Shortening the Miles at Christmas

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

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

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

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

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

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

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

By way of atmosphere, there are enough Bells, Bell's and Bell Cities to form a carillon. Accepting Snow Flakes from the Apache Railway, the Chesapeake & Ohio and the Canadian Pacific, the Rio Grande Western produces unembellished Snow, with Snow Shoes supplied by the Copper Range, the New York Central and the Pennsylvania. No less than 62 depots are dedicated to Deer (reindeer not specified), and seven to Antlers.

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

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

Charles Dickens, himself, would have been hard-pressed to capture the warmth of greetings there. Picture 150 solid express and mail trains, ranging from 10 to 30 cars in length. Add from two to nine express cars assigned to each of more than 5500 regularly scheduled passenger trains. That's what it takes to handle the daily, pre-Christmas rush of packages and foodstuffs.
SINCE the days of the cave man, hats have been fashioned and worn for a variety of reasons.

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

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

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

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

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

Left: This and the pictures on Page 5 were taken in late October on the Rocky Mountain Division just east of Falcon, Idaho, where a Milwaukee Road crew was rebuilding the portal of Tunnel No. 27 in connection with a project involving the relining of the 470-foot tube. This work is typical of railroad projects requiring protective headgear.
In the mines a safety helmet, like shoes with toe-protecting caps, is a part of the equipment of every hard-rock miner and he does not enter his place of work without it. Some states have even made it a matter of law that such equipment be worn in certain occupations.

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

One particular type in general use on the railroad is constructed of a strong molded composition, rounded sufficiently to deflect an object striking it from almost any angle. Being light in weight, it is comfortable, and since it "floats" in a hammock-like device which fits over the head, the cutting force of a falling object is not only broken, but the shock of the blow is lessened. In addition, the hammock provides a space between the hat and the wearer's head for free circulation of air during hot weather, or space for the winter liner when needed.

Many Milwaukee Road men, going home uninjured at the end of the day, have thanked their hard hat for making the difference.

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

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

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

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

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

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

Nobody else is so early to rise, or so


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

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

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

Right: Larry and Billy, sons of Marion Brennan Mitchell, formerly secretary to Secretary T. W. Burtness, Chicago.
A boy is a magical creature—you can lock him out of your workshop, but you can’t lock him out of your heart. You can get him out of your study, but you can’t get him out of your mind.

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

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

Next Month:
“What is a Girl?”
Fall Festival Held in Milwaukee

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

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

"I don't know where anyone can get so much for so little. I am sure everyone body is going to have a good time, because that is the purpose of the Service Club, the promotion of the friendly neighbor policy. This is a big job and an honorable one, and it is our obligation to support it. Also to do whatever we can to make this a big organization, because the fundamental principles are helpful to our members and other employees.

"The task of building good human relations is one of real leadership, and those who know how to interpret policies intelligently create confidence and inspire enthusiasm. We all know that the leadership of this club carries more responsibility today than it did when the organization was started."

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

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

Many Christmas Cards Feature Trains

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

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

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

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

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

Train Time for the Kids

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

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

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

In The Spirit of Christmas

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

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

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

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

December, 1951
Jay L. Franz Retires

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

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

During those years of service he has been in a position to observe at first hand the many changes that have taken place in operating practices. Shortly before retiring he expressed himself as being particularly impressed by the trend toward specialization of work on the railroad. When he began railroading, he said, a person was expected to handle a greater variety of assignments than one in a similar position would be expected to handle today.

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

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

Donates Rare Blood To Save Lives

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

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

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

Railroad Hour Offers Holiday Programs

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

The three shows which follow are:

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

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

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

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

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

Mr. and Mrs. Howard Lawrence as they appeared recently celebrating their 35th wedding anniversary at their home in Itasca, Ill.
F. H. Jeffrey to Head Treasury Division of the AAR

The Treasury Division of the Association of American Railroads, holding its 40th annual convention in Palm Beach, Fla., Oct. 31-Nov. 2, elected F. H. Jeffrey, treasurer of The Milwaukee Road, as chairman of the division and its advisory committee for 1952.

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

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

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

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

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

December, 1951

Santa Didn’t Make It

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

In 1950, for the eighth consecutive year, the National Safety Council conducted a nationwide cartoon contest as a feature of its holiday safety campaign. Paul Conrad, editorial cartoonist for the Denver Post, and son of R. H. Conrad, division freight and passenger agent at Mason City, Iowa, entered the above cartoon, entitled "Santa Didn’t Make It," which appeared in his paper on Dec. 26, 1950, and won one of the five honorable mention awards. It tells a touching story which all might heed.

Luncheon Honors J. F. Lahey On Retirement

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

Among the 24 who attended the luncheon were traffic officers and others whose work had kept them in close contact with Mr. Lahey. They presented him with a U.S. Defense Bond as a token of their esteem.

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

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

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

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

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

Individual orders for 10 decks were not uncommon. The Hiawatha playing cards are high quality and plastic coated. Bridge decks are available with blue or maroon backs, the pinochle decks in green. The price of 40 cents represents the actual cost. New decks containing two jokers will be available around Jan. 1. They will sell for 45 cents.

