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THE MILWAUKEE ROAD MAGAZINE

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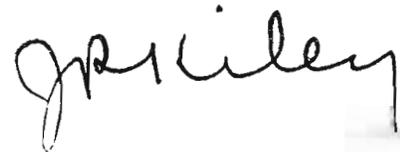
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A Thought for Thanksgiving

THE Thanksgiving season is one of great significance in our lives, providing as it does a spiritual pause toward the close of each busy year. It is a great tradition inspiring every American to look back with gratitude and forward with faith and courage.

This year does not promise to be one of the most profitable in our railroad's history, but it will be recorded as one of very material progress in physical condition and those other factors which make for increased earning power. This is a thing which I feel each of us in the Milwaukee Road family will want to be mindful of as we gather together in our own family groups and contemplate the meaning of this season.

Like our forefathers, we find our reasons for thankfulness not only in the past and present, but in the promise of better years ahead.



EXPLOSIVES

by highway?

The attempt on the part of 48 trucking firms to gain authority from the Interstate Commerce Commission for the hauling of munitions and other dangerous articles over the public highways is causing grave concern on every hand as people contemplate the threat to life and property. Among the groups opposing the proposed move are the American Automobile Association and some of the railroad brotherhoods. In its issue of Oct. 8, *Trainman News*, official publication of the Brotherhood of Railroad Trainmen, published an editorial entitled "Death-Dealing Trucks" which summarized the case particularly well. It is reprinted here through the courtesy of that publication; the reference to the above picture is our own, however, as this picture has been substituted for a similar one which appeared in *Trainman News*.

—Editor.

only three accidents during the five years of World War II.

And there was no loss of lives.

The real reason for this outstanding record is that the railroads enforce stiff regulations for the safe handling of explosives.

No, there are no grounds for turning over the job of moving munitions to the trucks and the ICC should act accordingly as the trucking industry presses its campaign to win a favorable nod.

The railroads, as in the past, are ready and able to meet every demand of the military services for the movement of munitions.

They can do the job, too, without endangering the lives of hundreds of persons every minute of the day and night.



KEEP dynamite-laden, death-dealing trucks off the nation's highways! What better argument for that action could be given than the visual proof of the extreme danger involved which is shown in the picture above.

A truck loaded with dynamite blew up in a mining hamlet near Greensboro, Pa., on Nov. 14, 1950, ripping a hole in the ground 20 feet deep and 50 feet across, and damaging a nearby rail line.

The blast is believed to have killed one man. Five other persons were hospitalized. It could have been a terrible tragedy—and they are certain to happen if trucks are permitted to move munitions over the highways.

A movement now under way by the trucking industry to win Interstate Commerce Commission approval to carry high explosives on the public highways has run into full-fledged opposition of the BRT, which is supported by other rail labor unions and organizations quick to spot the terrible danger involved.

Brotherhood members and other railroaders know only too well what has happened when trains have collided with trucks transporting gasoline. We shudder to think of the outcome of a collision with a highway boxcar loaded with munitions.

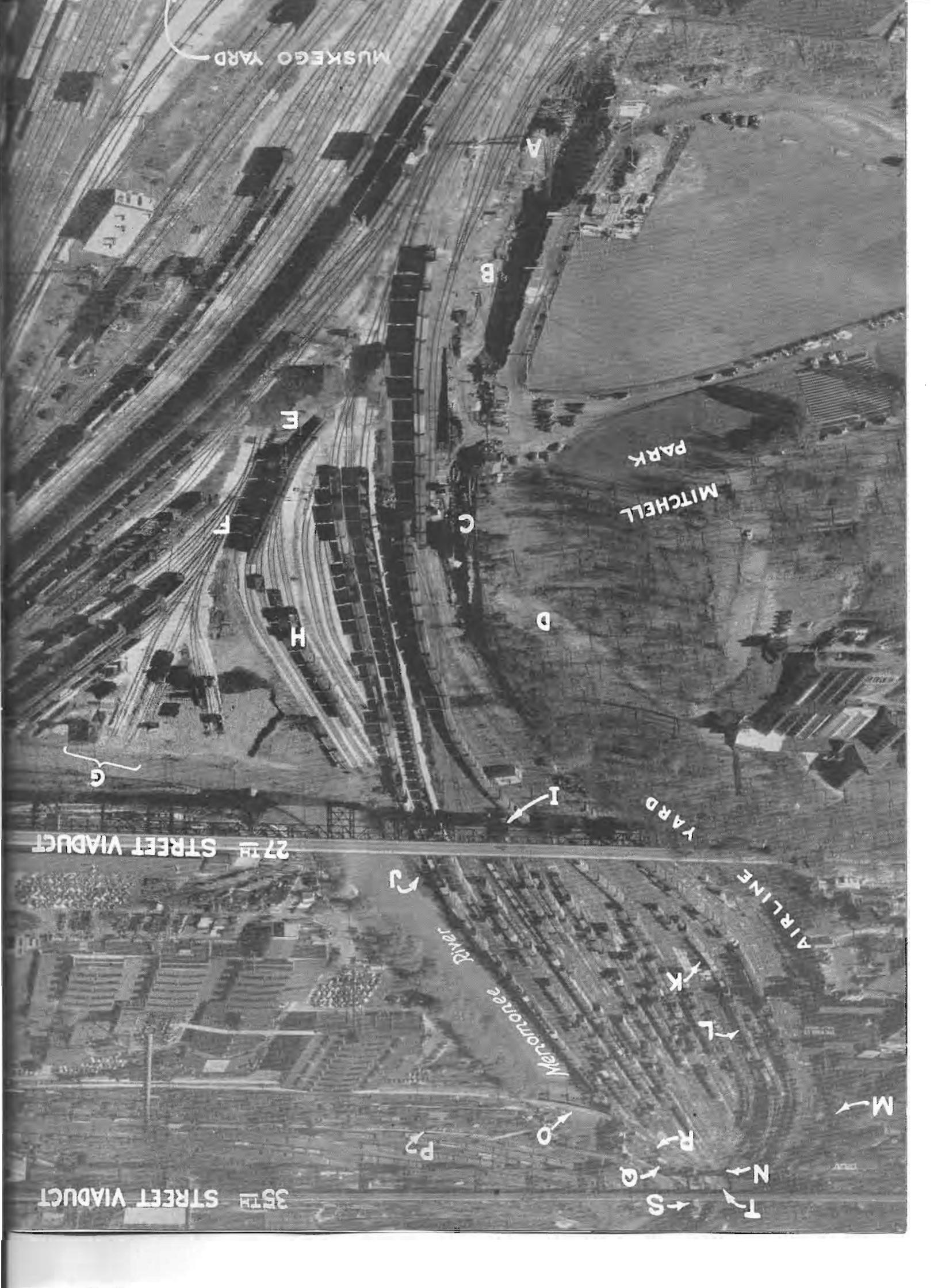
And is there any reason why trucks should get into the transportation of munitions, subjecting railroaders and the general public to an unnecessary danger?

Absolutely not. The nation's railroads are well able to haul explosives with the least amount of danger involved. You have only to check the record of the railroads during World War II and the Korean conflict to see why.

In moving thousands of carloads of explosives from munition plants to storage points and to ports for overseas shipments, the nation's railroads had



The driver of a double trailer carrying 7,000 gallons of butane perished in his cab after a broadside crash into a school bus. The bus driver, en route to pick up his first load of school children, leaped from the flaming wreckage in time. Our highways are dangerous now. Explosive-laden trucks would multiply that danger. (Acme telephoto)



MUSKEGO YARD

A

B

F

F

H

C

D

PARK MITCHELL

I

YARD

27TH STREET VIADUCT

J

Menomonee River

AIRLINE

K

L

M

P2

O

Q

R

S

T

35TH STREET VIADUCT

AIR LINE YARD

Engineering Department Group Tours Air Line Classification Yard Project in Milwaukee

ANY way you look at it—from the air, from the ground, or on the drafting board, The Milwaukee Road's Air Line Yard in Milwaukee is a big, busy piece of railroad. And since June, when the company decided that traffic congestion in the railroad's principal city could be relieved only by converting that key classification yard to a modern gravity-retarder system, its importance has increased.

No group of people on the railroad knows as much about the magnitude and complexity of the undertaking as do the engineers and construction supervisors in Chicago and Milwaukee who have handled the planning and construction work. It has been a rush job, calling for many hours of painstaking, precise work.

On Oct. 19, partly as a means of giving these men a clearer understanding of the work they are doing, and partly as an expression of appreciation for their conscientious effort, Chief

(Continued on page 6)

Aerial view taken Oct. 25, showing trackage involved in the Air Line Yard project. Only a small part of the vast shop area, lying beyond the 35th Street viaduct, is shown. Principal areas and structures in the yard are identified as follows:

- A. New Muskego Yard office under construction. Note pile driver at work.
- B. New parking area under construction with retaining wall 280 feet long along Mitchell Park.
- C. Retaining wall 1,400 feet long under construction along Mitchell Park.
- D. New road under construction to new Muskego Yard office.
- E. Present Muskego Yard office—to be abandoned.
- F. New lead to Harvester Yard. Work completed.
- G. New Diesel servicing facilities, showing tracks and 100,000 gallon tank already installed.
- H. Portion of classification yard already built.
- I. Location of future 27th Street yard office.
- J. New trestle along river under construction.
- K. New track scale under construction.
- L. New retaining wall 1,300 feet long partially completed between classification and receiving yards.
- M. Location of future retaining wall 1,100 feet long along south side of yard east of 35th Street.
- N. Location of future retarder operator tower.
- O. New bridge crossing Menomonee River leading to car repair yard.
- P. New caboose track.
- Q. Yard office and construction office.
- R. New maintainer's and air compressor building under construction.
- S. Location of future pile trestle along river.
- T. Location of future crest of grade.





At the dinner in Milwaukee. Speaker's table group, left to right: L. R. Shellenbarger, assistant engineer; K. E. Hornung, architect; K. L. Clark, principal assistant engineer; H. B. Christianson, assistant chief engineer—system; W. G. Powrie, chief engineer; B. J. Ornburn, assistant chief engineer—structures; E. E. Burch, bridge engineer; and C. V. Lund, assistant engineer.

Engineer W. G. Powrie took the group on a day-long tour of Air Line Yard and other engineering projects in Milwaukee, climaxed by a "status report dinner" in the evening.

Information provided in connection with the tour pointed out that electro-pneumatic retarders and switches will be used to control the speed and direct the movement of cars into the various classification tracks of Air Line Yard, and that the installation and effective operation of the system involves certain changes in other yards adjacent to it. The yard will be designed to provide continuous forward movement of cars by gravity, with tower operators controlling their speed through the retarders and directing them onto the proper tracks.

