from his friends.

A Mercury, oh boy! That's what Rate Clerk Wally Hamann and family are enjoying these days. Wally says it will really get a workout when summer comes, with picnics and golfing.

Roy Dominick, is the new relief messenger between Galewood and Bensenville. He is the brother of Charlie, Frank and Rita, all of the Galewood office. Another brother, Johnny, who is in military service, is a former Milwaukee Road yard clerk.

Fred Grund of the Bensenville train desk is ill again and his job has been bulletined until further notice.

Lorayne Hale, all pink and fluff, put in her appearance Dec. 26. Daddy, Conductor Jack Hale, passed out cigars.

Special Officer Bob Callahan left the Road recently to return to a job at his home in Terre Haute, Ind. Before joining forces with the railroad he was a radio comedian and M.C.

John Miller, relief clerk in both the Galewood and Bensenville offices, has given up his job.

Sleeping Car Conductor Bill Snip and wife Elsie were Florida bound around Feb. 5. Bill's run is between Chicago and Seattle on the Milwaukee.

June R. Piconere is the new relief bill clerk at Bensenville and bill and car record clerk at Galewood. She has taken over the job vacated by John Miller.

At this writing brakeman McConnell is laid up with a bad hip.

The Bensenville force extends sympathy to the families of John Haggert, "Whitie" Kay and Melvin Schmidt who passed away in January.

The son of C&M Conductor Ben Smith was married recently in Milwaukee. A reception was held at the Hotel Schroeder.

O. S. Finley, Sr., who retired in the spring of 1950 after some 30 years of service, passed away recently at his home in River Grove, Ill.

## Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

E. B. Crane and wife (retired assistant chief engineer Lines West) left Jan. 29 by auto for California. They were to board the *Lurline* for Honolulu at Los Angeles Feb. 9. They expected to spend about three weeks in the Islands, returning then to California to visit until April.

Bob Parks is the new steno in the export and import department, succeeding Norman MacDonald, who resigned to take other employment.

J. C. Paige, TP&PA, suffered a splintered wrist when he fell in his home while convalescing from a siege of "flu."

V. E. Closup has returned from a vacation trip to Texas where he visited his father at Sulphur Springs. He also visited in Los Angeles and Phoenix.

Dan Larned, telegrapher, who had been employed in the Seattle relay office since June, 1942, passed away Dec. 15 at the age of 70. He was buried in Seattle. Mr. Larned was born in Millfield, Ohio. He is survived by a sister, Mrs. Mabel Smith of Mansfield, Ohio.

C. H. Tusler, of the engineering office, recently moved into a new constructed home

in the Lake Forest Park district.

Lois Sprague is new clerk-steno in the industrial department, filling the vacancy created when Roberta Madigan resigned to be married.

Steward Armel, adjuster in the freight claim department is visiting his parents in Minneapolis at this writing.

## Rocky Mountain Division

Leonard A. Decco, locomotive engineer, died in Providence Hospital, Seattle, last Nov. 10 after an illness of three months. Mr. Decco was born May 1, 1890, in Hecla, Mont., a mining camp near Dillon, where his father was an engineer for the Hecla Mining Company. The family moved a few years later to Butte where Leonard attended grade and high schools. He worked in various Butte mines and in 1912 entered Milwaukee Road service as a fireman on the Rocky Mountain Division. He was subsequently promoted to engineer, making his last run Aug. 17, 1950.

Mr. Decco was a member of the Brotherhood of Locomotive Firemen and Engineers and served as legislative representative of the local lodge for many years. He was also state chairman of the legislative board of the four brotherhoods for about 15 years. He was active in both national and state politics and served as state supervisor for the National Re-Employment Service for about five years in the 1930's; later as state auditor for the re-employment service. He was a member of AF and AM No. 14, Deer Lodge, of the Scottish Rite, of Livingston, and the Bagdad Temple of Butte. He is survived by his widow Nora of Three Forks, a well known retired operator, to whom he was married in 1920, and two brothers, Ray of Texas City, Tex., and Joseph of Butte. Mr. Decco was very proud of being a native Montanan and the son of a state pioneer. He was highly respected throughout the state and by his friends on the division.

### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

When something important is going on in Lewistown, you can always find The Milwaukee Road Women's Club at the top. On Jan. 25 the club sponsored a blood mobile unit. Each woman furnished something for the donors, such as fruit, cookies, milk, soup and so on. Mrs. Ann Keeler, wife of roundhouse foreman, who is chairman of the Fergus County blood program informed me that they had 259 donors and received 231 pints of blood. This was the largest amount ever drawn in the state in one day.

Telegraph Operator Dolly Bogness, daughter of Operator W. L. Reeser of Geraldine, is working the second shift at Lewistown in place of George Wilson who went back to the main line at Finlen.

Section Foreman H. T. Morrison of Martinsdale, formerly of Glengarry, hid in the section No. 1 at Harlowton formerly held by Alex Gotsoff, deceased.

On Jan. 8 the car department smoked cigars presented by Car Inspector W. E. Landru who became the father of a seven-pound boy.



At the reception following the marriage of Nora Patricia Monkelin and Gene Haun at Lewistown, Mont., Jan. 17. The bride is the daughter of Carman Ole N. Monkelin.

The young man was named James William.

I stopped in at Conductor L. A. Gamell's place recently and what do you suppose their five-month-old boy was teething on? Nope, you'll never guess. It was an air hose gasket. I always thought those gaskets were good for something besides air.

Roy Gilham, engineer on No. 163 between Harlowton and Lewistown, is ill. Joe Holecck is running in his place.

Engineer Ross Hubert of Three Forks was in Lewistown recently, visiting old railroad friends. Ross was one of the regular engineers here a few years ago.

Mrs. Dana Mathews has been elected president of Lewistown Chapter of the Women's Club. She succeeds Mrs. William Foshag.

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

The biggest news around here right now is that the Twin City terminals and Duluth line won the president's safety trophy contest for 1950. They said "Always a bridesmaid but never a bride" when the Twin City terminals won second place in 1947 and 1948, but we sure showed 'em this time. Haven't noticed General Superintendent Bagnell and Superintendent Swingle passing out any cigars, but we do note a couple of buttons missing from their vests.

Railroading in the winter always presents problems to be surmounted, but the 29 degrees below zero which greeted us the mornings of Jan. 29 and 30 was the worst so far this winter. Our hats and earmuffs are off to the boys who carry on out in the yards in such weather.

Frank Rogers, retired chief clerk, and Matt Medinger, retired safety engineer, have been frequent visitors around the depot. Both are thoroughly enjoying their retirement.

Assistant Solicitor J. R. Scoggin has recently joined the legal department at Minneapolis.

— A CLEAN HOUSE IN '51 —

You can't tell—maybe a fish goes home and lies about the size of the bait it stole.

## MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

A. G. Bently dropped into the traffic department recently to say "hello" on his return from a trip to Cleveland with Mrs. Bently and to say goodbye before they leave for a trip to Mexico.

L. R. Wenzel was also a visitor in the commercial office recently. He and Mrs. Wenzel are getting anxious to go up to their summer home at Lake Vermillion.

Joe Spain writes from Ft. Riley, Kans. that he wishes he were back here, in spite of the coldest winter here in eight years.

Julius Swanson has received his "greenings" and we understand will be leaving around Mar. 1.

Alan Brodin has bought a new—to him—Ford for driving back and forth to his suburban home.

Art Lundberg is at this writing in St. Barnabas Hospital.

Floyd Long, formerly a yard clerk at South Minneapolis, is now employed at the local freight.

Frank Thori took his vacation recently and he and his daughter drove to Florida in a new Pontiac.