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**how are we doing?**

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<th>RECEIVED FROM CUSTOMERS</th>
<th>OCTOBER</th>
<th>1951</th>
<th>1950</th>
<th>TEN MONTHS</th>
<th>1951</th>
<th>1950</th>
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<td>for hauling freight, passengers, mail, etc.</td>
<td>$26,313,751</td>
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<th>PAID OUT IN WAGES</th>
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<th>1950</th>
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<th>1950</th>
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<tr>
<td>Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance</td>
<td>(43.7)</td>
<td>(42.6)</td>
<td>(51.0)</td>
<td>(47.8)</td>
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<td>PER DOLLAR RECEIVED (CENTS)</td>
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<td>667.425</td>
<td>6,567.414</td>
<td>6,077.147</td>
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<td>(2.5)</td>
<td>(2.6)</td>
<td>(3.0)</td>
<td>(2.9)</td>
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<th>ALL OTHER PAYMENTS</th>
<th>PER DOLLAR RECEIVED (CENTS)</th>
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<th>1950</th>
<th>TEN MONTHS</th>
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<th>1950</th>
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<td>for operating expenses, taxes, rents and interest.</td>
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<td>10,701.251</td>
<td>97,047.551</td>
<td>92,714.156</td>
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<tr>
<td>PER DOLLAR RECEIVED (CENTS)</td>
<td>(43.5)</td>
<td>(42.1)</td>
<td>(43.8)</td>
<td>(44.5)</td>
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| NET INCOME | 2,717.557 | 3,218.903 | 5,044.505 | 9,935.502 |

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<th>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</th>
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<td>Number of cars.</td>
<td>154,862</td>
<td>160,242</td>
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<td>Decrease 1951 under 1950.</td>
<td>5,380</td>
<td>4,108</td>
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<tr>
<td>Increase 1951 over 1950.</td>
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The Milwaukee Road Magazine
**appointments**

**Office of Chief Purchasing Officer**

Effective Dec. 1, 1951:

G. V. Ireland is appointed general storekeeper with headquarters at Milwaukee, succeeding D. H. Phebus, retired. Mr. Ireland entered Milwaukee Road service at Miles City, 1919. In 1929 he was transferred to Milwaukee as blacksmith foreman and subsequently was general foreman of the forge and fabrications shops. He has been assistant general storekeeper since March, 1951.

**Office of President**

Effective Dec. 1, 1951:

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

**Traffic Department**

Effective Dec. 1, 1951:

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

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

**Dinner Marks Retirement of D. H. Phebus**

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

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

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

**Reduced Milwaukee-Madison Fares Prove Popular**

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

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

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

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

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

The reduction was made primarily to attract the patronage of students attending the University of Wisconsin whose homes are in Milwaukee.

An immediate increase in sales, ranging up to 33.9 per cent in one month, followed the initial reduction.

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

**our safety score**

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<td>49</td>
<td>37</td>
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<td>37</td>
<td>37</td>
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<td>+54</td>
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<td>March</td>
<td>34</td>
<td>1</td>
<td>37</td>
<td>100</td>
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<td>April</td>
<td>40</td>
<td>1</td>
<td>39</td>
<td>100</td>
<td>-8</td>
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<tr>
<td>May</td>
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<td>485*</td>
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</tbody>
</table>

*Estimated

Mr. Cunningham A. J. Berry

**Traffic Department**

Effective Dec. 1, 1951:

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

December, 1951
Accomplished skiers and beginners, such as these shown on one of the gentler slopes at Iron Mountain, Mich., will be interested in the all-expense winter sports tours announced by The Milwaukee Road.

All-Expense Winter Sports Tours Planned

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

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

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

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

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

No Explosives on Highways, Reader Agrees

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

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

In that accident one of our new PCC streetcars collided with a tractor and double trailer gasoline outfit, resulting in the death of some 37 people. In the jury’s intensive effort to make such a tragedy thereafter impossible, we were presented with the fact that gasoline has to be handled on the streets of Chicago, near 69th and State Streets early last year.

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

What Do You Know?

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

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

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

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

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

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

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

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

Plum Pudding

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

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

Put all ingredients into a very large bowl and mix until well blended. Pack into two well-greased pudding molds or two coffee cans, leaving about ½ inch space at the top for expansion. Cover with a lid, waxed paper or aluminum foil. If you use waxed paper, use two layers and tie them on with string.

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

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

CHRISTMAS PARTY CAKE for holiday festivities . . .

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

Fruity Holiday Cake

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

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

Blend sugar and butter until creamy. Beat in, one at a time, egg yolks, concentrated orange juice (one tablespoon at a time) and lemon juice. Resift flour with baking powder and soda. Stir sifted ingredients slowly into batter. Stir in nuts, cocoanut and raisins. Add salt to egg whites and whip until stiff (but not dry). Fold egg whites into batter. Place in a greased 9-inch tube pan. Bake in moderate oven (350° F.) one hour. (Recipe by Minute Maid fresh frozen orange juice.)
CHRISTMAS is cooky time, and from Denmark, where many Christmas delicacies originate, we borrow two recipes—one for a crisp cinnamon wafer, the other for a fancy cooky fried in deep fat. Both have been kitchen-tested by the G-E Consumers Institute.

**Danish Cinnamon Cookies**

- 2 cups sifted all-purpose flour
- 1 teaspoon baking powder
- 10 tablespoons sugar
- ½ cup firm butter
- 1 tablespoon lemon juice
- 2 medium eggs
- 1 teaspoon cinnamon

Sift flour, baking powder and ½ cup sugar together. Cut in butter with pastry blender until mixture resembles coarse meal. Add lemon juice and 1 unbeaten egg and mix with fork until mixture is very crumbly. Turn out on floured pastry cloth or board and with floured hands lightly work mixture first into a dough and then, by gentle squeezing and quick kneading, into a smooth, pliable ball. Place in a lightly floured bowl and chill in refrigerator for 30 minutes. Divide dough into three parts and return two pieces to refrigerator. Roll out the third piece ⅛-inch thick on a lightly floured board and cut into 13¼-inch rounds. Repeat with other two sections. Then brush cookies with 1 beaten egg. Combine cinnamon and 2 tablespoons sugar and sprinkle lightly in center of each cooky. Bake on ungreased baking sheet in 400°F. oven 6 to 8 minutes. Makes 11 dozen.