During the periods of heavy traffic Air Line Yard receives 2,000 cars a day for classification, but in the past has been able to handle no more than 350 to 400 of them during an eight-hour shift. It is estimated that the gravity-retarder operation, combined with improved track layouts, will increase the handling

capacity to 800 cars per shift without difficulty.

The yard, as well as the tracks approaching and leaving, will be equipped with a radio system for the dispatching of engines; paging and "talk-back" loud speaker system for directing activities of personnel on the ground; teletype communication for transmitting information concerning shipments; pneumatic tube system for transmitting waybills and other records; tape wire recording system for recording location and make-up of cars in trains; an oiling system to insure journal box lubrication; and a flood lighting system for night operations.

Traveling in a number of automobiles, the group visited 11 other engineering projects in the city, including the relocation of Freight Houses 8 and 9; new storage yard at Walnut Street; Commerce Street incline tracks and team tracks; new Diesel house in the shops area; and parcel post handling facilities at the Union Station. Altogether, the 12 major projects inspected represent a total investment by the railroad of \$4,585,000.

At the conclusion of the tour the

group gathered at the Ambassador Hotel for the informal dinner which afforded the first opportunity many of the men from the two cities had had to become acquainted.

H. B. Christianson, assistant chief engineer—system, opened the brief speaking program with an expression of appreciation for the work the engineers had done. He also reviewed quickly some of the principal engineering aspects of the project, pointing out that the gravity system will have its apex at 35th Street, and will have a short 4 per cent grade which will make possible the quick separation of cuts of cars. It is designed, he reminded his audience, so that the slowest moving car will travel to a point of clearance in the classification yard. All cars will pass through the master retarder and on to one of four final retarders, from which they will proceed through automatically-controlled switches to the proper classification track.

B. J. Ornburn, assistant chief engineer—structures, and K. L. Clark, principal assistant engineer, who is providing direct supervision to the Air Line Yard project, also addressed the group briefly.

As the final speaker, Mr. Powrie assured the men that the dinner meeting was being held for the sole purpose of thanking them for their efforts.

"In the middle of June," he said, "our board of directors authorized an expenditure of approximately \$3,000,000 to carry out this work. Although virtually no detailed engineering had been accomplished before that time, actual construction was in progress within five days; tracks were being raised and



K. L. Clark, principal assistant engineer, in charge of construction on the Air Line Yard project, calls the attention of Chicago engineers to progress being made on a retaining wall. Left to right: C. V. Lund and E. R. Wiltz, assistant engineers; H. B. Christianson, assistant chief engineer—system; F. J. Wilson, chief clerk to general roadmasters; W. G. Burres and H. M. Taylor, designers; K. L. Clark; and L. R. Shellenbarger, assistant engineer.

Amended Act Provides Broader Benefits For Railroad Employes

HIGHER retirement and survivor benefits are in store for most of the nation's railroad workers and their families as a result of amendments to the Railroad Retirement Act approved by President Truman on Oct. 30.

The Railroad Retirement Board estimates that 250,000 retired railroad employes will receive increases averaging 30 percent, and 150,000 survivors of deceased employes will get increases averaging 45 percent in their monthly benefits. The first checks to include some increases will go out about December 1. Other increases will be made as soon thereafter as possible. No action is required by any beneficiary until notified by the board.

The new law does not change the tax-rate schedule.

Here is a run down of the principal changes:

(1) Most retirement benefits will first be raised by 15 percent. The higher payments will go to all persons now on the rolls as well as to those who will retire in the future. The maximum annuity now payable will rise from \$144 to \$165.60 a month.

(2) A monthly benefit will be allowed for the wife of a retired employe over age 65, if she is also over age 65 or has children under 18. This benefit amounts to 50 percent of the retired employe's benefit up to a maximum of \$40. The wives of about 80,000 retired employes currently receiving benefits will be able to qualify for this benefit immediately. The maximum payable to a man and wife will be \$205.60; eventually, combined benefits above \$250 will be possible.

(3) Service after age 65 is now creditable toward retirement, but the most service that can be counted when service before 1937 is included is still 30 years.

(4) The monthly benefits payable to the survivors of deceased railroad employes will be increased by 33 1/3 percent and lump-sum death payments by 25 percent. The maximum amount payable to a family will rise from \$109 to \$160 a month.

(5) A survivor will now be permitted to earn \$50 a month in social security employment without losing that month's annuity payment.

(6) A new minimum provision is added which will guarantee that both

retirement and survivor benefits under the railroad system, together with any social security benefits which may be payable, will in no case be less than the benefit the social security system would have paid if railroad employment were covered by that system. This will in many cases produce increases over and above those already mentioned.

(7) In the future, employes who retire with less than 10 years of railroad service, and the survivors of those who die with less than 10 years of service, will receive their benefits under the Social Security Act the same as though the railroad service had been performed under that act.

(8) A reduction will be made in the amount of retirement benefits payable to an employe who is also entitled to a retirement benefit under the social security system and who worked in railroad employment before 1937.

Doctor Schreiter Named Illinois Physician of 1952

DR. JOSEPH B. SCHREITER, surgeon and examiner for the Milwaukee and Burlington railroads at Savanna, Ill., has been named the outstanding medical practitioner of Illinois for 1952, according to a recent announcement of the Illinois State Medical Society. The honor was conferred on the 76-year-old physician by a panel of medical leaders from all sections of the state.

Doctor Schreiter, who has been on the Milwaukee Road medical staff since 1920, has served his community for 55 years. The award constituted state-wide recognition of the affection in which he is held by his townsmen. His Savanna neighbors expressed their esteem the past summer by sponsoring "Doc Schreiter Day", a gala turnout of thousands of citizens, including a large number of the 4,000 babies he has delivered in the Savanna area.

Doctor Schreiter began his practice at Savanna immediately after graduating from Rush Medical College, Chicago, in 1896. Elected coroner in 1903, he is believed to hold a record in having been re-elected to the office 11 times. He served 22 months in France during World War I and subsequently became first commander of the Savanna American Legion post. He is chief of staff of the Savanna city hospital.



Talking it over before the dinner were, left to right: H. B. Christianson, B. J. Ornburn, W. C. Powrie, and three men located in Milwaukee—Carl Meyer, instrumentman; John Keane, rodman; and Howard Kobayashi, instrumentman.

put to permanent locations, material orders for much of the early work had been placed, the bridge work was in motion, and an engineering organization was on the job. That wasn't my doing. That was the doing of this gang here tonight."

A great deal of progress has been made, he stated, and predicted that the work would gain momentum rapidly, now that the detailed designs have been made. It had been necessary in many instances to re-design and alter plans to fit in with the availability of material, all of which has taken time and lots of work.

"We want to get this job completed before the fall rush next year," he said in conclusion. "It isn't an easy job, but we'll do it."



Commerce Street incline tracks, another Milwaukee project visited by the engineers.

ever wonder about PULLMAN CAR NAMES?

WHO names the Pullman cars—and why—and how?

For many years there was a widespread belief that the credit, or blame, for naming Pullman cars rested with the late Mrs. Frank O. Lowden, who was Miss Florence Pullman, a daughter of the founder of the Pullman Company. It was confidently asserted that she launched on her career in nomenclature as a young girl, receiving \$1 for each car name. Other versions made it \$100 a car, while some guesses were as high

as \$20,000 a year. The truth is that Mrs. Lowden never named a Pullman car.

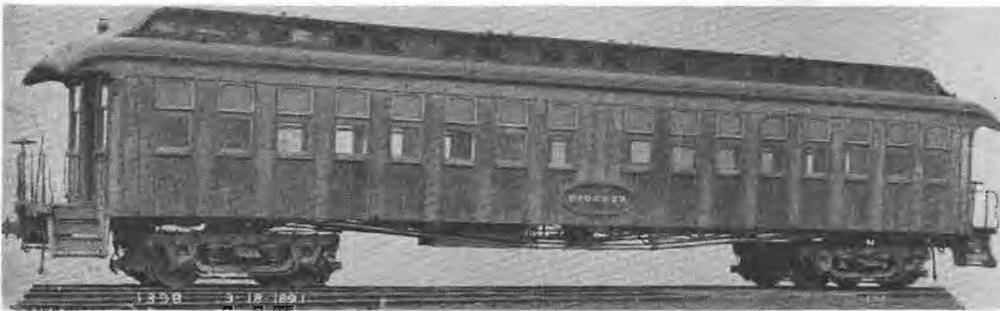
Generally speaking, parlor cars once bore feminine names and also those of flowers and birds. Several parlor cars were named for women foremost in the battle for suffrage, Susan B. Anthony, Lucretia Mott and Elizabeth Cady Stanton. Sleeping cars were named for statesmen, soldiers, poets, authors, rivers, lakes, cities, towns, battlefields, camps and so on.

When the Pullman Company took over the Wagner Sleeping Car Company



cars, the different types of accommodations. For example, the "Park" and "Star" cars were almost entirely of the 14-section type. A series of 12-section and 1-drawing room cars were named "Red," such as *Red Brush*, *Red Deer* and *Red Lion*. All car names preceded by "Mt." or "Mountain" at one time were observation cars containing 10 sections. Some of the lightweight cars with the prefix "Mountain" contained room accommodations and lounge facilities.

The "Camp" and "Lake" cars were almost entirely of one type—10 sections, a drawing room and two compartments. A series of 10-section, 2-drawing room cars were named "Point," such as *Point Alexander* and *Point Hope*. This system of naming greatly facilitated the handling of Pullman cars for cleaning and repairs in railway yards and terminals and the spotting of cars for as-



The Pioneer, the last word in sleeping car comfort when it was used in President Lincoln's funeral train.

as \$20,000 a year. The truth is that Mrs. Lowden never named a Pullman car.

The first Pullman sleeping car was a remodeled Chicago & Alton day coach, No. 9, and it continued with its original designation, as did its twin, No. 19. It was then decided to letter the cars "A," "B," "C" and so on, but with the rapid growth of the Pullman fleet the alphabet soon proved inadequate and the company returned to the use of numbers. This resulted in some confusion with railway car numbers, so the system of giving each car a distinctive name was introduced. That was in the 1860s and 1870s when it was also customary for locomotives to be designated by names.

Car "A," the first Pullman car to be given a name, was called *Pioneer*. This was the first car built from truck to roof by George M. Pullman and it cost \$20,000. It was completed in 1865 and used in the funeral train which bore the remains of Abraham Lincoln from Chi-

ago to Springfield, Ill., in April, 1865. Richmond Dean, then vice president of the Pullman Company, had charge of nomenclature. One evening he had an inspiration. The public librarian of Chicago was a personal friend and Mr. Dean got him to open the library and, taking a corps of clerks there, they delved into ancient history, Greek and Roman. Within 24 hours there was a wholesale rechristening of Wagner cars. And that is how some names, such as *Apollo*, *Hyperion*, *Ixion*, *Nereus* and *Vulcan*, which have caused comment for four decades, came to be applied to Pullman sleeping and parlor cars.