Cigars and candy were passed recently by Milton Kutz, the proud father of a baby boy named David George.

Ann O'Toole Starr is on a leave of absence awaiting the arrival of a new "Starr".

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Minnesota is getting more than her share of moisture this winter. Too bad we can't give our surplus to Arizona or New York.

Our St. Paul winter carnival celebrated its opening day Jan. 27 with a big and colorful parade. This year it was held at night. The national speed skating championships and the national baton championships were held here during carnival week; also other national sporting events. St. Paul appears to be the winter capital of the nation.

Agent Bill Radke was elected president of the Railroad Freight Agents Association of St. Paul effective Jan. 1.

The government will spend 64 million dollars to have our own Ft. Snelling made over for the training of young men for the Air Force.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Car Inspector Edward Braunschweig reports the arrival of a baby girl at his home on Dec. 29.

Iren Burchard was welcomed to the store department office as a new steno. She is a past president of the Milwaukee Road division of the Railway Business Women's Association.

— A CLEAN HOUSE IN '51 —

Minnesota, "Land of Ten Thousand Lakes," really has more than 11,000. The total includes no less than nine named Long Lake and 91 named Mud Lake.

The Milwaukee Road Magazine



## ON YOUR WAY HOME TONIGHT....

Stop for a couple of Dutch Masters Cigars.

It's your privilege—an *American Privilege*

—to enrich your evening's enjoyment with

a truly great cigar—for doing the essential

job these busy days demand.

# DUTCH MASTERS CIGARS

## Terre Haute Division

### TERRE HAUTE DISTRICT

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

Sorry to report that Mrs. Al Kurzejka is hospitalized at St. Mary's in Minneapolis, due to sustaining a hip fracture in her home on Jan. 20.

Max Kühnast, retired laborer, is glad to be home following his illness and a stay in General Hospital.

Following a leave at home, Capt. Richard Weatherall of the Medical Corps, a former Milwaukee employe, has returned to duty, arriving in Tokyo Jan. 19.

Car department employes who have entered military service the past month are Car Oiler Clayton W. Sylte, train yard; Roy Leonard Rosler, coach yard; and John K. Sager and Thomas E. Zipf, of the shops.

Retired: Carman Jess Coburn recently on account of a heart ailment; Car Inspector Oscar Elmer Anderson on Jan. 11 due to disability, with 37 years' service to his credit; also, Machinist Helper James W. Peters and Fire Builder Charles Lawson of the roundhouse, each having 35 years of service.

Pardon the delay, but we want to congratulate Carman Alroy Fricke who said "I do" last fall.

Store Department Clerk Joe Lagow is driving a new Buick. Very ritzy.

Andrew Manson, retired store department employe, passed away the latter part of December.

Dispatcher Jim Anderson, reserve officer in the Navy who has been stationed near Seattle, has been transferred to Guam.

Dispatcher-Operator Charles "Duffy" Nunnley, who has been in naval training near Seattle with Dispatcher Anderson, visited in Terre Haute early in January.

John Pearce, son of Chief Clerk Fred G. Pearce, is being transferred temporarily to Fort Riley, Kans., for specialized training.

Clerk Bill Johnson, of the traffic department, has left the Road to take a position with the Dupont Company at an ordnance plant near Newport, Ind. He will also handle traffic work with the Dupont Company.

Car Foreman Clyde L. Dawson has been ill at his home in Terre Haute since early in January. We are glad to report that he is improving.

Agent Curtis C. Sims, Sr., Odon, Ind., visited his daughter in Phoenix, Ariz., during January. Agent Elmer Terrell, Linton, handled the agency during his absence.

W. H. Powley, who was superintendent of

the old Southeastern Railroad back in the early 1900's, passed away early in January at the home of his son-in-law, Robert A. Schuh, retired yardmaster.

George F. Lundwall, retired chief clerk to agent at Terre Haute, and Mrs. Lundwall, left for Florida late in January to spend the balance of the winter.

### WEST CLINTON AREA

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

Chief Roundhouse Caller Lawrence McKay, 62, died Jan. 6. Burial was at Terre Haute. He is survived by Mrs. McKay and two children.

Carman Charles Shannon returned to work Jan. 1 after an illness of several months.

Carman Albert Tryon is a grandpa again—for the 14th time—a boy, Dale, being born to his youngest daughter in January. We considered this quite a record until we heard that Carman Bert Roberts had 16 grandchildren.

Sympathy is extended to Carman Glen Johnson in the death of his mother in January. Mrs. Johnson was one of the oldest residents of this area.

We are glad to have Chief Earle Moody

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back after an auto accident in November.  
H. J. Kurch, retired conductor, is the  
owner of a new blue Dodge.

Charles Jones, father of Conductor C. L.  
Jones, has been seriously ill for several  
months. He is one of the oldest members of  
this community.

Caller Robert Morris was the successful  
bidder on the position of roundhouse clerk  
made vacant by the death of Lawrence Mc-  
Kay.

Mrs. Ralph Barnhart, wife of engineer,  
passed away Jan. 13 after an operation.

John E. Hollingsworth, track man at St.  
Bernice, was cited recently for discovering  
a broken rail on the northward track in the  
St. Bernice road crossing and reporting it  
promptly. According to Superintendent Farn-  
ham, the nature of the break would have  
surely derailed a Diesel which was scheduled  
to pass over the track. "You have my pro-  
found thanks for recognizing the hazard",  
said L. J. Benson, assistant to president, in  
commending his alertness. "It certainly was  
an indication of your interest in the program  
of accident prevention."

Roundhouse Caller Katy Berwick has  
moved onto the King property. She says her  
husband, Fireman Orford Berwick, returned  
from a business trip to Texas just in time to  
help.

Crane Operator Harry Rood has been off  
on account of illness. He is being relieved  
by Carl Mueller.

District Safety Engineer A. W. Shea held  
safety meetings for all departments Jan. 17  
and 18, and we are all in back of him to win  
the safety trophy in '51. (Other divisions  
please note.)

John Steffy, retired store laborer, is in the  
Clinton hospital again. A few months ago  
one of his legs was amputated, and now the  
other is giving him trouble. He will appre-  
ciate cards from his friends.

R. E. Hale, son of Car Inspector Elza Hale,  
is now somewhere in Korea. The Hales  
talked to him over long distance from  
Washington state Jan. 21.

Conductor and Mrs. Clyde Jordan are the  
parents of a boy, Clyde Robert, born in  
January. Thanks for the cigars.

Machinist George Adamavich is the first  
one of our boys to leave for the Navy.

Brakeman Louis Cooper was home recent-  
ly for a visit. He is studying Diesel engi-  
neering in Milwaukee.

It's a "Lizzie for Liz". The new maroon  
Ford you've been seeing on the highway  
belongs to Elizabeth Brown of the assistant  
master mechanic's office. We want to thank  
Mrs. Brown for the news from the round-  
house.

## Milwaukee Shops

### STORE DEPARTMENT

Earl L. Solverson, Correspondent

The district storekeeper's office has as new  
typists Donna Bergman, Jean Turenske and  
Ethel Mueller.

Ed Volkman has returned from Savannah  
to take over the duties of traveling store-  
keeper.

The Milwaukee Sentinel of Jan. 16 stated  
that the 126th Fighter Squadron (jet) of the  
Wisconsin National Guard, now based at  
Mitchell Field, is to be activated Mar. 1.  
Sylvester P. Lemke of the freight car store  
is a technical sergeant in the squadron. He  
is 27 years old, blonde, single, and has a  
nice car and no bad habits. We can't under-  
stand how he has eluded the girls to date.

The "On Wisconsin" team of the Road's  
bowling league is in first place at this writ-  
ing. Team average is 865 for the season.