**Klejner**

- 1/3 cup melted butter
- ¼ cup sugar
- 1 egg, unbeaten
- 3 tablespoons light cream
- ¾ teaspoon lemon rind
- 2 cups sifted all-purpose flour
- ½ teaspoon baking powder

Blend butter and sugar; add egg and beat until sugar is dissolved; then add cream and lemon rind and blend. Sift flour and baking powder together and turn into first mixture, mixing until flour is almost blended. Turn out on lightly floured pastry cloth or board and with floured hands lightly work into a ball by gentle squeezing and light, quick kneading. Place in lightly floured bowl and chill 30 minutes. Divide dough into half, leaving one piece in refrigerator while rolling out the other on a floured cloth or board into a rectangle 14 by 10 inches, ⅛-inch thick. With fancy pastry wheel, cut into 6 lengthwise strips ½-inch wide. Cut each strip into diagonal pieces 3½ inches long, so that each piece has diagonally shaped ends.

Now with a pastry cutter cut a ¼-inch gash lengthwise through the center of each piece. Twist one end under and pull lightly through the gash. End pieces of rectangle may be fried without gashes in centers. Repeat with other section of dough. Fry in hot fat (375°F.) 1½ inches deep until cookies are light brown. Turn only once. Drain on absorbent paper. Makes about 4 dozen.

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**Pecan Fudge**

4 cups light brown sugar, packed lightly

- ½ cup light molasses
- 1/3 cup water
- ½ teaspoon baking soda
- 2 tablespoons butter or margarine
- 2 cups chopped pecans

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

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December, 1951
FOR COMPANY... delicious duck dinner

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

Duck with Orange Juice

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

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

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

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

SAFE and MERRY CHRISTMAS

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

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

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

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

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

Here are some additional safety suggestions:

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

The Milwaukee Road Magazine
Christmas all through the house

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

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

Those attractive cards can be put to many uses. For a festive touch, group them together on the mantel with ribbon and evergreen, as suggested by Better Homes & Gardens magazine. They can be taped to the panels of an inside door for many more hours of decorating splendor. The method, .as described in the Christmas section of Gardens magazine, is this:

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

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

December, 1951

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

CHICAGO TERMINALS
BAISLER, HENRY
Switchman
Chicago, Ill.
HARRIS, GEORGE
Messenger & Sorter
Chicago, Ill.
KONIEZCNY, TONY J.
Carman
Galewood, Ill.
LETSOS, GEORGE
Sec. Laborer
Bensenville, Ill.
LINK, FRANK
Frt. Handler
Galewood, Ill.
POBST, JOHN P.
Machinist
Bensenville, Ill.
RANDERS, GEORGE
Switchman
Galewood, Ill.
SCHOEFEI\D, HERBERT R.
Car Supervisor
Chicago, Ill.
SPIEGELBERG, ERNEST
Carman
Bensenville, Ill.
TUBEK, ANDREW
Frt. Trucker
Galewood, Ill.
WEIDNER, WILLIAM
Car Inspector
Bensenville, Ill.

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

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

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

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

IOWA DIVISION
CHINN, GUY E.

Star in Railroad Hour Holiday Shows

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

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

December, 1951

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

Recorded during November, 1951

December, 1951

December, 1951

December, 1951

December, 1951

December, 1951

December, 1951

December, 1951
SANTA GETS A PRESENT. Favoring railroads to reindeer, Santa Claus makes an early call at Butte, Mont., and for his pains receives the keys to the city, on the platform with Santa, from left: Mayor Thomas Morgan, J. H. Johnson, manager of the Hennessy Store, and K. R. Coughlin, district passenger agent, Butte. Throngs of children and their parents watched as Santa accepted the gift.

ECKART, PHILLIP J. Machinist......Milwaukee, Wis.
NEROUTSOS, THOMAS Mach. Helper.......Milwaukee, Wis.
OLSON, ADOLPH B. Conductor.........Milwaukee, Wis.
PAUL, EDWARD J. Crossing Watchman.....Milwaukee, Wis.
SCHWENDEL, CHARLES O. Trainmaster.....Milwaukee, Wis.
BRAKE, EDWARD B. Gang Foreman......Milwaukee, Wis.
VRABEL, JOHN Carpenter........Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

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

TERRE HAUTE DIVISION

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

TRANS-MISSOURI DIVISION

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

TWIN CITY TERMINALS

BREW, GEORGE A. Carman.........St. Paul, Minn.
FOWLER, MURRAY Sec. Foreman......St. Paul, Minn.
SWITZER, CARL G. Machinist.........Minneapolis, Minn.
LAUKING, ALOYSIUS F. Sec. Foreman...Minneapolis, Minn.
MINK, LEO G. Machinist..........Minneapolis, Minn.
MORTENSON, FREDERICK E. Machinist.....St. Paul, Minn.
NORDALE, JOHN G. Ex. Gang Laborer..Minneapolis, Minn.