Some years before the railroads acquired the Pullman Company a committee on nomenclature, composed of Pullman Company officers, adopted a system of names to indicate, without needing to consult the descriptive list of



Sharp contrast to sleeping car accommodations of "the good old days"—a double bedroom in the Bedroom-Skytop Lounge on the Olympian Hiawatha.

signment to trains, as well as the making up of trains.

Since June, 1947, when the Pullman Company was purchased jointly by 59 railroads, it has continued to service and operate the cars, but it has neither purchased nor built any new cars. As existing cars to be continued in service are rebuilt, they are renamed, usually with the names of trees as a prefix—"Elm," "Oak," "Ash," "Locust" and so on.

The names of new sleeping, parlor and club cars which are built for and owned by individual railroads do not conform to any general plan, as each railroad adopts its own set of names. The Milwaukee Road is one of the railroads which follows the pattern, frequently used among railroads, of adopting names based on the geography, history, scenery and other characteristics of the territory it serves. The names of Milwaukee Road cars also designate the type of equipment in the car. For instance, to those in the know, a car named after a lake—Lake Coeur d'Alene, Lake Pepin, Lake Oconomowoc, to name a few—denotes a 10-roomette 6-bedroom car. Likewise, all 8-bedroom observation equipment bears the name of Creeks. The Road's 8-duplex 6-roomette 4-bedroom cars are named after rivers (Gallatin, Yellowstone, Chippewa and Wisconsin are some of the euphonious titles), Touralux accommodations bear the names of mountains, and the older types of coaches were named after scenic falls.

The invention of the sleeping car was brought about by the great distances which traveling in the United States involves and the need to sleep en route without stopping and losing time. The first attempt to supply this service was made by the Cumberland Valley Railroad in Pennsylvania which introduced

so called "sleeping cars" in the winter of 1836-37. These were coaches crudely equipped with three tiers of shelves and mattresses, pillows and blankets piled up in one end. When the passenger retired he was required to make up his own berth and upon arising the next morning—or sooner, if he left the train—was expected to put the bedding back in place.

When the Pullman car was introduced in 1865 it was hailed as the acme of comfort and elegance. Pullman was a cabinet maker and the interiors of the cars were elaborate with rare woods and splendid textile trimmings. The florid appointments of this era were once described by the late George Ade as "the chambermaid's dream of heaven."

Pullman had experimented with day coaches before he came to the conclusion that a comfortable sleeping car demanded larger dimensions. His *Pioneer* was one foot wider and two and a half feet higher than any car built prior to that period and necessitated cutting back station platforms, digging away embankments and raising bridges and tunnels. When the body of Lincoln was carried from Washington to its resting place in Illinois gangs of men were quickly pressed into service to make the necessary changes along the route and the same was done later when President Grant made a tour over the Michigan Central. These changes subsequently led to the adoption of the larger size car for all classes of coaches.

The Milwaukee Road was the first to introduce the "longer, wider, higher" sleeping car berth, an innovation in trans-continental travel which has been compared to the luxury of the finest trans-atlantic steamship accommodations.

Twin City Retired Employees Honored at Jamboree

THE MAIN dining room of the Dyckman Hotel in Minneapolis was the scene Oct. 25 of the annual party for employes of the Twin City Terminals who retired during the past year. Fifty-two employes, together with their wives, were guests of honor at a smorgasbord supper and a one-hour program of entertainment.

The idea of one large annual party for terminal employes who retire during the course of the year originated with W. R. Manion, LaCrosse & River Division passenger conductor, in 1950. Mr. Manion has since acted as general chairman of the committee. Ticket chairman for this year's event was Miss Elizabeth Hessburg, cashier in the Minneapolis local freight office. Every department in the Twin Cities responded generously to honor their retired associates. Friends from a number of business firms were also present.

Music for the dinner was furnished by Dick Allard of the chief carpenter's force, a very able pianist. A professional singer was also on the bill, while Steve Pilson, traveling passenger agent, also demonstrated his proficiency at the keyboard. The highlight of the program was the appearance of a children's group, "The Happiness Troupe" of the Esther Bowles Dance School whose delightful performance captured the hearts of the audience. Mrs. Bowles is the wife of Don Bowles of the Minneapolis depot ticket office.

President J. P. Kiley, who was unable to attend the affair, expressed his regret in a letter which was read by General Superintendent D. T. Bagnell, Twin City Terminals. Mr. Bagnell was the unanimous choice for chairman of the 1952 retirement party scheduled for next October.

Catholic Men Plan Retreat

THE Order of Saint Christopher for Catholic Railroad Men, both active and retired, whose membership of over 1,300 railroad men represents practically every railroad serving the Chicago area, is planning its first annual retreat for men at Mayslake Retreat House at Hinsdale, Ill., Nov. 23-25. Patrick Keenan, 5718 S. Sangamon St., Chicago, is retreat chairman. Accommodations are still available and information will gladly be given by phoning him at Englewood 4-5484.



As the *Pioneer* was the model by which all sleeping cars were measured in 1865, the Skytop Lounge cars of the Olympian Hiawatha exemplify the de luxe equipment of the 20th century.

Civic Celebration Honors "Doc" Starnes



Dr. Brand Starnes receiving a plaque from the New Lisbon American Legion, Legion Commander Donald Ormson making the presentation.

SUNDAY, Oct. 7, was proclaimed a civic holiday at New Lisbon, Wis., in honor of Dr. Brand Starnes, Milwaukee Road physician who has been a general practitioner and surgeon in the New Lisbon area for more than 40 years. The mammoth celebration was a tribute to his long-time service during which the 69-year-old physician brought into the world more than 3,000 citizens.

All Juneau County took part in the program, which was sponsored by New Lisbon post of the American Legion. The Chamber of Commerce provided the holiday decorations and individual business houses put up appropriate displays and banners. And since a doctor's time is never his own, a colleague stood by to take care of emergency calls.

The demonstration was touched off at 1 P.M. with a parade which was the finest ever witnessed in that area. In addition to a one-hour review of marching units, the parade included more than 40 floats, one of which represented New Lisbon Chapter of The Milwaukee Road Women's Club. The leading unit was a turnout of several hundred Doctor Starnes "babies", many of whom are now fathers and mothers, who carried balloons marked with the greeting, "Hi, Doc".

The balance of the program was held at the city park before a crowd estimated at well over 1,000. Here Doctor Starnes received tribute from Mayor Robert Walker and other city officials. Speakers of the day were Dr. H. M. Coon, superintendent of Wisconsin General Hospital at Madison, and Dr. Spencer Beebe, an associate of Doctor Starnes on

the staff of St. Mary's Hospital in Sparta. Plaques, scrolls and commendations were presented by the Chamber of Commerce, the American Legion and the school board, of which Doctor Starnes has been a member 16 years, and Mrs. Starnes, his helpmate in his 40 years of community service, received a plaque from the Legion Auxiliary. After the program the Auxiliary served a lunch to 350 in the Legion Hall.

Doctor Starnes has been a member of the Milwaukee Road medical staff since 1921. He was born in Asheville, N. C., and attended North Carolina University and Northwestern University, receiving his degree from the latter school in 1907. He started his New Lisbon practice in 1910 and for many years followed the routine of a horse-and-buggy doctor, saying that the only sleep he got was in his buggy going to and from country calls. Until snow plowing service opened up the roads for winter driving, he also used a team and cutter, and later a snowmobile, for rugged going. During World War I he served in the Army Medical Corps and commanded a hospital in France.

He has been vice president of St. Mary's Hospital since 1947 and is also on the staff of St. Francis Hospital, La Crosse. Since the death of his own son in the flu epidemic of 1918 he and Mrs. Starnes have devoted a great deal of time to the interests of young people. The community celebration was a testimonial of gratitude not only for his services as a physician, but of friendship from the thousands to whom they have extended a helping hand.

Waiter's Daughter Wins Scholastic Honors

THE DAUGHTER of John Galloway, a sleeping and dining car employe in Chicago, has the honor of being one of the youngest university students in the country. Joan Galloway is now 15 and a sophomore at the University of Chicago, but when she entered the college last fall at 14, school authorities announced that she was one of the youngest students they had ever enrolled. At the time she was awarded a full scholarship with campus residence, on the basis of excellence in her entrance examination.

Joan was graduated from the Haven School in Chicago in 1948 with honors, after which she attended Palmer Mem-



Joan Galloway

orial Institute in Sedalia, N. C., for two years. She is an accomplished pianist, having studied at the Northwestern School of Music while attending the public schools of Evanston, Ill.

John Galloway, the young scholar's father, has been with the Road as a dining car waiter for 25 years, during which he has maintained a fine record of service. At present he is employed as a waiter instructor.

Tourist Service Continues On Transcontinental Trains

THE MILWAUKEE ROAD has announced that tourist sleeping car service will continue to be available on the Olympian Hiawatha and Columbian trains.

Publication of a recent Interstate Commerce Commission order concerning "intermediate class" railroad fares, implied erroneously that railroads west of the Mississippi River would discontinue such fares.

Milwaukee Road Fireman Receives Hero's Citation

THE COURAGE of a Milwaukee Road operating department employe who rescued a child from almost certain death under the wheels of a train will receive national recognition with the awarding of a Bronze Medal to Fireman Harold R. Sumner of Minneapolis by the Carnegie Hero Fund Commission, it was announced on Oct. 26.

The act of heroism for which Sumner was cited occurred on the afternoon of Apr. 11 when Jimmy Decker, 2, of Winona, Minn., wandered away from home and happened onto the railroad track about a block west of Hamilton Street just as a Diesel powered freight train was approaching. The speed of the train was about 30 miles an hour. Sumner saw the tot from the cab of his engine which was approaching from the opposite direction on a parallel track. Recognizing the extreme peril of the situation, his engineer increased the speed of their locomotive and when it was within 20 feet of the child, Sumner made a flying leap. In doing so he fell, but scrambled to his feet and sprinted diagonally across the track into the path of the train.



Fireman Harold R. Sumner receiving from Superintendent L. W. Palmquist, LaCrosse & River Division, a personal letter of commendation from President J. P. Kiley. (LaCrosse Tribune photo.)

It is estimated that the Diesel was less than 10 feet away when Sumner grasped the child and lunged sideways to roll clear of the track. The narrow margin of rescue is substantiated by the fact that the nose of the Diesel obscured

the actual rescue from the crew, and the train was brought to a stop 10 car-lengths beyond. Neither Sumner nor the child was injured.