Floyd R. VanGuilder, chauffeur, age 58,  
died suddenly at his home on Jan. 30. He  
was a member of the Veterans of Foreign  
Wars. Interment was in Arlington Ceme-  
tery. Floyd started with the Road as a labor-  
er in the oil house on Aug. 14, 1936, and  
subsequently performed various duties in the  
store department. His last job was operating  
the small crane on the freight car platform.

### LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Did you see the picture of Baby Daniel  
James in the newspapers? He arrived on  
Jan. 1 and was, of course, listed as one of  
the first babies of the year. Daddy is Elec-  
trician Richard Donovan.

After completing almost 46 years in the  
foundry, Foreman William Porsow has re-  
tired. He was presented with a gift of money  
by his friends on the railroad.

Congratulations to Paul Skrbac who is  
taking over Mr. Porsow's duties. He is  
doing a grand job.

Gerald Thelen has started at the foundry  
as a machinist. He was a little nervous the  
first few days, but the arrival of baby Con-  
stance explained everything. Incidentally,  
Grandpa is Foundry Machinist Bert Thelen.

We are sorry to report the sudden death  
of Relief Chief Caller George Flood.

News comes to us that Steno Rita Bednar  
was assistant production manager of the play  
"Harvey" which was presented at the Shore-  
wood High School.

Oiler Walter Shannon is back at the  
foundry after a siege in the hospital.



SNOW QUEEN. Beth Grange, daugh-  
ter of Conductor Ross Grange, who  
represented Mobridge, S.D., at the  
Snow Festival held in Aberdeen on Jan.  
20. She is 17 and a junior in high  
school. (Mobridge Tribune photo.)

At the present writing the On Wisconsin  
and Hiawatha bowling teams are tied for  
first place. The little Indians hope to give  
their opponents a rough time for the balance  
of the season.

Steno Beverly Trevillian has been elected  
publicity agent of the National Association  
of Railway Business Women, Milwaukee  
chapter.

A newcomer to the foundry, Laborer  
Louis Kemp, has a newcomer in his home,  
baby Michael.

Adam Lyczak, retired craneman, paid a  
visit to his friends here recently. He looks  
fine, but told us that the Arizona climate is  
the best for his health and he may move  
there.

### DAVIES YARD

J. J. Steele, Correspondent

Pigeons for sale! If Joe Kies can sell  
enough of his train yard canaries he plans  
to buy a TV set.

George Allie recently entered a speed ice  
skating contest unbeknownst to his friends.  
The result—well, George has decided that  
he has no further need for his skates.

Alex Sawdy has received a nice new red

bulldozer for his wrecker. The driver is  
none other than that dare-devil Ken Feustal.

Our sympathy is extended to the family  
of John Zawada whose mother passed away  
Jan. 19 at the age of 63.

Mr. and Mrs. Dan Farrell welcomed a  
seven-pound baby girl at their house Jan. 8.

Al Horn is about to become a Boy Scout  
leader. Good for you, Al.

Attention, Roman Waszak! Ray Bernier  
has been taking it on the chin with his  
sheephead games and has decided it would  
be to his advantage to pay a competent teach-  
er to show him the finer points of the game.

Our best wishes to Wayne Tschudy and  
Robert Dobschuetz who have entered the  
armed forces.

Alex Sawdy is the owner of a new car.  
The only thing wrong with his car, to quote  
Alex, is that he has to drive with one foot  
on the brake. This jet propulsion is really  
something.

## Trans-Missouri Division

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

William Miller, son of Baggageman Tom-  
my Miller, who enlisted in the Navy last  
August, spent the holidays here with his  
parents, leaving later for Norfolk to attend  
yeoman school. The Millers recently moved  
their floral shops and the "Miller News"  
into the former Legion Club building.

An apology to Roy Pridgen, retired con-  
ductor now living at Marysville, Wash., for  
calling him *Engineer* Pridgen in the write-up  
of a recent visit with the John Hardcastles.  
I understand he now runs a rabbit farm and  
the Hardcastles are planning another visit  
there soon, to enjoy the rabbit dinner he has  
promised them.

Carman Gottlieb Baun and wife had as  
holiday guests Mr. and Mrs. Richard Baun  
and daughter of Andover, S. D., Mr. and  
Mrs. Albert Baun of Missoula and Mrs.  
Donald Herdine and daughter of Milwaukee.

Mrs. George Gallagher, wife of conductor  
who has been a patient at the Eitel Hospital  
in Minneapolis for two months, is improv-  
ing and hopes to be home soon.

Carman Floyd Brown and wife had a visit  
from their son Richard who is a student at  
Reed College, Portland, Ore.

Conductor William McFarland recently  
visited his daughter, Mrs. Tony Bitz, who  
has been a hospital patient at Rapid City,  
S. D.

Brakeman John Linda has enlisted in the  
Air Force and is stationed at Sheppard Field,  
Wichita Falls, Tex.

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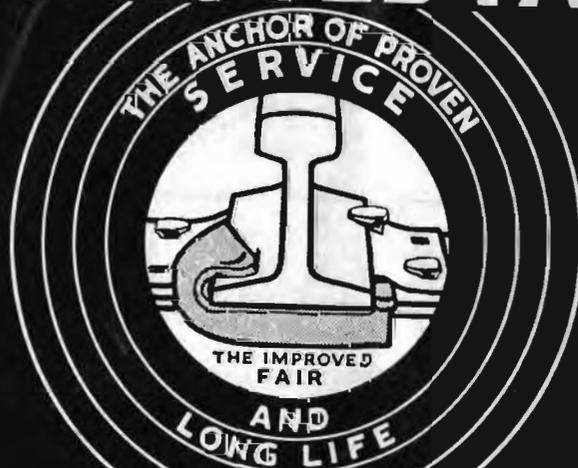
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NEW YORK

Engineer H. D. Patten and wife spent the holidays with their son Wallace and family at Sioux Falls.

Mr. and Mrs. Herbert Bjella of Eureka spent the holidays with Mrs. Bjella's parents, Conductor and Mrs. L. W. Clark.

Bobby Jacobs, who is attending Northwestern School at Minneapolis, spent the holidays here with his parents, Engineer Louis Madsen and wife.

Mrs. Helen Schlepp, daughter of Conductor John Linda and wife, is spending some time here while her husband is serving in the Navy.

Sympathy is extended to the Hourigan family on the death of Mrs. Emma Hourigan, age 81, who passed away Dec. 4 after a long illness. She was formerly of Thunder Hawk, S. D., but had made her home with her grand-daughter, Mrs. George Schweda, for some time. Burial was at Lemmon, S. D.

Storekeeper John Vander Laan passed away from a heart seizure Dec. 7 while visiting his daughter at Rochester, Minn. He leaves four daughters and two sons. Burial was at Rapid City beside his wife who preceded him in death by three months.

Mrs. Ted Grenz, wife of railroad employe, is recovering from her recent illness.

Gray Hunter, retired conductor, and wife of Rapid City visited old friends here recently. The writer feels slighted at being passed up.

Engineer Walter Byington and wife spent the holidays with their children, Mr. and Mrs. J. C. Foy and Bob at Missoula and Keith and family at Kalispell, Mont. Their

daughter Beth accompanied them, going to Mukilteo, Wash., to visit another sister, Mrs. P. W. Peters.

Congratulations to Roadmaster Myron Olson on the arrival of a son, James Richard, on Dec. 15, to Roundhouse Employe Alan Landis on the arrival of a son, Dale Allen, Jan. 1—the first baby to be born in Mobridge in 1951—and to Brakeman Erman Norby on the birth of a son, David Allen, Jan. 4.