MILWAUKEE TERMINALS & SHOPS

AUGUSTINE, ARTHUR L. Laborer........Milwaukee, Wis.
BURDETT, ROY W. Machinist.......Milwaukee, Wis.
CRAIK, GEORGE W. Machinist.......Milwaukee, Wis.
CURTIS, PEARL M. Clerk.............Wausau, Wis.
DEIAP, WILLIAM A. Sec. Laborer.......Necedah, Wis.
DOMSTRICH, HARRY J. Switchman......LaCrosse, Wis.
SCHNITZER, WILLIAM O. Brakeman.....Milwaukee, Wis.
VAN DE BOGART, EARL H. Crossing Flagman......Appleton, Wis.

The Milwaukee Road Magazine
Mrs. Hi is back from the hospital following surgery and everybody came back happy.

Mickey Averill and Floyd Blabaum, Switchmen Brud Hocum and Al Kurtzbein, Firemen Cliff Petrick, H&D fireman, have returned to civilization from the north woods of Minnesota where he spent his vacation, hunting mink at the fur farm. Gerard Weis, O&K engineer of Montevideo passed away at his home on Nov. 21, due to a heart ailment. We are all snarled up with formulas, baby clothes and such. Shirley Ann has arrived.

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

Engineer O. W. Smith of Minneapolis Terminals passed away recently while clearing up his summer cottage at Lake Vermillion. Our sympathy goes to Engineer John Snyder in the loss of his wife recently.

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

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

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

The annual Traffic Club pheasant feed was another success this year, being very well attended. The main event was a two hour interval to present the annual awards. The pictures of the winners were also presented. The pictures, two marines and two landscapes, are original water colors and are the talented efforts of his wife. The scenes depicted are areas in Chicago and vicinity; the painting was done at the lakeside in Jackson Park. Mrs. Christianson, whose hobby is painting, is an accomplished artist and received the greater part of her training at the Art Institute here in Chicago.

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

F. M. Jones, assistant engineer in Mr. Ornburn's office, now has the home he recently purchased in Elgin, Ill., in tip-top shape. Frank has spent some time visiting relatives and the interior, also painting the exterior and is quite proud of his handiwork. The death of Miss Dagay Olsen, secretary to E. E. Burch, bridge engineer, came as a shock to her associates. Miss Olsen, an employee of the engineering department for many years, was apparently recovering from a serious illness of more than two months duration when she suffered a relapse and died at the Norwegian-American Hospital Nov. 29.

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

H. B. Christianson, assistant chief engineer - system, can well be proud of the new pictures adorning the walls of his office. The paintings, two marines and two landscapes, are original water colors and are the talented efforts of his wife. The scenes depicted are areas in Chicago and vicinity; the painting was done at the lakeside in Jackson Park. Mrs. Christianson, whose hobby is painting, is an accomplished artist and received the greater part of her training at the Art Institute here in Chicago.

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THE CROWD SAYS GOODBYE. Mrs. Cecile B. Meyer receives the good wishes of fellow employees in the office of manager of mail, express, baggage and milk, Chicago, on her retirement Nov. 30, with C. F. Rank in the role of spokesman for his force. The congratulatory scene was the prelude to a dinner given by the group in Mrs. Meyer's honor. Her future plans call for a leisurely motor trip to California and establishing a home in the vicinity of Los Angeles near her son and grandchildren. Mrs. Meyer is the widow of E. A. Meyer, a 47-year veteran of Milwaukee Road service and assistant to general manager prior to his death in 1940.
Another hunter, Donald H. Fisher, assistant engineer in the bridge department, also went deer hunting. He had the same kind of luck as Joe Kopeck.

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

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

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

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

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS
Lucille Forster, Correspondent

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

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

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

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

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

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

CHORAL CLUB NEWS
Teresa Glatz, Correspondent

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

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

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

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

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

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

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES
L. J. Hogan, Correspondent

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

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

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

Sympathy is expressed to Assistant Engineer George H. Lowrie on the death of his mother who passed away in November.

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

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

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

PASSENGER TRAFFIC DEPARTMENT
F. J. Carney, Correspondent
Passenger Rate Office, Union Station

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

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

End-of-the-season vacationists included Jim Corcoran of Mr. Hiefield’s office, Bill Clemens of Advertising, and Viola Neuschwander of the advertising department. Jim and Bill took a week-long swing through the South, hitting New Orleans, Memphis and Newport, Ky., the last a lively, Las Vegas-type of town, across the river from Cincinnati. Viola and her sister Robert (who is with the Engineering department of the Santa Fe) visited Galveston, Houston, San Antonio, St. Louis and New Orleans (much impressed with New Orleans).
A bridal shower was given for Gretcede Essig on Nov. 20. However, that evening her prospective husband, Mr. Grubner, sustained severe injuries in an auto accident and was confined in a hospital. Their plans were somewhat altered, but the marriage was performed in the hospital.

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

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

Funeral services were held in Green Bay. Mr. Armstrong started his railroad service in Green Bay and subsequently was agent at Plymouth, Fond du Lac and Oshkosh. From 1920 to 1925 he was traveling freight agent with headquarters in Milwaukee.

Mr. Armstrong, who retired in 1938 as division freight agent with headquarters in Chicago, died Nov. 26 at Green Bay, Wis. Funeral services were held in Green Bay. Mr. Armstrong had a three-month leave.

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

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

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

Bud Bloethner and Marie Horan have been engaged in preparations for a Christmas get-together and everyone is looking forward to enjoying the results of their efforts.

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

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

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

Rocky Mountain Division

EAST END

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

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

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

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

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

The Jefferson Island station will be closed Dec. 1.