Sumner, who was 27 on Sept. 16, is of medium height and weighs 160 pounds. He has four children, Barbara, 7, Sherry, 5, Bonnie, 4, and Joyce, 2. His citation by the Carnegie Hero Fund Commission is specific recognition for an "outstanding feat of bravery in connection with the saving of life upon railroads". In addition to the Bronze Medal, it will include the sum of \$500 for a purpose to be approved by the executive committee of the commission.

The average revenue per passenger-mile on the railroads of the United States was slightly under 2½ cents in 1949. This was lower than it was 25 years ago, despite the fact that wages and prices were about double what they were then.

In 1855, a railroad president commissioned a poor but promising young artist to paint a picture of the company's new roundhouse. It was to be used as an advertisement. The price paid was \$75. Years later, by an almost incredible coincidence, the artist himself ran across the picture in a second-hand shop in Mexico City, and he bought it back. The painting, "The Lackawanna Valley", now hangs in the National Gallery of Art in Washington. It is admired as one of the early works of the renowned artist George Inness.

how are we doing?

	SEPTEMBER		NINE MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$23,667,776	\$24,170,357	\$195,321,233	\$182,898,494
PA'D OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS).....	10,864.818 (45.9)	10,249.893 (42.4)	101,472,447 (52.0)	88,759,268 (48.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	619,430 (2.6)	628,702 (2.6)	5,918,348 (3.0)	5,409,722 (3.0)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	10,836,942 (45.8)	10,725,060 (44.4)	85,603,490 (43.8)	82,012,905 (44.8)
NET INCOME	1,346,586	2,566,702	2,326,948	6,716,599
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	139,914	145,830	1,180,838	1,171,350
Decrease 1951 under 1950	5,916			
Increase 1951 over 1950			9,488	

the
Women's Club
 invites you...

Birth day party in the large family size at Milwaukee Oct. 15. Mrs. Amelia Winters, entertainment chairman, is making the announcement.



THE Milwaukee Road Women's Club settled into the pattern of its fall-winter activity program last month and immediately the railroad family ran smack into an open season on gatherings around the festive board. Wherever the club extended an invitation to share its hospitality, there was good eating and

plenty of it, the bounty of the harvest season being the motif.

One of the larger gatherings was the annual potluck supper at La Crosse, Wis., held this year on Oct. 3. Baked ham and the traditional trimmings were featured on the menu, and if a party can be measured by the number of clean

plates, this one was a success from the word "go." Mrs. M. H. Breuer was in charge of the refreshments, having as her assistants Mmes. E. Instenes, E. Hohenadel, R. Wittenberg, B. Dey, L. G. Ellis, L. Snyder, H. Akrigh, C. Berg and T. Keegan. After the tables were cleared the crowd played Bingo as a pleasant way to round out the evening. Mrs. A. Johnson supervised the playing, aided by Martin Breuer and L. G. Ellis.

On Oct. 3 Minneapolis Chapter put on its best bib and tucker for a luncheon in the Curtis Hotel, the occasion being the celebration of its successful "over the top" membership drive. (As reported by Mrs. Alvin Boe, chairman in charge, the membership for 1951 totaled 1,007, an increase of 68 over last year and fourth highest on the system.) Fifty-nine members were in the party, which included as guests Miss Etta N. Lindskog, secretary-general, Chicago, and Mrs. O. D. Wolke, president of St. Paul Chapter.

Attractive settings of fall flowers graced the tables, and again good eating was the attraction, the members dining on turkey. The party mood was accentuated further by a musical bill which featured professional entertainers arranged for by Mrs. R. E. Melquist, program chairman and a general director of the club, and community singing.

For an all around good time it would be hard to outdo the hilarity of the fall birthday party held by Milwaukee Chapter on Oct. 15. This is an annual event whereby members who have birthdays during the first six months of the year



The formal luncheon of Minneapolis Chapter held in the Curtis Hotel Oct. 3. Mrs. J. W. Cook, president, is immediately to the left of the plant in the background with Miss Etta N. Lindskog, secretary-general, Chicago, seated at her right.



Officers of La Crosse, Wis., Chapter who supervised the family supper there on Oct. 3. Seated, from left: Mrs. W. E. Waters, recording secretary; Mrs. L. G. Ellis, president; Mrs. C. E. Berg, junior past president. Standing, from left: Mrs. R. J. Ritter, house and purchasing; Mrs. M. H. Breuer, refreshments; Mrs. P. F. Muetze, welfare; Mrs. W. E. Butterfield, good cheer; Mrs. E. R. Hohenadel, historian; Mrs. B. H. Dey, first vice president; Mrs. A. N. Johnson, program; Mrs. L. W. Palmquist, constitution and by-laws.



The Bar-O Ranch orchestra, headline entertainers at the Milwaukee get-together, sings out with Chattanooga Shoe Shine Boy, Nancy Steffan at the microphone. The program ran for two hours.



Assorted sizes of guests at the Sioux City Hallowe'en party.



The masquerade turnout at Sioux City. Front, from left: Bonnie Sweeney, Effie Weideman, Paddy Willett, Buddy Willett. Back row, from left: Willie Joe Weideman, unidentified guest, Janet Johnson (first prize for costume) and Judy Johnson.

are hostesses to those whose birthdays occur in the latter half. The gathering numbered close to 200.

The dinner set before the crowd was baked ham and "best recipe" potato salad, hot biscuits, relishes and heaping portions of cake and ice cream. This was followed by a vaudeville program featuring a group of 22 entertainers known as the Butch Wilkins' Bar-O Ranch Revue. The troupe is a local favorite, devoting the major part of its time to appearances before charitable institutions, hospitals, veterans' homes and so on.

Junior members of the railroad family had their innings at the Hallowe'en party given by Sioux City Chapter Oct. 25. Goblins and witches, black cats and other ghostly strangers were rampant as the youngsters masqueraded in the time-honored tradition. Miss Lindskog was a guest at the dinner. Hallowe'en games were supervised by Miss Paddy Willett, daughter of Mrs. C. F. Willett, chapter president, and prizes were awarded for outstanding costumes. Judged by the standard for Hallowe'en parties, this one was classed by the youngsters as a huge success.

Part of the crowd at the Sioux City potluck supper Oct. 25.



November, 1951

What Do You Know?

TEST YOUR knowledge of railroads and railroading. The answers will be found on page 46. 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 head-end traffic*—(1) merchandise stored in the head end of a freight car, (2) mail, baggage and express, or (3) commodities moved in the forward end of a freight train?
2. *The Milwaukee Road is the second largest railroad in the Western District of the United States. Does this refer to*—(1) gross ton miles of freight service, (2) net earnings, or (3) average miles of road operated?
3. *What is the minimum distance (center to center) between parallel main line tracks*—10, 13 or 16 feet?
4. *What percentage of the present railway mileage in the United States was built with federal land-grant aid*—about 8 per cent, 18 per cent, or 28 per cent?
5. *What gauge of railway track predominates in the world*—4 feet 8½ inches, as in the United States; 5 feet, as in Russia; or 5½ feet, as in Spain?
6. *What railway periodical published its 1,000th issue in September, 1951*—Railway Age, Modern Railroads, or the Official Guide of the Railways?
7. *What was the real name of "Casey" Jones*—John Paul Jones, Llewellyn Jones, or John Luther Jones?
8. *Who drove the golden spike at Promontory, Utah*—President U. S. Grant, T. C. Durant, Mark Hopkins, Leland Stanford, or Brigham Young?
9. *What per cent of U. S. Railway mileage is of narrow gauge*—about 2 per cent, 1 per cent, or ½ of 1 per cent?
10. *What is the approximate cost of a modern dining car*—\$67,000, \$97,000, or \$127,000?

Trailblazers

Historians will agree that the railroads were the most aggressive pioneers of the unsettled western wilds of our country. Their far-flung extensions into uninhabited wilderness determined the course of settlement and the location of cities yet to come.

—Charles G. Dawes, former Vice President of the United States.



President Kiley (seated) discusses service matters at the Wausau dinner meeting with three Milwaukee Road men located in that city: Left to right, A. W. Schultz, agent; S. E. Herzog, assistant superintendent; and L. G. Frederick, chief train dispatcher.

President Kiley Completes Inspection Tour

AN INSPECTION tour during the latter half of October afforded President J. P. Kiley an opportunity to discuss matters of mutual interest with civic leaders and employes, and to call upon customers in the hope, as he put it, of picking up a car or two of freight.

The first stop on the tour was at Wausau, Wis., on Oct. 15 where the

Chamber of Commerce was host at a dinner meeting attended by approximately 250 business men and newspaper editors from adjacent communities, several Milwaukee Road general and division officers, and nine station agents from principal "Valley Division" points.

Continuing westward, Mr. Kiley attended similar meetings in Butte and

Missoula, Mont., Seattle (Milwaukee Road employes Service Club luncheon), Aberdeen, Tacoma, Everett and Spokane, Wash., and Vancouver, B.C.

In his address at Wausau, Mr. Kiley described in some detail the dilemma The Milwaukee Road and other railroads find themselves in as they endeavor to provide passenger service which is satisfactory to the various affected communities and yet does not involve net losses to the railroad operating the service.

"Because of restrictions placed on us by government, either through law, edict or force, we have problems far beyond any you have," he told his audience in Wausau.

Speaking of the cost of operating passenger service, he cited figures for 1949 which demonstrated that for every \$1.00 taken in as passenger traffic revenue, the railroad lost 30 cents.

"Our business in 1951, while below 1950, will be exceeded by only a couple of war years, yet we will be fortunate to report a net income sufficient to pay a dividend on our preferred stock . . .

"All of you in business have certain elements which you conduct at a loss,"

Scene during the luncheon meeting held by the Milwaukee Road Service Club of Seattle on Oct. 19 and attended by President Kiley (seated at the rear table). Among the 116 in attendance were several local business people and retired officers.



he continued, "but you carry them as part of a complete service. I've had complaints from freight shippers, objecting that they are standing the passenger losses, when that is the only way we can overcome the losses. If we charged enough to make a profit on our passenger operation, you wouldn't ride the trains."

In response to a question, Mr. Kiley declared that the railroad has never considered reducing freight service. "We are constantly trying to improve it," he said, "and I think we're making some strides."

F. C. Dow

FRANK C. DOW, 77, a former division superintendent of the Road, passed away Oct. 17 in Altadena, Calif., where he had made his home for the past eight years. Death resulted from a heart ailment.

Mr. Dow was a native of Fort Dodge, Ia. He started with the Milwaukee in 1910 as a train dispatcher on the Iowa Division and later became a trainmaster. He was appointed superintendent of the Coast Division in 1918 and served in that capacity until 1924 when he was transferred to Green Bay, Wis., as superintendent of the old Superior Division. He resigned in 1926 to enter a Chicago insurance firm and continued in that business until about 10 years ago when he moved to California.

Funeral services for Mr. Dow were held at St. Elizabeth's Catholic Church, Altadena. He is survived by his widow, Margaret, two daughters, Mrs. Charles Kirste and Mrs. David Thompson, and six grandchildren.