Five members of the Mobridge fire department retired recently, among them Brakeman Robert Riddell who had served the city as fireman for 34 years. Each man was given a bonus for faithful service.

Mrs. La Verne Boughner spent a month at Vallejo and San Francisco with relatives. She was joined by her husband, Fireman Boughner, and on their homeward trip they stopped at Portland.

Special Agent Ed Warner and wife enjoyed a New Year visit from their daughter Marjorie who is training as a nurse at St. Luke's Hospital, Aberdeen; also from their son of Hakon, Mont.

**D & I Division**

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

New arrivals in D&I Division families are a son at the home of Special Officer Harold Hersey, Savanna; a son, Scott Dennis, to Machinist George Frazier and Mrs. Frazier, and a son, Steven Lyle, at the home of Fireman Lyle Jones, Savanna. Dana Ann Crist made her appearance at the home of Switchman Robert L. Crist, Savanna, on Jan. 1. This young lady received numerous gifts from Savanna merchants, as she was the first baby born in the city on that date.

The Allen Hammersteins of Salt Lake City (formerly electrician in Savanna roundhouse and son of Chief Electrician George Hammerstein, Savanna) announce the arrival of their first born, a son, in January.

Miss Betty Mann of Savanna became the bride of Martin Garelick, assistant to general manager, Chicago, on Jan. 18. Their honeymoon was spent in New Orleans.

Section Foreman Ed Marburger, Sr., and Mrs. Marburger celebrated their golden wedding anniversary Jan. 14. They were married in Dubuque and are the parents of five children—Mrs. August Nagel, wife of section foreman at Moline, is a daughter. A family dinner was served to relatives and open house was held for their friends.

Frank Farnham, retired engineer, passed away recently at his home in Savanna after a long illness. Mr. Farnham started his service as a fireman on the D&I on Feb. 24, 1907, was promoted to engineer in 1944 and served for several years as a fuel inspector. He retired June 26, 1943, on account of ill health. Surviving are his widow, two daughters and a brother, Engineer Lester Farnham.

Emmer O'Rourke, mechanical department employe and father of Lane O'Rourke, chief carpenter's clerk, Savanna, passed away suddenly in Dubuque on Jan. 22. Surviving are his widow and four sons.

Iowa Division Brakeman Donald Adams of Savanna was married to Berness Heeke, also of Savanna, in the First Methodist Church in Clinton, Ia., on Jan. 7. They



**IT'S THE LIMIT.** Fishing through the ice in one of South Dakota's lakes in January, the wives of Conductor John Hardcastle (left) and Engineer Edgar Miller of Mobridge came back with their limit of crappies and perch. Mrs. Robert Scott was also in the party. The string here weighs slightly over 50 pounds. Minnows were used for bait. (Mobridge Tribune photo.)

took a honeymoon trip to Biloxi and other southern points.

**SECOND DISTRICT**

A. W. Rooney, retired switch foreman of Dubuque shops, passed away at his home in Dubuque on Jan. 5 after a long illness. He had been retired since April, 1946.

J. G. Vance, retired conductor who had been seriously ill for six months, passed away at his home in Dubuque Jan. 6. He started his service on the railroad as a brakeman in June, 1906, and was promoted to conductor in 1912. He retired Oct. 27, 1950.

**QUAD-CITIES AREA**

Marion L. Arnold, Correspondent  
Freight Office, Davenport

Agnes Schaefer, cashier at Davenport, recently became a grandmother for the second time. Her daughter in Seattle now has two girls.

Fireman Elmer Day is reported as being quite ill.

Engineer John J. McGinn recently underwent another operation at Rochester.

J. C. McCaw has returned to his job as car clerk in East Moline after a leave because of illness. Merle Giesler who was working J.C.'s job has gone switching at Nahant.

Fireman Earl Prusia is still ill.

The young daughter of Yardmaster Earl Wells is in the hospital suffering from a virus infection.

Switchman George Welch was in Chicago recently for medical treatment.

Engineer C. E. Schreiner and Switchman L. C. Strouse are owners of 1951 Chevrolets.

— A CLEAN HOUSE IN '51 —

Golf: A game where the ball usually lies poorly and the player well.

February, 1951

**Coast Division**

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

Sympathy is extended to Mrs. James F. Corbett and family for the loss of husband and father in the death of Conductor Corbett in an airplane accident somewhere between Japan and the Philippines. Mr. Corbett, on leave for military service, was one of the pilots of the plane in which about 32 people lost their lives.

Charles J. Mostead, former conductor, passed away recently.

Lee Boyd, time revisor at Tacoma, was the successful candidate for representative to the railway clerks tri-ennial convention which will be held in San Francisco in May. He will represent lodge No. 792.

We see by the newspapers that Miss Marilyn Mann, the daughter of Ingrid Mann, switchboard operator at Tacoma, and Edward Annas will be married Mar. 24. Both young people are students at the College of Puget Sound.

May Brown, chief dispatcher's stenographer, started her vacation Jan. 29, planning to motor through Arizona and California.

Charles Rice and Joe Constantina, B&B carpenters, have retired.

We are glad to see Ruby Baker, chief carpenter's stenographer, back on the job and recovered from her operation.

**SEATTLE LOCAL FREIGHT OFFICE AND MARINE DEPT.**

Elizabeth Gosha, Correspondent  
Local Freight Office, Seattle

Mary Galster Coulston, a former employe, and baby daughter paid us a visit recently. They have made their home in Seattle since returning last year from Hawaii where Mr. Coulston was stationed with the Navy.

About 50 local freight and warehouse employes gathered Jan. 27 for a luncheon in honor of Frank C. Bell who celebrated his 80th birthday. "Grandpa," as he is known, had a service record of more than 58 years when he retired, and he is still going strong. He is interested in photography and television and has a collection of over 300 phonograph records. Other retired employes present were Guy E. Anderson and Fred W. Rasmussen, former assistant agent and chief clerk, respectively.

Mrs. Zoe Quesnel, expense clerk at the

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local freight for the past seven years, left Feb. 1 to join her husband in Ogden, Utah. Mr. Quesnel has accepted a position with the Ogden Union Railway & Depot Company as car inspector. We wish Zoe good fortune in her new home.

A. F. Edwards of the LCL warehouse and wife vacationed early, spending two weeks visiting in Iowa. On the return trip they stopped at points in Colorado and California.

With the arrival of little Richard Scott at the home of Mr. and Mrs. R. W. Cameron on Jan. 3, Freight Service Inspector L. W. Dietrich became a grandfather. Mrs. Cameron is Larry's daughter.

Ruth Cooke of the interchange has returned from Sioux Falls where she was called because of her mother's illness.

### SEATTLE YARD

F. J. Kratschmer, Correspondent

We regret to report the death of Switchman Roy Gilluly in Columbus Hospital, Seattle, Jan. 16. He had been confined there for several months. He was a pioneer in the Northwest and had been in and around Seattle ever since he was a boy. For the past 34 years he was with the Road. He leaves sisters in Oklahoma City, Okla., and Bremerton, Wash., and a brother in Denver.

Carman Emery Dutton spent a month with his married daughter in Los Angeles, returning to work Jan. 16.

Carman A. H. Meeker, of the waterfront, visited with his sister in Kansas City, Mo., during January. He was relieved by Steve Cage.

Yardmaster A. L. McDonald has been off for several weeks at this writing, with his knee in a cast. Coy Carter is relieving.

After spending several years in Alaska, John Hurly, old time carman on the local repair tracks, is back working as a carman. He was employed here over 20 years ago.

Ed Swergal is employed temporarily as clerk in the car foreman's office. He is an old timer on the Milwaukee and for the past six years has been working in various departments on the Idaho Division.