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

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

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

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

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

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

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

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

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

Bom to Mrs. William Tuss and Caroline Tuss on Nov. 17, a boy named Ronald Williams.

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

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

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

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

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

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

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

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

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

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

KEEP your temper. Do not quarrel with an angry person, but give him a soft answer. If it is commanded by Holy Writ and furthermore it makes him madder than anything else you could say.——Anon.
The body of Capt. Charles William Clark, killed in action in Korea June 9, 1951, arrived in Clinton Nov. 15. Funeral services were held the following day and burial was at Sugar Grove. Billy was employed in the car department here prior to the war and was the son of Raymond Clark, retired carman.

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

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

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

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

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

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

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

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

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

Fireman James Conger, who is now stationed with the Army in Georgia, spent a few days with his parents, Engineer and Mrs. James V. Libur of Terre Haute has taken an assistant car foreman position at West Clinton.

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

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

TERRE HAUTE DISTRICT

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

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

Elbert K. Kenney, Hollman Street yard conductor who topped the seniority list with a date of Oct. 22, 1907, applied for his pension Nov. 8. Although "Doc" has a lot of
WISCONSIN’S BIGGEST. Here you are—the all-Wisconsin record trout catch of the season. The lucky angler is Barney Fijot, retired mechanic helper, Milwaukee. Barney, a 40-year veteran, hunts and fishes nine months of the year. This whopper was 46 inches long and weighed 23 pounds.

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

The lucky angler is Barney Fijot, retired B&O foreman recently married to Mrs. Mabel Brundage, has moved his residence to Marion. He and Mrs. Legvold spent their honeymoon touring the Ozark country.

Bob Bruske, assistant engineer, spent Thanksgiving Day with his uncle’s family, in Terre Haute. Mr. Legvold, retired B&O foreman recently married to Mrs. Mabel Brundage, has moved his residence to Marion. He and Mrs. Legvold spent their honeymoon touring the Ozark country.

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

EOFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

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

Another Thanksgiving baby! Ed Carpenter and wife Jeanneau became papa and mama to their No. 1 man child, David Allen, on Thanksgiving Day. Ed, who served his apprenticeship and family attended, keeping, and family also attended.

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

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

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

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

The Milwaukee Road Magazine
To bring him joy

GIVE PRINCE ALBERT

AMERICA'S LARGEST-SELLING SMOKING TOBACCO

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

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

THE NATIONAL JOY SMOKE

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

December, 1951
CAR DEPARTMENT—OFFICE AND SHOP
SUPERINTENDENT
Vincent O. Freihoefer, Correspondent

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

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

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

Frank Schultz, retired blacksmith, is re­
covering at home after being seriously ill in 
hospital.

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

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

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

LOCOMOTIVE DEPARTMENT
Leone Schneider, Correspondent

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

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

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

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

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

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

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

Charles Espersen visited the locomotive 
department recently to say goodbye, as he 
tells us his next destination is Europe.

Uncle Sam wants him to travel and see an­ 
other part of the world. Charles is a vendo­
clerk in the S.M.P. office.

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

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

Foundry Laborer Additius Lotson and his 
wife recently welcomed Baby Louise Willilie­ 
mae into their home.

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

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

Seattle General Offices
Margaret Hickey, Correspondent 
General Manager's Office

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

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

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

Jack Oliver, reservation clerk, has ac­

The Milwaukee Road Magazine
Great Expectations!

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

Dutch Masters Cigars

cepted a position in the city ticket office of the S.P. John Mitchell is the new reservation clerk. Dwight Robinson is filling the position of stenographer in the general passenger agent's office vacated by John Mitchell. Tom Quinn, car distributor, is back on the job after spending 10 days in Providence Hospital undergoing an operation. Understand Tom got all the candy and sweets he wanted while convalescing.

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

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

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

I & S M Division

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

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

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

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

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

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

Chief Clerk E. E. Barker and wife, Austin freight office, plan to leave Dec. 20 for a mid-winter vacation, spending Christmas with a daughter in Cincinnati and then continuing on for a trip through Georgia.

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

La Crosse & River
Division

K. D. Smith, Correspondent
Operator, Portage

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

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

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

years ago, has

J. He is at pres@nt

It

Johnson, Correspondent

General Superintendent

MUSKEGO YARD

M.

C~aig

Pearl Freund, Correspondent

FOWLER STREET STATION

Grace

Milwaukee Terminals'

Mrs. Alex Sawdy, wife of car foreman,

Engineer Lester M. Caylor, who entered

his new life of retirement. His service be­

as foreman of old house No.1, Foreman of

and finally at North Avenue station from

sively thereafter he was at Fowler Street

where he retired Aug.

house No. 11, and supervisor of the docks,

wife having passed away last May.

terminals switchman ("Kalsomine Bill", he

played Sunday, Oct. 28, when she discovered

baby girl.

on the fine Milwaukee Road spirit she dis­

a member of the Knights of Columbus and

a charter member of the Catholic Order of

Foresters.

The Milwaukee Hiawatha bowling tourna­

ment committee for the 1952 tournament at

LaCrosse advises that reservations have been

made at the Pla-Mor Bowling Centre for Mar.

29 and 30 and Apr. 5 and 6. Posters and

entry forms will be mailed out early in 1952

and it is hoped that LaCrosse will have the

pleasure of entertaining many bowlers.

L. D. Miller, roundhouse foreman at Port­

age, has succeeded R. H. Brabant as round­

house foreman at LaCrosse. He says he is

glad to be back home.

Cigars were plentiful in the dispatchers'

office at LaCrosse in November. Dispatcher

Jack Wurm became the father of another boy

and Dispatcher Bob Beck says they have a

nice "quiet" baby girl.