Madison (S. D.) Service Club Sponsors Good Will Tour

PRECEDED by the trumpeting fanfare of the 60-piece Madison (S.D.) High School band, the Madison Service Club made a good will tour of the surrounding area on Sunday, Oct. 7. The trip took the railroad delegation as far as Pipestone, Minn., with stops being made at Flandreau, Egan, Colman and Wentworth. Good crowds witnessed the band's performance at all points.

The Madison Service Club is very active in civic affairs and sponsored a similar trip in 1949. Engineer John T. Kaisersatt, club chairman, directed the 1951 trip.

The Madison High School band is conceded to be the finest in the state, having taken first prize in its class at the State College homecoming at

Brookings Oct. 27. Included in the personnel are many boys and girls of Milwaukee Road families. Wearing uniforms of maroon and gold with white gloves and spats it put on a fine exhibition at the various stops on the itinerary. At Pipestone the police department furnished an escort for the parade and Police Chief John P. Kuiper assisted Mr. Kaisersatt in carrying the Milwaukee Road colors.

"SHIPS THAT PASS"

SOMETIMES, as I travel to and from the city on my brief commuting trips, my train runs side by side with another train on the next track similarly bound. If the speed of the two trains is about the same I look from my car window at a passenger or two in the other train; they look back, possibly embarrassed, because you can't talk back and forth and it would seem undignified to wave or make faces; and I have a feeling that my life has almost but not quite intersected other lives.

I wonder if I would be happier if I lived where that other train came from; I wonder where it did come from; I wonder if its passengers are good neighbors or whether they run their radios full blast all night and borrow things and don't bring them back; I wonder if they worry about the future the way I do; I wonder about their politics, occupations and favorite amusements; I wonder but I never find out. I imagine they have pretty good times, though—those passengers in other trains.

—R. L. Duffus in *Nation's Business*

Young people are fools in their heads and old people are fools in their hearts, and they can only look at each other and pass by in wonder.

James Stephens

Railroad Hour Program Forecast

ON MONDAY evening, Nov. 19, the Railroad Hour, the radio program sponsored by the Association of American Railroads, will give its 164th performance with "Jubilee", starring Gordon MacRae and Dorothy Kirsten. The following musical shows are scheduled for the balance of the year:

Nov. 26—Mademoiselle Modiste, with Dorothy Kirsten

Dec. 3—Marinka, with Gladys Swarthout

Dec. 10—The Red Mill, with Rise Stevens

Dec. 17—Rosalie, with Nadine Conner

Dec. 24—Original Xmas Show, with Lucille Norman

Dec. 31—Review of the Year, with Lucille Norman

appointments

Traffic Department

Effective Oct. 1, 1951:

R. A. Kinnear is appointed general agent, Everett, Wash., succeeding C. M. Owen who retired Sept. 30 after 42 years of faithful service. Mr. Kinnear entered the employ of the Road as a telegraph operator at Auburn, Wash., in 1912. Subsequently he served as agent at various stations, including Beverly, Wash. Since June, 1950, he has been agent at Port Angeles, Wash.

Effective Nov. 1, 1951:

R. T. White is appointed division freight agent, Chicago, succeeding J. F. Lahey who retired from active duty Oct. 31 after more than 39 years of loyal service. Mr. White started his Milwaukee Road service in the traffic department in 1926, following a brief period of employment with the WCF&N at Waterloo, Ia. He was advanced to chief clerk in the general agent's office in Chicago in 1929 and in 1938 was appointed traveling freight agent with headquarters in Chicago.



R. T. White



H. J. Williams

O. R. Lambertson is appointed general agent, Cedar Rapids, Ia., succeeding F. H. Houston, who retired Oct. 31 after more than 47 years of service. Mr. Lambertson has been with the Road since 1908, starting at Cedar Rapids. He was appointed agent at Freeport, Ill., in 1937 and since Feb. 1, 1940 had been agent at Kansas City, Mo.

H. J. Williams is appointed traveling freight agent with headquarters at Minneapolis, succeeding A. F. Lakman who retired Oct. 31 after more than 42 years in the employ of the Road. Mr. Williams' service with the Road dates from 1942, starting in the Cleveland traffic office. Prior to that time he was em-

ployed in the traffic department of both the Pittsburgh Steel Co. and the MKT. For the past seven years he has been city freight agent in Washington, D. C.

P. J. Steiner is appointed city freight agent at Washington, D. C. Mr. Steiner has been chief clerk in the Road's Pittsburgh office since 1945.

Store Department

Effective Oct. 16, 1951:

The title of E. F. Volkman, traveling storekeeper, is changed to traveling Diesel storekeeper.

J. F. Johannes is appointed traveling Diesel storekeeper.

Mr. Johannes joined the Milwaukee Road force in the store department in August, 1936. Since that time he has held various positions in the department, except during the period between July, 1943 and January, 1946 when he was on military leave. His most recent position was that of assistant sectional stockman and payroll clerk at Milwaukee Shops.

Headquarters of both Mr. Volkman and Mr. Johannes will be at Milwaukee Shops, Wis., and they will have jurisdiction over matters pertaining to all phases of Diesel storekeeping.



J. F. Johannes



C. M. Owen, retiring general agent at Everett, Wash., (left), welcomes R. A. Kinnear, who succeeds him. (Everett Herald photo.)

W. G. Lacey Heads Indianapolis Civic Group

W. G. LACEY, general agent at Indianapolis, was recently elected president of the Exchange Club, a service organization of Indianapolis business and professional men. The club is limited to one representative of each of the city's industries and has 150 members.

Mr. Lacey has been the Milwaukee Road representative at Indianapolis since Nov. 1, 1946. He is a veteran of World War I, having been in the aviation section of the Signal Corps, and started his railroad service as a tariff compiler with the North West Freight Traffic Bureau at St. Paul following his military discharge in 1919. He entered Milwaukee Road service shortly afterward as city freight agent of the Minnesota Transfer at St. Paul and left that office to become freight agent at San Francisco. Prior to his appointment at Indianapolis he was traveling freight and passenger agent at Cincinnati.

Mr. Lacey has at various times been identified with other civic organizations. He is a past commander of American Legion Post 146, Cincinnati, and during World War II was a lieutenant of the Ohio State Highway Patrol. He is also a past president of the Miami Valley Traffic Club, Dayton, Ohio.



W. G. Lacey

THE AGING PROCESS

SOMETIMES I fear I am growing old. I used to get off trains at stations before they had stopped moving, and if I have two legs it is no fault of mine. Later I took to standing in the aisles with other half-witted passengers some five minutes before the train reached its destination. Nowadays I wait till it has stopped and the aisles are cleared. Then I saunter out, just ahead of the sweepers who come on at the terminus. I suppose I lose as many as 60 or 70 seconds this way that might otherwise have been devoted to getting on in the world. As I said, I fear I am growing old. It's kind of pleasant, in some ways.

—R. L. Duffus in *Nation's Business*

The Milwaukee Road Magazine

HOW TO MAKE FRIENDS BY TELEPHONE

when placing a call . . .

BE READY TO TALK WHEN THE CALLED PERSON ANSWERS

As most calls go through without delay it's not only courteous, but saves you time. Even on long distance calls, it usually takes less than two minutes to reach your party.



when placing a call . . .

ALLOW TIME TO ANSWER

After you have called a number, give the person you are calling at least a minute to reach his telephone.

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



Transparent Box Car Will Reveal Causes of Damage

EVER see a transparent box car? If you think such a thing is fantastic, you're right. Box cars with transparent sides aren't riding the rails yet. But a close approach to such a car is being built. It will soon go into action at the new Central Research Laboratory of the Association of American Railroads in Chicago.

Actually, this "transparent" car is an ordinary box car with side walls removed and with a heavy wire net surrounding the skeletal structure. Its "run" is a 600-foot test track on which, loaded in all sorts of ways with all sorts of commodities, it will take the jarring abuse of excessive speed impacts. The

purpose of the tests is to determine under actual performance conditions just what happens to loading when cars are coupled together at different speeds.

Railroad technicians planning and supervising these tests will have high-speed cameras set up to take pictures of how the freight within the car shifts at the exact moment of impact. Projected as a movie at slow speed, the film will reveal precisely how damage is done to freight in transit—and it should enable the technicians to determine how to prevent much of this damage.

Practical experience has demonstrated and tests already carried out have underscored the disastrous effects of coupling

loaded cars at excessive speed. Damages inflicted upon shipments are found to be non-existent or extremely minor in coupling at speeds up to four miles an hour. But from this point on, the frequency and severity of damage shoots up rapidly. For instance, the impact delivered by an object when abruptly stopped while traveling at a speed of seven miles an hour is three times as great as that of an object traveling at four miles an hour. These results are in accordance with inescapable physical laws. A professor might say that force increases in geometric, rather than mathematical, proportion to speed. Stated another way, it means that if you collided with a brick wall at an average walk, you'd probably bounce off without injury, but if you were running, you might be knocked out cold.

If you should ride in a loaded freight car, or if your vision could penetrate the side of a box car in motion, you would readily see the effect that coupling at high speed produces. The damage thus done works to decrease railroad earnings and job security. And it also may cause the railroad to lose valuable friends, for the payment of a claim to a shipper or receiver of damaged freight seldom makes up fully for the inconvenience, annoyance and delay to which he was subjected.

This is why railroads are trying so hard to reduce damage to freight in transit. Some of the steps they are taking have been prompted by lessons learned in tests other than those concerned with car switching and coupling practices; such, for instance, as the best way to stow and brace lading against shocks, the best means of cushioning a load, and the best methods of packaging various articles.

In moving their enormous tonnage, the railroads must use heavy motive power and apply great force. Admittedly, it is no easy task to keep this power always under perfect control so as to avoid shocks or damage to shipments as they move over the rails. The best in equipment and facilities, constantly being developed and installed by the railroads, goes a long way toward achieving this control. But it is generally recognized that in the final analysis the desired goal of providing smooth, safe and damage-free service can be attained only through the combined efforts of intelligent railroad workers, drawing upon their superb operating skill. When American railroaders put their minds to it, there is nothing they cannot do.



Like to Sing?

THE Milwaukee Road Choral Club, which is now opening its active fall-winter program, extends a cordial invitation to all fellow employes and members of the railroad family in the Chicago area to join its ranks. There are now openings in all sections of the chorus, and particularly in the bass and tenor sections, for anyone who likes to sing.

Our employe chorus, which enjoys a top position among railroad groups in the Chicago area, participates in many civic programs. Rehearsals are now under way for the holiday season, which will be highlighted by the traditional Christmas concerts presented annually in the Chicago Union Station. Director of the ensemble is Glenn Jorian, who is well known in Chicagoland for his radio work and other musical activities.