Switchman Guy Nash has been ill for some time. He recently spent 10 days in the hospital but is back home again.

### TACOMA

R. A. Grummel, Correspondent  
Agent, Tacoma

More and more, The Milwaukee Road is becoming known to the Tacoma public for its service. While attending civic affairs,

Yours Truly hears increasing praises of the good schedule time of the Olympian Hwatha and our dining car service. Our freight service must be appreciated also, because this station had a large increase in revenue last year.

Division offices, freight office and passenger station have taken on the "new look." The offices have been painted a mist blue. The new color is so stimulating that some of the boys are buying shirts and socks to match.

Not quite triplets, but Chief Yard Clerk R. D. Shipley and Inspectors K. D. Allen and W. M. Eshelmann were born on the same day, same month and same year.

Baggage Clerk T. E. Norwood's daughter Lois Mae recently said "I do" to George H. Lemagie in the McKinley Park Christian Church.

Yard Clerk George William Bisson was married Jan. 2 to a charming girl from Coeur d'Alene, Idaho.

Bill Clerk Helen Alleman Ivory continues to be one of the Road's champion bowlers. Mrs. Velma Wheeler of the cashier's department, ill for several weeks, was relieved by Mrs. Dorothy Clover, extra clerk.

Yard Clerk Donald Mooney, ill with "flu," was relieved by a new yard clerk, Kenneth W. Easton.

W. E. Eshelman, reclaim clerk, is taking a rest on doctor's orders. During his absence Robert LaHatt, ACY clerk, will relieve.

Demurrage Clerk Joe Johnson has been getting that "garden look" and checking around the plantin' patch next to the freight office. He had a mighty proud and handsome flower garden last summer and many a bouquet was given to various departments. Seed catalogues are popular reading matter in the office.

## Iowa Division

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent  
Superintendent's Office, Perry

Mrs. John Cannon, wife of Des Moines Division conductor, underwent surgery recently and is getting along nicely.

T. G. Birmingham, retired conductor, passed away Jan. 5. He had been in ill health for the past four years. He is survived by his wife, two sons and two daughters.

Mrs. Phil Aeck, who has been in ill health for some time, is improving, and is making her home for the present with her daughter,



**THEY KEEP THEM ROLLING.** People in the Council Bluffs area recently saw this picture in The Nonpareil in connection with that newspaper's report of the promotion of General Yardmaster Earl L. Hannum (seated) and Trainmaster Earl Smith. Hannum was formerly night yardmaster and Smith was general yardmaster. Both started with the Road as switchmen at Council Bluffs in 1922. Previously Smith had worked for the Burlington at Lincoln, Neb.

Mrs. Clarence Hill, in Adel.

L. V. Anderson has been appointed trainmaster at Marion.

Mrs. John Phlegger, wife of traveling engineer, passed away early in January after a long illness. In addition to John, two sons and two daughters survive.

C. E. Elliott, a conductor on the Des Moines Division for many years before his retirement, passed away Jan. 11. His death was due to head injuries sustained in a fall on the ice.

Perry Unit No. 69 of the National Association of Retired and Veteran Railway Employees was founded Jan. 9. Permanent officers elected were president, Charles Sinclair; vice president, Frank Johnson; secretary-treasurer, Seymore Brown. W. W. Foster, Marion, was instrumental in getting the organization started in Perry.

Highway Patrolman Glenn McDole of Des Moines, son-in-law of W. C. Moody, passenger brakeman on the Des Moines Division, has been ordered back to service in the Marines. He previously had seven years of service in the Marines and is a veteran of the Bataan death march. After nearly three years in a Japanese prison camp, he was one of six who escaped when the Japs liquidated most of his group by machine gun fire and burning with gasoline. After the war he was sent to Japan to participate in the war crimes trials.

Congratulations to Conductor and Mrs. G. E. Gearhart on the birth of a new daughter.

Congratulations to Agent and Mrs. F. A.

Zeiser of Portsmouth on the birth of a daughter Jan. 11. They now have three girls and three boys.

"William Rockney" is the name chosen for the new son of Relief Agent L. W. McClintock of Rembrandt.

Switchman E. R. Fitzgerald will be off work for some time, as he has entered a Des Moines hospital for an operation on his leg.

Engineer Roscoe Frazier is a patient at the Iowa Lutheran hospital in Des Moines as a result of a back injury sustained in a fall.

Mrs. Charles Martin, widow of a Milwaukee conductor, who now lives in Independence, Mo., is very active for her age. She is 84 and is still teaching music. In addition, she finds time to do oil painting. Last year she painted two large pictures for the bishop of a local church and some smaller pictures for the editor of one of the newspapers. She also writes letters for elderly and handicapped people. Mrs. Martin believes that her good health is due largely to her desire to keep active.

### EAST END

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

Assistant Superintendent George Lanning died Dec. 24 in St. Luke's Hospital, Cedar Rapids, where he had been a patient for several days because of a heart seizure. He entered the service of the Road in 1912 and came to Marion in 1940 as trainmaster. In 1946 he was sent to Perry as assistant superintendent, returning to Marion in 1948 in the same capacity. He is survived by his wife, sons Burrell of Peoria, Ill., and George Jr. of Elkhorn, Wis., a daughter, Mrs. Joyce Hartman of Mt. Carroll, Ill., and eight grandchildren. Burial was in Mt. Carroll, where Mrs. Lanning is now living with her daughter.

Bob Boetcher of Marion entered Texas Christian University at Ft. Worth on Jan. 27, as an art student.

Lineman G. R. Holmes vacationed early in January at his home in Fairfield, Ia. He was relieved by James Layman of Milwaukee.

Jeanne Fisher has joined her parents, Mr. and Mrs. D. H. Fisher, in Chicago. She

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has a position in the Road's typing department in the Chicago Union Station.

Mrs. L. H. Wohlers of Rockwell City is in Tipton, Mo., caring for her mother, Mrs. Ella Geiser, who is in ill health.

Night Roundhouse Foreman William Wasson has been transferred from Cedar Rapids to Savanna, Ill.

Effective Jan. 1, L. V. Anderson was appointed trainmaster on the division, with headquarters in Marion.

Word has been received of the improvement of Jo Ann Failor, daughter of Time Revisor W. E. Failor, who has been ill in a Dubuque hospital. She is a student at Dubuque College.

The sons of Time Revisor W. E. Failor have returned to the Army. Edward reported at Chanute Field, Ill., and from there went to Scott Field, St. Louis. He is a weather observer in the Air Force and was graduated from Dubuque College last June. William reported at Chanute Field and from there goes to Rapid City, S. D. He is a gunner in the Air Force. Both are veterans of World War II.

Mrs. R. K. Horne and daughters Patricia and Marcia left Marion Jan. 20 for Ft. Worth, Tex. to join Captain Horne, a dental surgeon with the Army Air Force. Her parents, Mr. and Mrs. R. A. Whiteford, accompanied her as far as Des Moines.

On Dec. 28 Kathleen Mullaley, daughter of Mr. and Mrs. Edward Mullaley of Marion, and Robert T. O'Brien of Oelwein were married at St. Joseph's Catholic Church in Marion. A reception was held at the Roose-

**MODEL RAILROADERS**

A RECENT nation-wide survey conducted by the *Model Railroader*, a monthly magazine, developed the fact that the average model railroad fan is 30 years of age; a high school or college graduate; has an annual income in excess of \$4,000; is married; and spends more than \$100 a year on his hobby. Professional men, skilled mechanics and executives compose a large percentage of the hobbyists.

No age group has a monopoly on this fascinating hobby. Model builders range from well under 15 years of age to over 65. More than three-fourths of them are between 20 and 50.