Passenger Conductor A. E. Calhoun made

his last trip on Nov. 28 on the Afternoon

Hiawatha. He is retiring after 46 years of

service.

Mrs. C. P. Kuklinski, wife of section fore­

man at LaMolle, Minn., received a letter of

commendation from Superintendent Palmquist

on the fine Milwaukee Road spirit she dis­

played Sunday, Oct. 28, when she discovered

a hot box in a passing eastbound freight train

and signaled members of the crew. The train

was stopped and inspection disclosed a car

with a iciumal in a condition that would have

made it unsafe to continue the trip.

Mr. Brown has been at home since May 19

due to illness, but is now getting around

again. He has spent several days of his recent

vacation deer hunting and brought back his "trophy".

Milwaukee Terminals:

MUSKICO YARD

G. Arthur Brown, general car supervisor, 

retired Dec. 1. Mr. Brown (familiarly known

around Muskego yard as "The Deacon")

started with our road in 1903 but left our

service in 1910 to work for one of the local

card firms. He returned to the railroad in 1917

and from 1922 to 1937 was assistant general

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

Carl, is handling the Broadway run. Prior to this she was employed at the depot newsstand. Carol is studying comptometry at Milwaukee Vocational School and is also attending the Patricia Stevens Modeling School. Rocky Todd is also new on the force, replacing Barbara McPhee on the second auto messenger run. He was formerly a train clerk at Muskego yard.

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

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

Minnie Walters spent her Thanksgiving holiday in New York City, with a few days to spare. The Foxhead Brewing Company at Waukesha played host to Hiawatha Unit 13. Those who attended enjoyed cards and toasted their well known brew.

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

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

Beatrice Orgish, former clerk, was a Mil­waukee visitor over the Thanksgiving week­end. Husband Kenneth received his discharge from the service in September.

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

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

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

CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent

Chestnut Street Station

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

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

Ed "Lefty" Eckhart was sure he would not participate this season. Yes, Ernie Reinhardt went deer hunting—period.

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

December, 1951
Present Day
SAFETY Requirements
DEMAND the Best Equipment
LAKESIDE
FUSEES
Fill the Bill
Safe Dependable Efficient
LAKESIDE RAILWAY
FUSEE COMPANY
Beloit, Wisconsin

Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

Webster Lumber Company
2522 Como Ave., West
St. Paul, Minn.

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

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

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

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

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

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

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

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

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Pilsen Station
Cor. Racine Ave. and 14th Pl.
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Youngstown Corrugated Steel Freight Car Doors
Camel Roller Lift Fixtures

Youngstown Steel Door Co. & Camel Sales Co.
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Chicago

OFFICES
The Arcade
Cleveland

PLANTS
Hammond, Indiana
Youngstown, Ohio

FIRST DISTRICT
W. W. Blethen, Correspondent
Superintendent’s Office, Madison

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

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

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

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

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

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

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

Brakemen Jake Luchinger of Janesville retired Nov. 24, also with a clear record.

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

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

Coo Higgins, B&B foreman, retired Nov. 30 with 45 years of service.

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

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

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

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

Section Foreman Ruskel Dresen of Mineral Point retired Oct. 31, completing 35 years of service.

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

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

O. S. Klime, retired train dispatcher, and Mrs. Klime have gone to Los Alamos, N.M., to visit their daughter and family, the Leslie B. Seelys.
HE KNOWS HOW.
Switchman Bill Ponders, Galewood, together with his grand-daughter Karla and her dad, Earl, doing their bit to ward off the ghosts and spooks of Hallowe’en. Karla appears to be thinking that no one can carve a pumpkin as well as her grandpa.

The little girl looks just like her mother, Cecelia.
Herb Duga reports that his wife Gertrude is still ill but has appreciated all the “get well” cards from their friends.

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

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

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

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

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

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

See the latest popular styles at your favorite jewelry store.

R. F. SIMMONS COMPANY
ATTLEBORO
MASS.

December, 1951.

Chicago Terminals
UNION STREET

Florence La Monica, Correspondent

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

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

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

John Oeftering, retired checker, died recently. Sympathy is extended to J. J. Oeftering, checker house 5, and to the bereaved family.

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

The grandparents of Joan Marie born Oct. 29 at the Great Lakes Naval Hospital.

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

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

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

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

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

Helen Bitz, telephone operator, left for St.

The little girl looks just like her mother, Cecelia.
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R. F. SIMMONS COMPANY
ATTLEBORO
MASS.
The railway clerks held their annual banquet Nov. 12 at Meekers Seafood Inn on route 80 south of Savanna. About 90 were present.

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

C. W. Bowman, retired conductor of Savanna, passed away in the home of his sister at Wacker, Ill., Nov. 28. Mr. Bowman started his railroad service at Leaf River and retired Aug. 28, 1946 as a machinist helper. Surviving are his widow, a brother, and a daughter, two sisters and one grandson of Conductor M. K. Lynn of Elgin, Ill.

Miss Josephine Walters, retired steno of the service on Nov. 13. Before leaving the dispatcher’s office to tell us that he was in the Signal Corps and was leaving for Union Station in Chicago Nov. 27, he called to work after his illness.

Engineer’s brother Otto, of Elk, Wash., also attended the funeral services for Miss Marie Johns, also of Savanna. Miss Johns attended the funeral services for her mother.

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

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

Caller Earl Secondi is sporting a new 1951 Buick.