Full particulars about membership may be obtained by reporting at Room 364, Union Station, Chicago on any Monday evening before 7:00 P.M. or by contacting the following who comprise the membership committee:

Mrs. Margaret Thiede, c/o Auditor of Station Accounts and Overcharge Claims, Fullerton Avenue Office;

Mrs. Martha Freese, c/o Dining Car Accountant, Commissary Building, Western Avenue Coach Yard;

Mr. Emmett McCaully, c/o Auditor of Station Accounts and Overcharge Claims, Fullerton Avenue Office;

Mr. Bruce Mitchell, Room 898, Union Station.

A small boy leaned over the fence bordering a golf course, watching a foursome play the water hole. His brother, a toddler, stood beside him. One of the balls landed only a few feet from where the youngsters were standing, and a player rushed up in great agitation.

"Boy, don't you know better than to expose your little brother to the danger of these golf links?"

"Aw, it's all right," expostulated the youngster. "He's deaf."

our safety score

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

Month	1951		1950		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	...	68	...	39	...	+ 74
February	1	49	...	31	...	+ 58
March	2	57	1	37	+ 100	+ 54
April	...	34	...	34
May	1	40	...	32	...	+ 25
June	...	36	...	39	...	- 8
July	...	37	1	45	- 100	- 18
August	1	46	2	43	- 50	+ 7
September	...	39	1	42	...	- 7
October*	...	40	...	45	...	- 11
TOTALS*	5	446	5	387	...	+ 15
Casualty Rate *	.08	7.29	.08	6.56	...	+ 11

*Estimated

A "REPORTABLE" injury is one which disables an employe from performing all of his regular occupational duties for more than three days or more than 72 hours in the aggregate during the 10 days immediately following the date of mishap, including Saturdays, Sundays, Holidays and rest days.

A "lost time" injury is one which disables an employe from performing all of his regular occupational duties for any time beyond the day or shift on which the accident occurs but less than three days or less than 72 hours in the aggregate during the 10 days immediately following the date of mishap, including Saturdays, Sundays, Holidays and rest days.

A "minor" injury is one involving no disability beyond the day or shift on which the accident occurs.

The casualty rate is a figure established to indicate the number of employes who incurred reportable casualties for each million manhours worked. The formula used is as follows: The number of reportable casualties multiplied by 1,000,000 and divided by the number of manhours worked equals the total casualty rate.

LEISURE

*I shall attend to my little errands of love
Early, this year,
So that the brief days before Christmas may be
Unhampered and clear
Of the fever of hurry. The breathless rushing that I
Have known in the past
Shall not possess me. I shall be calm in my soul
And ready at last
For Christmas "The Mass of the Christ." I shall kneel
And call out his name;
I shall take time to watch the beautiful light
Of a candle's flame;
I shall have leisure—I shall go out alone
From my roof and my door;
I shall not miss the silver silence of stars
As I have before;
And oh, perhaps—If I stand there very still,
And very long—
I shall hear what the clamor of living has kept from me;
The angels' song.*

Grace Noll Crowell

"Winterizing" Your Feet

THE health faddist who cautions you that wearing your overshoes in the house will give you sore eyes may not be as daffy as he sounds. Not sore eyes, but that scourge, the common cold, may be the result. Podiatrists, specialists in the care and treatment of feet, have found that "over-protection" of the feet is responsible for as many, if not more, colds than failure to take adequate care.

A common mistake is to assume that wrapping feet snugly in stockings and

heavy storm gear will furnish adequate winter protection. Actually, in winter, as in summer, feet must be allowed to "breathe." Overshoes and rubbers offer good protection under certain conditions, but worn improperly they can produce excess foot perspiration. When the perspiration cools the feet become chilled and the general body tone is lowered, leaving you easy prey to whatever variety of cold virus you may be in contact with at the moment.

The sensible rule to follow is: Never wear rubbers or overshoes indoors; do not keep them on for extended periods. And always wear sturdy leather-soled shoes which provide adequate protection at the same time that the leather permits air to circulate freely around the foot, thus evaporating excess perspiration. At freezing temperatures the inside of a leather sole can be as much as 90 per cent

warmer than the outside, yet the foot remains relatively free from perspiration.

If, during the winter, your feet develop blisters or sores, check with your physician or podiatrist, since you may have developed chilblains. Wearing two pairs of light-weight socks instead of one heavy pair is frequently helpful. In extreme cold men should wear thin cotton socks under medium weight wool socks. Women will find that wearing cotton "feet" under nylon stockings will help keep their feet warm.

Women particularly suffer during the winter from excessive dryness of the skin on the legs. Doctors call this condition *ichthyosis*, derived from the Greek word for "fish", since it is characterized by a dry, scaly appearance. The treatment consists of rubbing lanolin or baby oil (which contains lanolin) into the legs each night before bedtime. If you're bothered by chapped skin around your heels, try applying a cream at night.

When the mercury drops, take a good look at your feet. What's between them and the ground can mean the difference between a healthful, happy winter and a constant succession of colds which can make life miserable for you—and for those with whom you come in contact.

Overshoes offer good protection under conditions like this.



Recipe for a White Christmas

You've still got days ahead to plan for Christmas, but it's not too early to think about that all-important tree. If the weatherman can't guarantee a white Christmas, you can create a satisfactory substitute indoors. Whip soapsuds or a soap detergent to a froth, then spread on the branches of the tree and let it dry. Just like the real thing.

The best part about using dry soapsuds as a decoration is the lack of mess both during the holidays and when it comes time to take the tree down. Once the suds dry on the branches, they stick like glue and stay in place indefinitely. Beat the soapsuds and drop on the branches with a spoon, working from the top down to avoid dripping on branches already coated. Let dry, then spread on a second layer of suds in the same manner. For a fresh-fallen effect, dust some

"sparkle" over the second application as it dries.

Use a rotary egg beater or electric mixer to whip up the "snow". The mixing is best done in a pitcher or a deep narrow bowl. A minimum of water should be added to the soap. Whip until suds are dry and the consistency of meringue.

The mixture will dry firm in a few hours and ornaments can be hung right over it. If you want to do it the inexpensive way, decorate the tree with colored sequins, whole fresh cranberries or bittersweet berries. Because this decoration won't shed, you don't have to hustle around with the vacuum cleaner during the holiday week or dig ground-in particles out of the rug when the Yuletide season is over.



Soap "snow" sets off the decorations of your tree. This modern little tree has ribbon bows for trimming, an inexpensive decorating trick.

How to Package Cookies for Mailing

HERE are a few sound suggestions from packaging experts which should make it possible to mail cookies successfully, regardless of distance.

1. Many persons know from experience that overseas packages particularly are often held under unsatisfactory conditions. If the cookies are too rich, they are likely to crumble or turn rancid. Moist sheet cookies cut into bars and flat, moist individual cookies are the best bets. Cookies flavored with honey and fruit improve with age.

2. Watch your inside wrapping and packing. Moistureproof Sylvania cellophane is one of the best interior wrappings to prevent drying out of moist cookies. Be sure your cookies are cool, then wrap several flat ones together in cellophane, or wrap bar cookies individually. After wrapping, pack them snugly in a heavy box or tin, stuffing crumpled tissue or newspaper into all corners and spaces, and separating the layers with more paper or with a layer of popcorn. If any space remains between the top layer of cookies and the lid of the box, fill that with paper or popcorn also. Then fit the lid down snugly and seal it with cellophane tape around the edges. Take larger pieces of moistureproof cel-

lophane and overwrap the entire carton or tin, sealing the edges with a warm iron or with cellophane tape.

3. When the inside box or tin is wrapped, encase it in heavy corrugated paper and wrap it again in heavy brown wrapping paper. If you want to seal the outside wrapping, you'll have to use parcel post labels that say "This parcel may be opened for postal inspection if necessary". These labels can be bought at any 5 & 10c store. Put one label on the top of the package and another on the bottom. Print or type the name and address of the person to whom you're mailing the package, and *your* name and address on both the labels and the wrapper so that if the labels should come off during shipment the address will still be available. Tie the package securely with several rounds of sturdy twine. Mark "This Side Up" and "Fragile" on top of the box.

4. Mail the package as soon as it is wrapped. Delays may be encountered during its trip, but you will have done your best to insure safe delivery.

Here is a tasty recipe that travels well and should be welcomed by hungry people away from home:



Upper Picture: Make formfitting jackets for irregularly shaped cookies. Lay cookies between folds of cellophane, then draw a sealing iron (or your electric iron heated to "rayon") around them. Snip away excess cellophane. Lower Picture: A "ribbon" of cookies makes a nice gift. You can snip off as many as you need and the rest will stay fresh.

Honey Hermits

Melt $\frac{1}{3}$ cup shortening and add $\frac{1}{3}$ cup strained honey. Then add 2 eggs, $\frac{1}{2}$ cup milk, $\frac{1}{2}$ teaspoon salt and 1 cup chopped raisins. Sift together $3\frac{1}{2}$ cups flour, $1\frac{1}{2}$ teaspoons cinnamon, $\frac{1}{2}$ teaspoon ground cloves and 4 level teaspoons baking powder. Add the dry ingredients to the moist and mix well. Drop on greased cookie sheet and bake in $375-400^{\circ}$ F. oven until done.



VACUUM ATTACHMENTS LIGHTEN CHORES.

The crevice tool of your vacuum cleaner attachments is the right choice for all those hard-to-get-at cleaning chores—deep into the corners of upholstered furniture, between piano keys and behind radiators. If the radiator is flush with the wall, hang a wet cloth behind it, attach the hose and crevice tool to the blowing end of the cleaner and blow the dirt out onto the wet cloth. Keep your cleaner attachments in a place where you'll see them—and use them—often.

Teacher Speaks Her Mind

THE GENERAL well being of the railroad family which has growing children depends greatly on a youngster's interest in his school work, and when he isn't doing well it's easy to blame the teacher or the school system.

A recent issue of Better Homes & Gardens magazine says that most teachers have a wealth of advice they'd just love to pass on to parents, and if they would let their hair down, here's what you might hear:

(1) Get to know us. We share your interest in Billie or Jean, and by knowing you we're better able to understand your child.

(2) Take an interest in school projects. You can help with class projects and trips, like those to museums, farms, factories and so on. Without the help of some mother or dad, the teacher couldn't handle such a trip.

(3) Enforce good health habits. School people discovered long ago that

inattentiveness, laziness and other bad classroom habits can usually be traced to the home. And what do you do when your child has—let's say—a cold? Do you send him to school rather than mar a perfect attendance record, or do you put him to bed and treat the cold the way it should be treated?

(4) Don't make a fetish of personal appearance. If the school nurse reports that a child's poor schoolwork is the result of needing glasses, don't worry about appearances—get them. Also, don't require an active boy to be always the picture of neatness.