**SAFETY FIRST IN '51**

*Nineteen Fifty has passed and gone,  
It's now on history's pages,  
Gone its way as years have gone  
Down through all the ages.*

*Now let us practice Safety First  
As all would have us do,  
And be around next New Year's Eve  
To welcome '52.*

—M. J. Wiltse,  
Retired Conductor,  
Bensenville, Ill.

**— A CLEAN HOUSE IN '51 —**

velt Hotel in Cedar Rapids. Mr. O'Brien is employed by the Interstate Power Company at Oelwein and his bride is girls' physical education instructor in the Oelwein High School.

General Agent F. W. Houston and wife of Cedar Rapids spent the latter part of January in New Orleans, taking in the Mardi Gras season.

**COUNCIL BLUFFS TERMINAL**

Agnes Kinder, Correspondent  
Car Foreman's Office, Council Bluffs

The new yard clerk here is Clemmett Williams, new carman helper, Edwin Tinlin. Also new on the job is John Schubert, as a laborer.

Max Leroy Lake, son of Air Brake Man Max Lake, started as a coach cleaner Jan. 17.

Carman Helper Leo Lara entered military service Jan. 17 and is now stationed at Ft. Riley, Kans.

Carman Ira Havens underwent an operation at a local hospital early in January and is now convalescing.

**— A CLEAN HOUSE IN '51 —**

*First Spinster: "What kind of time did you have in New York?"*

*Second Spinster: "Eastern Standard Time."*

The Milwaukee Road Magazine

**Milwaukee Division**

**FIRST DISTRICT AND SUPERINTENDENT'S OFFICE**

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

We are sorry to learn that brakeman Dudley Jaeckel was injured recently in an accident.

Sympathy is extended to Train Dispatchers Wayne Merritt and Hal Cone in their recent bereavement.

The agents' meeting scheduled to be held at Libertyville on Jan. 20 was snowed out and arrangements are being made with the weather man for better conditions at future meetings.

Brakeman Ted Weiher of Fox Lake has been inducted into the Army.

George Weir, operator at Sturtevant, is planning to return to work after a long illness.

Train Dispatcher James Schwantes has a new camera which he is going to try out shortly at a wedding.

We have a yard crew working at Lake station and Conductor A. W. Bentz has been appointed assistant trainmaster to supervise the operations there.

Miss Elenore Francey has been kept busy presenting the gold lifetime passes to the Milwaukee Division employes who have attained that service.

**SECOND DISTRICT**

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

Our 30-below weather started a general exodus. Dick Isaacson, Arlie Ruby and James Costley, with their wives, headed for the Florida sunshine. Packy McFarland and wife went to Mexico and John Olson and wife left for Oregon and Washington. The William LaBries enjoyed 76-degree temperature in California and Ebbe Johnson went to Florida to join his wife who has been there for her health.

Engineer John Kramer is ill and confined to his home at this writing.

J. T. Hayes and W. Bates recently held a safety first meeting in the shops. Some 100 shops, B&B and car department employes and section foremen attended.

Bill Rogers who is in the Navy writes that he is in Japan.

We are sorry to report the death of two of our retired engineers, Gus Gunderson who died Jan. 14, and Phil Gavin who passed away Jan. 24.

Roger Mogan, our young dispatcher, has replaced his old car with a new Mercury.

Conductor Myron Huck and Engineer James Lehan have retired. We wish them a long pleasant vacation.

We extend sympathy to Conductor John Schmidt of Channing on the death of his wife Dec. 30.

Minist Mike Sahida has signed up with the Marine Corps and brakeman John Noel with the Army.

Orval Scampers, tractor operator in the car department, died recently in his sleep. We extend sympathy to his family.

W. L. Witters, care foreman at Green Bay, has been transferred to Milwaukee as general car foreman, replacing Mr. Palmer, who is retiring.

Robert Muraski, who is now in the Navy, dropped in at the office recently. He is sta-



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Milwaukee 12, Wisconsin

tioned in Florida but says he like rail-roading better.

Your correspondent was called to Port Townsend, Wash., recently by the sudden death of her sister.

### THIRD DISTRICT

Don Dunning, Correspondent  
Agent, Iron Ridge, Wis.

H. G. Brown, Correspondent  
c/o Agent, Beaver Dam, Wis.

Arthur F. Schneider, clerk at Horicon, left for duty with the Air Force Feb. 5, reporting to Chanute Field, Rantoul, Ill. We all join in wishing Art loads of luck.

William G. Engel, former agent at Beaver Dam, passed away Jan. 19 at his home. He had been retired since 1937. He was one of the most well liked agents ever to work on this division and will be missed by all who knew him.

### H & D Division

MIDDLE & WEST H&D

R. F. Huger, Correspondent  
Operator, Aberdeen

Operator C. H. Anderson, Aberdeen, has returned to work after a 30-day siege of pneumonia.

Operator R. D. Cornell has returned to work after being temporarily deferred by the Army.

Operator Norman Geving took his examination for the armed forces in January and we haven't heard from him recently.

Relief Operator S. N. Simonson is receiving congratulations on his recent marriage to June DeMoris of Ortonville. Sam expected to take his examination for service in January.

Note: Would like to have the address of you fellows when you go into service and will try to keep you posted on the news. Just send it to me here at Aberdeen and I will take care of the rest.

Congratulations to Charles Duncan, check clerk at the local freight house, on his recent marriage to Irene Biffert of Aberdeen.



**CHEESE BY THE CARLOAD.** John J. Burkhardt, postmaster at Monroe, Wis., is shown in the doorway of a car loaded with 1,022 sacks, each containing packages of cheese weighing one, two, three or five pounds. This picture, taken on Dec. 22, is typical of the pre-Holiday cheese business that moved out of that cheese center via our line by parcel post. As the business became heavy about Dec. 12, we loaded two cars a day, one for Milwaukee and connections, including the territory reached through the St. Paul gateway, and another for Chicago and connections all traffic for Chicago and connections southwest, south, southeast and east.

Sympathy is extended to the family of Charlie Mayer, agent at Milbank, on the recent death of Mrs. Mayer.

Recently saw one of those gold passes which are issued by the Road after 50 years of service. They even give you a nice leather holder for it. Really classy. Let's see. I've only got about 37 years to go before I get one. The one I saw belonged to J. Hatzenbeller, former store department employe. They are worth waiting for.

Don't be surprised to see Conductor George Meyer most any place in cold weather. He reads the weather reports and then goes where it will be the warmest for a couple of days.

Frank DeWalt, chief clerk at the freight house, returned recently from Texas where his son Frank Jr., former freight house clerk, is stationed with the Air Force.

Agent Art Bjork and wife are vacationing along the west coast and in the South, expecting to be gone about 30 days. Art is being relieved by G. H. Souhrada.

After many years of service, I. G. Bush retired Feb. 1. He says he is going to fish, fish, and then fish some more. He is going to stick around Aberdeen.

"Jo Ann" is the name of the little girl at the home of Traveling Engineer E. L. Hubbs. She was born Jan. 13.

### EAST H & D

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

The Andy Lundbergs sent some interesting picture post cards from down Virginia way where they are visiting with their Army son and his family at Fort Monroe. At the Hotel Chamberlin where they stay, life is never dull. For instance, one day they witnessed the farewell to General Halsey with the traditional 13-gun salute and a few hours later there was a 10-gun welcome for four visiting Iran generals.

Myrtle Brown, our retired timekeeper, writes from Miami that vacationing down there is perfect and she's also going to get to Havana before coming north in the spring.

Last word from Brakeman Duane Schumm, now in a sailor's uniform, advises that he's headed for sea duty.