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

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

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

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

In a lovely ceremony on the afternoon of Nov. 5 Stephen D. Brkljok, son of Mr. and Mrs. Dan Brkljok, Savanna, was married to Miss Marie Johns, also of Savanna. The honeymoon was spent in New Orleans and Biloxi. The young couple are now living in Dubuque where Steve is employed in the store department.

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

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

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

QUAD-CITIES AREA

Russell Tubbs, Correspondent
Perishable Freight Inspector, Nahant, 1a.

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

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

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

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

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

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

THIRD DISTRICT

We were very happy to receive a news item from J. H. McLaughlin, local chairman of the Third District, and welcome any that others may have to contribute. Fireman J. L. Pearson sent Mr. McLaughlin the picture of himself in the cab window of a Korean locomotive. Pearson, a private first class, has been in the war zone for about a year, during which he has had some unique railroad-experiences. According to his report, it appears that many locomotives operate without headlights. The natives, he says, watch for opportunities to destroy them, due to a superstition of fear.

Trans-Missouri Division

WEST

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

Miles City was host to two outstanding livestock events in November, the 4th and 5th the Tri-State Futurity show and sale of outstanding Herefords was held at the eastern Montana Fairgrounds, Cameron Lad 12th sold for $5,200 to head the list of 79 animals which brought in a grand total of $115,065. The average per animal was the highest at any association sale in the United States this year. November 12, 13 and 14 the Montana Wool Growers Association assembled in Miles City for its annual convention. The sessions were crowded with talk of wool, lambs, ewes, bucks, etc., all of which mean money to the railroad. The association members with their big badges under their caps were everywhere, doing and enjoying things.

Grace H. Flanigan, daughter of Mr. and Mrs. Frank T. Flanigan of Coalwood, Mont., became the bride of Ray H. Zuelke, son of Conductor H. E. Zuelke of Miles City, on Oct. 23. The ceremony was performed at the home of Mr. and Mrs. D. W. Roberts, sister and brother-in-law of the bridegroom, before members of the immediate family. The bride’s parents later were hosts at a dinner at the Crossroads Inn. The bride is a senior at Custer County High School and Ray is a fireman on the railroad.

Thomas A. Timberman, 76, retired sec-
Miss Virginia Larson Teachers College at Aberdeen and was married Oct. 25 to Pvt. Donald C. Baum of Mobridge, daughter of Larson, was married Oct. 7, Thomas W. Pemberton, age 9, son of Mr. and Mrs. Dick Pemberton of Haglowton, died at the Holy Rosary Hospital Nov. 22. Funeral services were held in Miles City.

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

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

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

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CARDWELL WESTINGHOUSE FRICITION DRAFT GEARS
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 to absorb vertical and lateral shocks
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MONTREAL

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

DIESEL LOCOMOTIVES
for
PASSENGER, FREIGHT
AND SWITCHING SERVICE
•
IN SERVICE ON OVER 60 RAILROADS
•
ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.
Lemmon bank, has accepted the position of society editor on the Mobridge Tribune.

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

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

Operator John Readon of McLaughlin returned recently from a vacation spent with relatives in Arkansas and other points South. Asbury Childers, veteran agent-operator of Marmarth, retires Dec. 15.

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

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

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

**Twin City Terminals**

**MINNEAPOLIS PASSENGER STATION**

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

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

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

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

It seems like a good time now to mention a different kind of a "dear." Instrument man Robert Evans of the engineering department reports the birth of a daughter on Nov. 26.

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

ST. PAUL FREIGHT HOUSE
Allen C. Rothmund, Correspondent
Sibley St. Freight House

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

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

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

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

ST. PAUL TRAFFIC DEPARTMENT
Brooksie Burk, Correspondent
c/o General Agent

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

Mrs. Maher says that she has been warned by other Army wives that the servants will spoil her a little, too.

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

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT
G. V. Stevens, Correspondent
Agent's Office

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

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

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

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

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

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

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

ENGINEERS, FIREMEN AND SWITCHMEN
Donald T. Kurtz, Correspondent
c/o South Minneapolis Roundhouse

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

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

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

Minneapolis Yard Conductor Merrill Tyner has retired after 38 years of service.
Eddie Samoker, Minneapolis yardmaster, is sporting a brand new car—but why the headbolt heater, Ed?

St. Paul Yard Switchman Melvin Bauerfield, who entered military service in January, has been reported killed in action in Korea.

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

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

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

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

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

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

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

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

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

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

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

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

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

Our sympathy to the relatives of Weston P. Kelly, retired L&R Division engineer, who passed away Nov. 11; also to the family of Albert E. Schroeder, retired pipefitter helper of the locomotive department, who passed away Nov. 13.

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

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

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

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

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

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St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati, Kansas City.
Vince Perrone and his men have finished laying rail on the double tracks of the main line from the Spokane tunnel to the NP tower.

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

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

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

Coast Division

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

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

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

Charles S. Haggerty, yard conductor at Tacoma, retired Nov. 35. Mr. Haggerty had been at Tacoma yard since it started in 1909, having come here from the eastern lines. One of his most prized possessions is a service letter issued by J. T. Gillick while the latter was superintendent at Aberdeen, S.D., on the old James River Division in 1909, at the time Mr. Haggerty transferred to Lines West.