(5) Keep your domestic troubles to yourself. "Little pitchers have big ears", and it can cause you much embarrassment if personal problems are carried to school.

(6) Be willing to see your child punished at school. It is very important to cooperate on the matter of discipline. Always give the teacher the benefit of the doubt before you go stomping furiously into the principal's office.

"P" is for PUMPKIN



The cold days of winter bring on hearty appetites, and when the dinner call sounds, everyone's in the mood for food—lots of it. There's no need to remind anyone to "leave room for dessert," though, when it's pumpkin pie.

The popularity of this "pie vegetable" dates back to colonial times and the recipes for it are legion. Some cooks extoll the filling made with egg whites or gelatin, others vary the taste with the addition of a little cider, or substitute cream for milk. The recipes given here are variations on the traditional theme, a rich molasses flavored custard with a spicy crust, and a honey-flavored filling in a bran pastry shell. For cold weather eating, the same spicy crust blends wonderfully with an applesauce filling.

Spiced Pastry

- 2 cups sifted all-purpose flour
- 1/4 teaspoon baking soda
- 1/4 cup brown sugar

- 1 teaspoon salt
- 1/2 teaspoon cinnamon
- 1/4 teaspoon ginger
- 1/4 teaspoon cloves
- 2/3 cup shortening
- 1 tablespoon vinegar
- 3 tablespoons orange juice or other citrus fruit juice

Sift dry ingredients together. Cut in shortening. Mix together vinegar and fruit juice and add to dry ingredients. Mix lightly with a fork. Roll dough 1/8-inch thick and line 2 8-inch pie plates. Cut off with pastry 1 inch beyond the edge of pan, turn border under to make a rim around the pan. Press rim between thumbs and forefinger to make scalloped edge. Set aside.

Rich Pumpkin Filling

- 1 recipe Spiced Pastry
- 3 tablespoons sugar
- 1 teaspoon cinnamon
- 1/2 teaspoon nutmeg
- 1/4 teaspoon cloves
- 1/2 teaspoon ginger
- 1/2 teaspoon salt
- 2/3 cup New Orleans molasses

- 1 1/2 cups strained, cooked or canned pumpkin
- 1 cup milk
- 3 eggs
- 1/2 pint whipping cream

Mix together sugar, cinnamon, nutmeg, cloves, ginger and salt. Stir in molasses and pumpkin. Add the milk. Beat together 2 whole eggs and 1 egg yolk. Add to pumpkin mixture. Beat remaining egg white until stiff and fold into mixture. Pour into 8-inch spiced pastry shell and bake in a hot oven (425°F.) 45 minutes or until inserted knife comes out clean. Cool. Whip and sweeten cream. Spread over pie.

Applesauce Filling

- 1 recipe Spiced Pastry
- 2 cups unsweetened applesauce
- sugar to taste
- 1/2 teaspoon salt
- 1/4 cup melted butter
- grated peel of 2 lemons
- 1 quart milk
- 2 eggs beaten
- 1/2 pint whipping cream

Sweeten applesauce to taste. Add salt, melted butter and lemon peel. Scald milk. Gradually add to beaten eggs, stirring constantly. Fold in applesauce mixture. Pour into pastry-lined pie plate and bake in a hot oven (450°F.) 10 minutes. Reduce heat to moderate (350°F.) and bake 25 to 30 minutes longer or until inserted knife comes out clean. Cool. Whip and sweeten cream and spread over pie.

Honey Pumpkin Pie

- 1 unbaked Bran Pastry Shell
- 2 eggs
- 1 1/2 cups milk
- 1 1/2 cups pumpkin
- 1/2 cup honey
- 1/2 teaspoon salt
- 1 teaspoon cinnamon
- 1/2 teaspoon ginger

Prepare bran pastry shell.

Beat eggs lightly; add remaining ingredients and mix thoroughly. Pour into pastry shell. Bake in a moderately hot oven (425°F.) about 45 minutes.

Bran Pastry Shell

- 2 tablespoons ready-to-eat bran
- 3/4 cup sifted flour
- 2 tablespoons cold water (more or less)
- 1/4 teaspoon salt
- 1/4 cup shortening

Crush bran into fine crumbs; mix with flour and salt. Cut in shortening. Add water, a little at a time, mixing until dough is just moist enough to hold together. Roll out lightly on floured board to about 1/8-inch thickness. Fit into a 9-inch pie pan; trim edges.

Reserve a little of the dough for the autumn leaf decoration shown here. Roll out separately and cut with a cookie cutter. If you don't have a leaf-shape cutter, outline a leaf on a piece of stiff cardboard and use as a model, cutting with a sharp knife.

Fire Safety in Your Home

IF YOU were returning home late one night and suddenly saw flames shooting up from your house, what would be the first thing you would do?

Fire department reports show that fires often get out of control because of panicky behavior of people involved in them. Some of the boners which contribute to the spread of fires are: putting off calling the fire department while occupants try to fight the fire themselves; calling the police instead of the fire department; wasting time tracking down the origin of the fire before calling the fire department.

The National Board of Fire Underwriters has prepared an illustrated booklet, "The Fire Safe Home," which outlines home fire fighting as well as household fire prevention. It is available without charge at the National Board of Fire Underwriters, 85 John St., New York 38, N. Y.



GLAMOUR FOR CHRISTMAS. There is nothing more flattering than angora knitted into caps and gloves for winter accessories. Here are two hat patterns to choose from for Christmas presents, a bonnet type with sequins and a hug-the-head beanie. A free direction leaflet for making ANGORA KNIT SETS may be had from The Milwaukee Road Magazine, Room 356 Union Station. Chicago 6, Ill.

retirements

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

CHICAGO GENERAL OFFICES
 SCHUSTER, MILDRED E.
 Clerk Chicago, Ill.

CHICAGO TERMINALS
 BRUSKA, LOUIS G.
 Car Inspector Chicago, Ill.
 CAPUTO, AGOSTINO
 Crossing Watchman Chicago, Ill.
 DICKINSON, DAVE O.
 Switchman Chicago, Ill.
 IPPOLITO, JOSEPH R.
 Pump Repairer Chicago, Ill.
 KANALEY, JAMES W.
 Machinist Chicago, Ill.
 KINDRED, EARLY
 Laborer Chicago, Ill.
 KIRSCH, HENRY L.
 Loco. Engineer Chicago, Ill.
 MARGO, MATTEO
 Ex. Gang Laborer Chicago, Ill.
 RICHMOND, JOHN T.
 Messenger Bensenville, Ill.
 RONEY, MATT M.
 Car Cleaner & Carpenter Chicago, Ill.
 SCHACKE, PAUL H.
 Car Inspector Chicago, Ill.

TOMASKOVICH, JOHN
 Snow Shoveler Chicago, Ill.
 WEIS, NICHOLAS M.
 Painter Chicago, Ill.

COAST DIVISION
 HARJU, VICTOR
 Sec. Laborer Morton, Wash.
 MASON, WALTER L.
 Chief Operator Seattle, Wash.
 McCLARY, MALCOLM
 Switchman Tacoma, Wash.
 MYERS, HARRY
 Ex. Gang Laborer Seattle, Wash.
 OWEN, CARL M.
 General Agent Everett, Wash.
 STEIN, OSCAR D.
 Trucker Seattle, Wash.
 WEAVER, LLOYD E.
 Signal Inspector Seattle, Wash.

DUBUQUE & ILLINOIS DIVISION
 BARTOW, ISAAC N.
 Sec. Laborer Chula, Mo.
 BENHART, GEORGE
 Custodian Medinah, Ill.
 CARLSON, ELMER C.
 Car Inspector Savanna, Ill.

DUGAN, ROBERT M.
 Conductor Elgin, Ill.
 FAWCETT, FRANK J.
 Conductor Savanna, Ill.
 GIBSON, DELBERT V.
 Pumper Laredo, Mo.
 GRABOW, FRED A.
 Brakeman & Trn. Baggage-
 man Dubuque, Iowa
 GROSS, LOUIS W.
 Loco. Engineer Dubuque, Iowa
 HAKEMAN, LLOYD N.
 Boilermaker Foreman Ottumwa, Iowa
 MARTELL, OTTO W.
 B&B Carpenter Harpers Ferry, Iowa
 MARTIN, CHARLES
 Ex. Gang Laborer Kansas City, Mo.
 MARTIN, CHARLES J.
 Sec. Laborer Kansas City, Mo.

HASTINGS & DAKOTA DIVISION
 KING, FRED S.
 Conductor Minneapolis, Minn.
 LEWIS, WALTER L.
 Conductor Minneapolis, Minn.
 McDERMAID, WILLIAM J.
 Sec. Laborer Virgil, S.D.
 ZIMMERMAN, OSCAR J.
 Tel. Operator Woonsocket, S.D.

IDAHO DIVISION
 EMERSON, WILLIAM B.
 Carman St. Maries, Idaho
 ROSS, JOHN
 Ex. Gang Laborer Spokane, Wash.

IOWA DIVISION
 GANT, EVERETT J.
 Conductor Des Moines, Iowa
 GOFF, LINN O.
 Brakeman Des Moines, Iowa
 NORTHUP, ARTHUR R.
 Sec. Laborer Sigourney, Iowa
 STRONG, GEORGE H.
 Conductor Savanna, Ill.

IOWA & DAKOTA DIVISION
 BOYDEN, MERTON F.
 Conductor Mitchell, S.D.
 CROSS, DENNIS L.
 Machinist Mason City, Iowa
 HESKETT, FASSETT I.
 Loco. Engineer Mitchell, S.D.
 MEDIN, MALCOLM V.
 Conductor Sioux City, Iowa
 MEYER, EDWARD H.
 Sec. Laborer Plankinton, S.D.
 MEYERS, FRANK H.
 Sec. Foreman Hartley, Iowa
 PETERS, CHRIS
 Sec. Laborer Hartley, Iowa
 RHEM, HENRY
 Ex. Gang Laborer Sioux City, Iowa
 ROGGE, FREDERICK A.
 Switchman Mitchell, S.D.
 TYLER, THOMAS C. B.
 Laborer Mason City, Iowa
 WRIGHT, WILLIAM H.
 Stower Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION
 CAMPBELL, WALTER E.
 Agent-Telegrapher Wells, Minn.
 DORN, CLYDE E.
 Crossing Flagman Faribault, Minn.
 JOHNSON, OLE B.
 Sec. Laborer Decorah, Iowa

November IN RAILROAD HISTORY

THE FIRST KNOWN INSTANCE OF UNITED STATES MAIL BEING TRANSPORTED BY RAILROAD WAS FROM CHARLESTON, SOUTH CAROLINA, NOVEMBER, 1831.