Dave Burns, retired switchman, passed away Jan. 28, just a few months after the death of Mrs. Burns.

Operator Selmer Simonson recently got "June in January" by marrying his June. They're living at Ortonville where "Sam" is operator.

Some of the H&D vacationists got together in San Diego recently when Engineers Burdick and Sorby went fishing together. The Burdicks have had a great time down there for the last couple of months. Included in their itinerary was a visit to Palomar Mountain observatory.

Our sympathy to Fireman Claude J. McGraw and family in the death of one of their five-month-old twins.

We regret to report the death of Agent Charley Mayer's wife at Milbank.

Conductor Ed Phelan of Milbank reports that he is soaking up the sunshine down in the heart of Texas and feels much younger than when he first got there.

Conductor Tim Warner and Mrs. Warner are visiting with their daughter in Phoenix. Engineer S. A. Brophy and his Mrs. are down there, too. No doubt they'll get together with Otto Heckert.

### La Crosse & River Division

SECOND DISTRICT

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

Fred L. Wheeler, 69, died Dec. 26 in Phoenix, Ariz. Before his retirement five years ago he was employed as brakeman on the Sparta-Viroqua branch and prior to that on the LaCrosse & Southeastern, now part of The Milwaukee Road. He is survived by his wife, a daughter and two brothers.

Eric E. Frick, 62, locomotive engine operator at LaCrosse for many years, died in a Rochester, Minn., hospital after a long illness Dec. 30. He is survived by two sons, two daughters, three grandchildren, two brothers and two sisters.

The mother of Chief Clerk Erick Erickson died Jan. 22 at the age of 89, at LaCrosse. She is survived by one daughter, two sons, four grandchildren and one great-grandchild.

Dewey Hiler, chief yard clerk at LaCrosse, and Traveling Passenger Agent W.

J. Cycmanick, LaCrosse, were both ill in January.

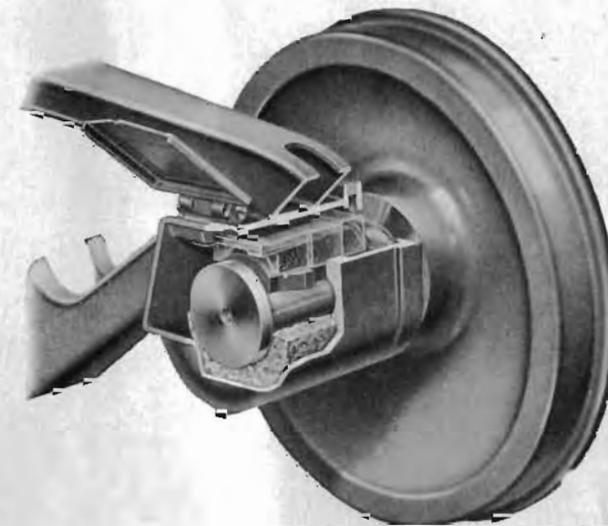
L. A. Dreesse, bill clerk at Hastings, is convalescing from an operation.

Betty J. Anderson, expense clerk-stenographer in freight office at Winona, is ill at this writing and is being relieved by Doloris Theis.

size open top cars you see going back and forth are being used for shipping the ore you have been reading about in the newspapers.

Our division was shocked by the death of Conductor Patrick B. Kerwin, 54, at La Crosse Hospital in December. He was a veteran on this division, a member of the

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(Advertisement)

C. F. Miller, retired time reviser, suffered a slight heart seizure Jan. 24 and is confined in a hospital at LaCrosse.

W. H. Funk, 60, died at Hastings Jan. 16. He was conductor on the Hastings-Stillwater branch line for many years and had been in train service 43 years.

Your eyes aren't failing you—those half-

B. of R. T., the Eagles, the Masons, and a veteran of World War I. Survivors are his widow, of La Crosse; his mother, Mrs. Patrick Kerwin of Portage; a brother, Conductor George Kerwin of Lake Delton; and three sisters, Mrs. Nell Roeker, La Crosse, and Mrs. Gordon Van Wormer and Mrs. Mabel Windus of Portage. Funeral and



**NAHANT, 1902.** The original yard office building at Nahant, Ia. It had served as the depot at Davis Junction before being moved to Nahant in 1902. At the extreme right is C. "Ed" Brennan who is still switching daily at Nahant yard. At his right is Engineer Charles Mattis, next Switchman Tom Gillon, and third from the left Switchman "Rosie" Hagerty. These men are deceased.

burial services were at La Crosse.

William Graewin, Jr., machinist helper at the Tomah shops, was recently inducted into the Army. He is located at Camp Cooke, Calif.

Clerk Marvin A. Wagner of Tomah shops was recalled to Navy duty in December. His new address is San Francisco.

#### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Well, Old Man Winter sure lived up to his reputation this year; practically threw the book at us and for a time we were kept busy shoveling out from under three feet of snow and watching the furnace against the 18 degree below temperature. Spoiled the ice fishing, too. However, our local sportsmen report good catches of northerns and jumbo perch on the lakes around us.

This time of year the dewberries we picked last fall taste mighty good, considering the trouble we had with the mosquitoes and heat while picking them along the river levees.

F. P. Miller, retired master mechanic, and family left for Florida just before the big snow. He sure can figger how to escape the snowballs. He will spend the winter in St. Petersburg.

Engineer Rudy Rost has been hospitalized for an appendectomy. I hope he will be in shape for the spring fishing. At last report he was doing fine.

Ernie Smith, retired engineer, has moved to town from his country home on the Fox River.

What has become of the old timer who would rather walk a block than ride, wore sheepskin underwear and was never troubled by arthritis, neuritis, leukemia and such?

His favorite remedy, we remember, was a little shot of rock and rye carried handy on the hip.

Mrs. J. M. Wohlwend, Women's Club historian, reports that the annual Christmas party was held at Portage on Dec. 27. About 85 members were present. The husbands were guests after the dinner, which was a grand feed put on at the Oneida Hotel. Cards were played and everyone hoped for a repeat next year. As the regular January meeting fell on New Years Day, it was moved to the 9th. Forty-five members were present to see the new officers assume their duties. After the business meeting, lunch was served by the committee and cards and bingo were played.

#### THIRD DISTRICT

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

Conductor Michael E. Donovan retired Jan. 1 after 48 years of service on this division, many of which were as conductor on the Valley Hiawatha. He has gone to Fort Lauderdale, Fla., for the balance of the winter but will make his permanent home in Tomah, Wis.

Patrick E. Damberg, electrician at the Wausau roundhouse, retired Dec. 31 after 42 years of service in the mechanical department. He and Mrs. Damberg will make their home at Hazelhurst, Wis.

William Fowler, son of Engineer Elgin Fowler, has left for San Antonio, Tex., where he will train as an air cadet. He had completed two and a half years with a straight "A" grade at the University of Wisconsin.

Mrs. Bertha Hoehn, Daytona, Fla., widow of the late B. F. Hoehn, former assistant superintendent on the Valley Division, passed

away Jan. 18. Private services were held at Daytona Beach, interment to be in Milwaukee in the spring. Mrs. Hoehn, while located at Wausau, was active in the Milwaukee Road Women's Club and held several offices, including that of president. She also engaged in many private charities.

Thomas Callahan, son of Yard Foreman James Callahan, enlisted in the Navy and has been sent to the training station at Great Lakes, Ill.

## I & S M Division

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

Fireman and Mrs. Emil Kiemele, Austin, received the finest Christmas present a family could ask for when a son, Roger Emil, who weighed in at 10 pounds and 11 ounces, came to make his home with another brother and sister on Dec. 24.