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

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

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

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

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

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

Mr. William J. Relalick, widow of a pioneer of the Lines West extension, passed away in Seattle. Burial was in Tacoma on her 87th birthday. She is survived by two sons, Bernard of Tacoma and Richard of Warren, Va., and three daughters, Clara Relalick and Mrs. Mary Irwin of Seattle and Mrs. Mercedes McGrath of Vancouver. Her husband, a veteran of 42 years of service, started working for the Road in Wisconsin, subsequently transferring to South Dakota. He moved on to Miles City in 1908 when the
extension was built from Mobridge and was the first car foreman there. In 1914 he was transferred, as car foreman of the old Bone line, to Lewistown, where he lived for 30 years. Following his retirement the family located on the Coast. Mrs. Retallick was the first president of Lewistown Chapter of the Women’s Club.

SEATTLE LOCAL FREIGHT OFFICE
Elizabeth Gosla, Correspondent

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

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

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

Mr. and Mrs. Bert Roberts returned recently from a month’s vacation in the East. They went by train as far as Albany, N. Y., where they were met by friends from Worcester, Mass., and the party took a motor trip to points in eastern Canada and enjoyed the fall beauty of the New England States. On route home they stopped in Iowa and Illinois. Bert is perishable freight inspector of Wrangell, Alaska, who accompanied them to Buckhorn Mineral Wells near Mesa, Ariz. After a short sojourn at the springs they traveled through the Southwest and Mexico, returning home by way of California.

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

TACOMA
R. A. Grummel, Correspondent

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

Mrs. N. F. Bingham, widow of retired train dispatcher who passed away in Tacoma, has moved to Torrance, Calif. She has two sons in business in Los Angeles, which is only a short distance from Torrance, and she wanted to be closer to the boys.

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

Agent Ora Wheeler at Eatonville, husband of Velma Wheeler, assistant cashier, had the urge to go deer hunting on a recent Sunday morning and felt in his bones he was going to get a deer—wife Velma thought he was being funny, as he didn’t take the car. He walked about a quarter of a mile up the railroad track, and lo and behold, a young deer was waiting for him. He called his wife on the ‘phone to bring down the car.

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

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

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

* * *

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

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

SIOUX FALLS LINE

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

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

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

Switchman Buzz Ferrie and wife were blessed with their fourth child Nov. 18. Storekeeper E. J. Bahr has been bowling a sixling 93½ and wound up in fifth place.

Freight Checker E. Tully is ill at this writing.

The Women's Club held its annual Christmas party Dec. 11 at the home of Mrs. E. J. Miller.

SECOND DISTRICT

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

Engineer John V. Leafstone and wife are in California at this writing, welcoming a new grandchild.

U. S. LaBreck, retired engineer, and wife are spending the winter in California.

Yard Clerk John Warnke, 51, died at Sioux City Nov. 5. Mr. Luth had been ill at his home for several months. He retired from railroad service in 1945 after 38 years. He was a veteran of the Spanish-American War, having served in the Philippines. Survivors are his widow, three daughters, three grandchildren, six sisters and two brothers. Engineer Walter Lynberg has returned to service after being ill for about eight weeks.

Sympathy is extended to Frank B. Griller and wife in the loss of Mrs. Griller's father, Mr. Worth, who passed away in a Sioux Falls hospital Nov. 5. Mr. Worth made his home in Sioux City with the Grillers.

We are wondering just what special talents the clerical employees in the assistant superintendent's office at Sioux City have that enables them to win so many prizes. Mildred McCormay is the proud owner of a beautiful gas range which she won recently in a contest.

If you have news which you would like to have in the Magazine, please send it to me. We depend on the employes on the Division to supply us with items which are of interest to active as well as retired people.

SANBORN-RAPID CITY

Albert J. Gall, Correspondent
Trainmaster's Office, Mitchell

We regret to report the death of Oliver D. Adams, retired train and baggageman, who formerly lived at Mitchell but had made his home with his daughter at Verrillton for the past several years. Also the death of Mrs. George Sotley, wife of B&G carpenter of Chamberlain. Mrs. Sotley had been in poor health for some time.

James Mooreland, janitor at Mitchell, and his wife recently took a vacation trip back east to the old homestead to visit friends whom Jim hadn't seen since he was a boy in Wisconsin and Illinois.

Willis Johnston Jr., brakeman at Mitchell, became the father of a baby daughter Nov. 16.

Conductor George V. Foose, after 45 years of service with the Road, has retired. He is making his home at Sanborn where his brother A. K., also a retired Milwaukee conductor, lives.

Engineers Frank W. Talbot and D. I. Caldwell of Mitchell both retired the past month after many years with the Road.

A. E. Coffel, Mitchell yard clerk, again went to the hills for some deer hunting and this year came home with the goods.

Answers to "What do You Know?"

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

RAILROAD PATRIARCH RETIRES. A rule book discussion between Superintendent P. J. Weiland (right) and Conductor Peter E. McGuire was the last order of business as the latter retired Nov. 20 after 59 years of service. Pete is one of the six McGuire brothers who worked out of Mason City—John, Dan and Richard, now deceased, and James and Cene, both retired. He lives at McGregor and has nine children, all living, 12 grandchildren and four great-grandchildren. Three of the boys are with the Road; Pete Jr., yard clerk at Marquette, Vern, a conductor at Austin, and John, Austin yard foreman. (Mason City Globe Gazette photo.)
Prime Mover...

of the goods this country needs for national defense, and for its daily life and work, is the flanged wheel on the steel rail. Day and night—all across the face of the nation—at all seasons of the year—freight trains roll, carrying raw materials and finished goods, products of farm and forest and mine, of mill and factory.

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*Listen to THE RAILROAD HOUR every Monday evening on NBC.*
SAND BINS. A photographer looks at the new sanding facilities at Bensenville. (See Page 9).