Mrs. A. I. Lane, operator at Faribault, died suddenly at her home Jan. 3. Burial was at Iowa City. Mrs. Lane had been employed by the Road since May 18, 1913.

Conductor George Johnson suffered a mild heart seizure when reporting for work at LaCrosse on Jan. 16 and was taken to St. Ann's Hospital. He has since returned to his home in Austin and is getting along nicely.

The Austin station was a busy place the night of Jan. 24 when Company H of Austin was joined by other members of the Viking Division from Pipestone, Jackson and Fairmont, and the entire group entrained.

When you hear anyone complaining about the heat next summer, just remind them that it was 37 below zero in Austin the morning of Jan. 30. That should cool them off.

Yard Conductor Al Thompson, Austin, underwent an operation at St. Olaf Hospital, Austin, on Jan. 9.

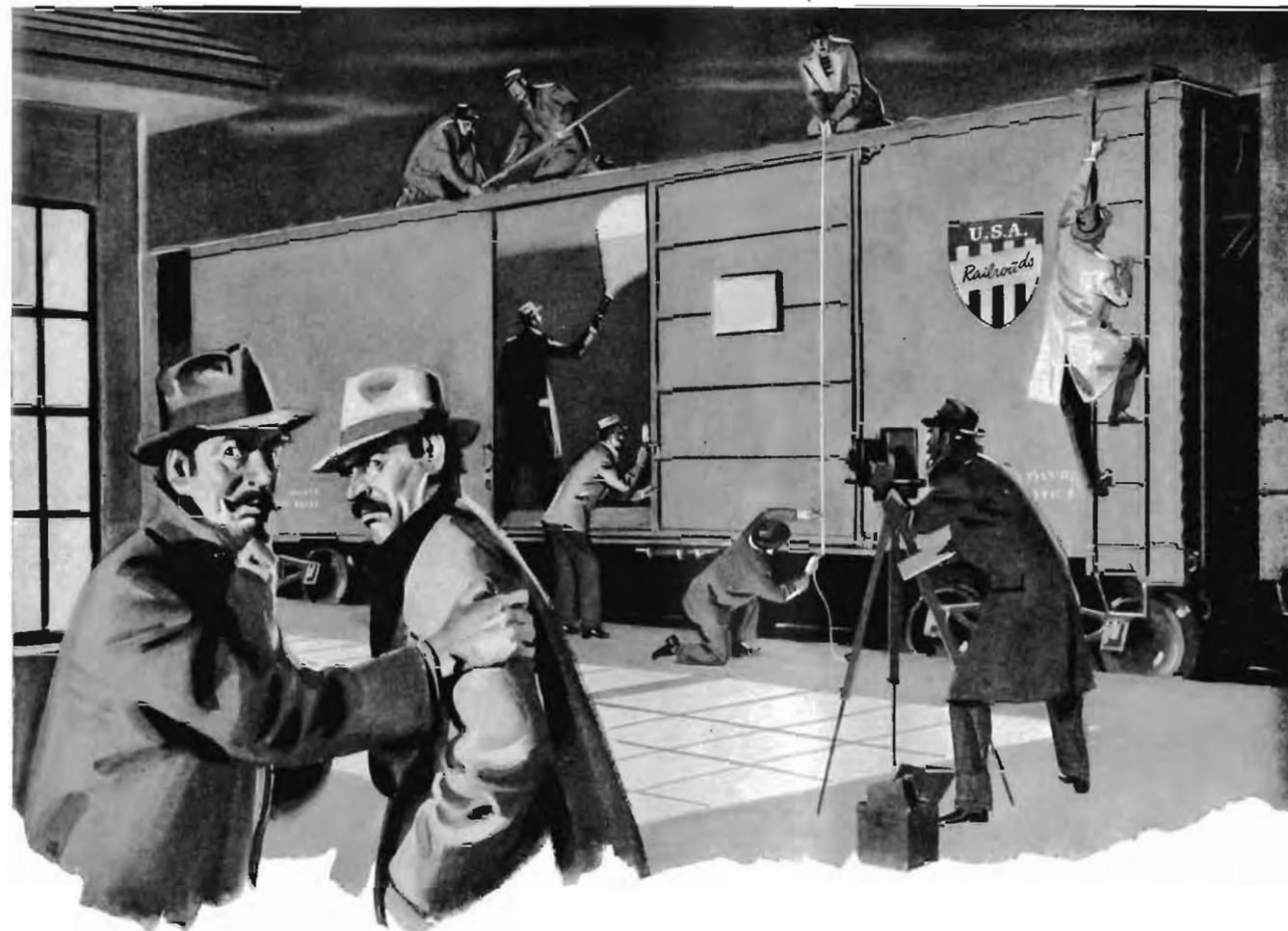
It is our hope that by the time this is in print, all bowling enthusiasts will have an entry blank in their hands for the Hiawatha bowling tournament at Austin Mar. 31 and Apr. 1, 7 and 8.

Conductor William Smith and wife are enjoying the sunshine of St. Petersburg, Fla. at this writing.

— A CLEAN HOUSE IN '51 —

*"Keep your mind on the great and splendid things you would like to do, and then, as the days go gliding by, you will find yourself unconsciously seizing the opportunities that are required for the fulfillment of your desire."*

Many examples of the increased cost of doing business on the railroad may be found in the sleeping and dining car department alone. For example, in 1947 the inner-spring mattresses which cost the railroad \$38 each were replaced by the more comfortable foam rubber type which sold at \$45 each. Today they cost \$47.50 each. Large quantities of blankets were also purchased in 1947 at a cost of \$10.91 each, and although additional purchases have not been necessary since, the price would undoubtedly be much higher today.



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Don't laugh too quickly at the sly spies.

Sure, an American freight car is no secret.

But freight cars plus America's railroads are a weapon. America's tireless freight fleet is busy night and day . . . moving the nuts and bolts, the steel and copper, the bits and pieces that turn blueprints into battle equipment, defense plans into action.

And the extra heavy load of defense work piles right on top of the year-in-year-out job of the railways — meeting the normal demands of our growing nation!

In doing this indispensable job for you, the railroads pay every nickel of their costs of doing business. Last year, for example, they spent more

than one billion dollars for new equipment to serve you better. They spent another billion to maintain their own "steel highways." Their competitors, on the other hand, use highways, waterways and airports built and maintained largely with the people's tax money — including taxes paid by the railroads.

The public is penalized, the railroads handicapped by this unfair competition.

The railroads ask no special favors. They pay their own way and will continue to do so.

They do want fair play—with all forms of transportation competing on an even-Steven basis. Then they will serve you—and the needs of national defense—better than ever before.

**Fair Play for America's Railroads**

**AMERICAN RAILWAY CAR INSTITUTE**



Michael Sol Collection

# He's in the picture

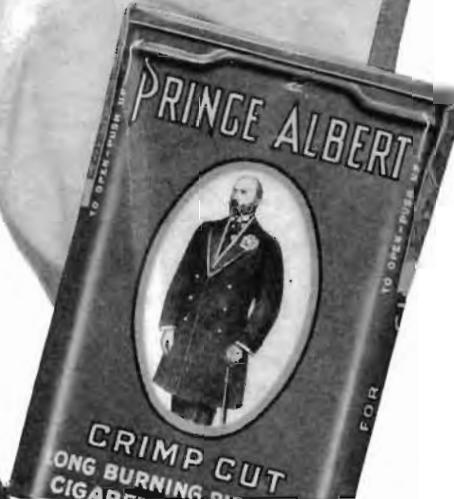


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Get P.A.! You'll enjoy the rich taste of choice tobacco, specially treated to insure against tongue bite.

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Michael Sol Collection