ON NOVEMBER 18, 1883, RAILROADS THROUGHOUT THE UNITED STATES ADOPTED STANDARD TIME, REPLACING NUMEROUS LOCAL TIMES BY WHICH TRAINS WERE OPERATED. STANDARD TIME WAS DIVIDED INTO FOUR ZONES BASED ON SUN TIME AT THE 75TH, 90TH, 105TH AND 120TH MERIDIANS WEST OF GREENWICH. THE TIME SYSTEM THUS INITIATED WAS PROMPTLY ACCEPTED BY CITIES AND TOWNS FROM COAST TO COAST AND EVENTUALLY SPREAD THROUGHOUT THE WORLD.

9 A.M. PACIFIC STANDARD TIME
 10 A.M. MOUNTAIN STANDARD TIME
 11 A.M. CENTRAL STANDARD TIME
 12 NOON EASTERN STANDARD TIME

FIRST SHIPMENT OF PETROLEUM IN A TANK CAR - A FLAT CAR FITTED WITH TWO WOODEN TANKS RESEMBLING INVERTED TUBS—ORIGINATED AT TITUSVILLE, PA., NOVEMBER 1, 1865



BIG SHOW. Texo, past grand champion steer, and the 4-H Club young ladies who entered him last year serve as a reminder of one of Chicago's biggest annual shows, the International Livestock Exposition, which this year will be held from Nov. 24 to Dec. 1 and will draw a large attendance from Milwaukee Road territory.

Many groups of 4-H Club members are planning to attend, and Radio Station KGLQ, Mason City, Ia., is bringing in a group of more than 100 to see this great affair. The Milwaukee Road again is operating its Olympian Hiawatha Speedliner Tour to the exposition, bringing in ranchers, farmers and their wives from Washington, Idaho, Montana, North and South Dakota. The group will travel on an all-expense basis, including their rail, sleeping car space, hotel and sight-seeing in Chicago. These tours have been very popular.

LUNDBERG, ALFRED A.
Signal Maintainer . . . Farmington, Minn.
TONSAGER, VIRGIL L.
Brakeman Elko, Minn.

LA CROSSE & RIVER DIVISION

CLARK, LOWELL J.
Engine Watchman Minocqua, Wis.
HEESE, ARTHUR J.
Ex. Gang Laborer Portage, Wis.
JONES, PETER
Ex. Gang Laborer Winona, Minn.
MCGRATH, ARTHUR P.
Asst. Foreman Lyndon, Wis.
ROUNDY, PEARL J.
Mach. Helper Wabasha, Minn.
SCHAUB, WILLIAM J.
Ex. Gang Laborer La Crosse, Wis.
WIGGEN, EDWARD
Ex. Gang Laborer Camp McCoy, Wis.
WILCOX, WILLIAM B.
Car Foreman Wausau, Wis.

MADISON DIVISION

JOHNSON, ALBERT G.
Conductor Ladd, Ill.
PARK, JOHN
Station Agent Beloit, Wis.

MILWAUKEE DIVISION

ABEL, WALTER J.
Sec. Laborer Milwaukee, Wis.
CALLIGAN, HAROLD J.
Conductor Milwaukee, Wis.
CAMPBELL, OWEN G.
Conductor Rockford, Ill.
CROWELL, CLARENCE E.
Crossing Flagman Rockford, Ill.
GALAGHER, LOUIS J.
Sec. Laborer Wadsworth, Ill.
HEALY, DANIEL T.
Conductor Milwaukee, Wis.

HELD, HARRY B.
Agent Marinette, Wis.
OLSON, ATLAND
Machinist Green Bay, Wis.
RICH, LYNDON M.
Conductor Horicon, Wis.

MILWAUKEE TERMINALS & SHOPS

BAGROWSKI, TEOFIL B.
Carman Milwaukee, Wis.
BAUCK, HARRY W.
Carman Milwaukee, Wis.
BAXTER, LUCY A.
Laborette Milwaukee, Wis.
BEER, JOSEPH
Store Helper Milwaukee, Wis.
COMDOHR, ALFRED C.
Upholsterer Milwaukee, Wis.
DAMPIER, WILL
Ex. Gang Laborer Milwaukee, Wis.
DOEBLER, GEORGE
Machinist Milwaukee, Wis.
HARTMANN, KARL O.
Janitor Milwaukee, Wis.
LaBARBURA, THOMAS
Switch Tender Milwaukee, Wis.
LOFTEN, BERNT J
Signal Man Milwaukee, Wis.
POE, JESSE N.
Carman Milwaukee, Wis.
REESE, MANUEL
Ex. Gang Laborer Milwaukee, Wis.
ROEGLIN, OSCAR A.
Mach. Helper Milwaukee, Wis.
SCHAEFER, FRANK W.
Blacksmith Milwaukee, Wis.
SPANGENBERG, LOUIS W.
Machinist Helper Milwaukee, Wis.
TREUL, MATTHAUS
Carpenter Milwaukee, Wis.
WEISS, HENRY F.
Machinist Milwaukee, Wis.

OFF LINE & MISCELLANEOUS

W'ELLINGHOFF, EDWARD J.
Trav. Pass. Agent Cincinnati, Ohio

ROCKY MOUNTAIN DIVISION

COX, JOSEPH L.
Loco. Engineer Lewistown, Mont.
McKENNEY, NOBLE W.
Sec. Laborer Bozeman, Mont.
PALACIO, ELIGIO G.
Electrician Helper Deer Lodge, Mont.
ROARTY, DANIEL H.
Machinist Harlowton, Mont.
SHOWALTER, ADELBERT B.
Machinist Harlowton, Mont.
YAMASHITA, SASAICHI
Sta. Fireman Avery, Idaho

TERRE HAUTE DIVISION

BLAKER, CHARLES
Loco. Engineer Latta, Ind.
BROWN, THOMAS
Sec. Laborer Bedford, Ind.
CANNON, GEORGE L.
Sec. Laborer Terre Haute, Ind.
CLARK, DONALD H.
Conductor W. Clinton, Ind.
FLYNN, CHARLES M.
Conductor W. Clinton, Ind.
HATON, SANFORD C.
Ex. Gang Laborer Sullivan, Ind.

TRANS-MISSOURI DIVISION

ANDERSON, OSCAR L.
Sec. Laborer Rhame, N.D.
ANGELO, FRANK
Sec. Foreman Plevna, Mont.
DOWLING, WILLIAM H.
Sec. Foreman McIntosh, S.D.
DOWN, JAMES L.
Conductor Marmarth, N.D.
LEWIS, DANA
Machinist Mobridge, S.D.
MISTELSKE, HENRY
Sec. Laborer Keldron, S.D.

PARTH, AUGUST W.
Car Inspector Miles City, Mont.
WENDORFF, JOHN C.
Agent-Operator Rhame, S.D.

TWIN CITY TERMINALS

BARDAHL, JOHN
B & B Carpenter Minneapolis, Minn.
ELLS, JOSEPH N.
Conductor Minneapolis, Minn.
JOHNSON, CHARLES H.
Pipefitter Minneapolis, Minn.
JOHNSON, MARTIN E.
Frt. Handler Minneapolis, Minn.
JOHNSRUD, HJALMER
Machinist St. Paul, Minn.
KANAR, THOMAS L.
Telegrapher St. Paul, Minn.
KROEGER, HARRY J.
Baggage Handler Minneapolis, Minn.
O'CALLAGHAN, JAMES O.
Frt. Foreman St. Paul, Minn.
SCHRAMMEK, FRANK V.
Machinist Minneapolis, Minn.
TREMAYNE, ERNEST F.
Sta. Engineer Minneapolis, Minn.
UNGLERT, FRIEDRICH
Counterman Minneapolis, Minn.
WALDUSKY, EDWARD A.
Conductor Minneapolis, Minn.
WALSTROM, ERNEST G.
Trucker St. Paul, Minn.

NOTICE

To All Persons 65 or Older

THE Revenue Act of 1951 contains provisions regarding medical expenses which the active or retired employe of 65 will want to take into account in the preparation of his income tax return for the year 1951.

According to this statute, persons who are now 65 or older, or who will become 65 during 1951, will be entitled to deduct all of their medical expenses. The same provision applies to the spouse of the taxpayer. This provision is subject to certain maximum amounts, ranging up to \$5,000 in the case of a joint return by husband and wife.

Under the law applicable prior to Jan. 1, 1951, the taxpayer could deduct only so much of his medical expenses as exceeded five per cent of his net income.

It should be noted, however, that the above is not the exact language contained in the Revenue Act of 1951, and any person desiring to take advantage of this provision in the new law should fully inform himself about it before preparing and filing his tax return.

about people of the railroad

D & I Division

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

Mr. and Mrs. R. E. Thoren (accounting department, Chicago) recently entertained at open house in honor of their new daughter-in-law, their son Robert having been married Sept. 22 in Columbia, S. C.

The Chester Ackermans (Iowa Division train service) of Sabula, Ia., celebrated their 25th wedding anniversary Oct. 14 with open house.

Mr. and Mrs. Leonard Meyers (freight house employe) of Sabula, Ia., visited their son, Pfc. Ronald Meyers, stationed at Shaw Air Base, Sumter, S. C., while Leonard was on his vacation.

George Tucibat, mechanical department employe at Savanna for 33 years, passed away in the city hospital in Savanna Oct. 17. He was born in Austria March 12, 1886, coming to the United States when a young man, and entered railroad service Aug. 1, 1918. Surviving are five sons and two daughters.

George C. Brown, Iowa Division conductor, died suddenly Oct. 2 from a heart seizure. Burial was in Monticello, Ia. Mr. Brown started his railroad service in 1913. Surviving are his widow, one brother and one sister.

Jewel McGrail, caller and yard clerk at



FAMOUS PROFILE. A famous and familiar profile appeared in the window of the parlor car drawing room aboard the Morning Hiawatha as it left Chicago on Oct. 26. Basil Rathbone, featured actor in many a stage and motion picture drama, and more recently a television performer, is shown as he studied the itinerary prepared in connection with a lecture tour which was taking him to Winnipeg, Canada. The subject of his lecture had to do with the responsibilities of the entertainment world in the forming of public thought.

ON TO WISCONSIN.

Group in Chicago Union Station alongside one of the Pullman cars in which the Ohio State football team was traveling from Columbus, Ohio, to Madison, Wis. The cars were made part of The Milwaukee Road's "Varsity" for the trip from Chicago. Left to right: Conductor Walter Griffin, Floyd Stahl, assistant coach, Porter V. L. Cansler, and Woodie Hayes, coach.



Savanna yard for many years who has been on leave of absence for some time on account of ill health, passed away at the McGrail home in Savanna Oct. 17. Burial was in the Catholic cemetery in Savanna. Surviving are one brother and five sisters. Mr. and Mrs. C. C. Smola, brother-in-law and sister, of Mason City, also Mr. and Mrs. Clyde Seiler and family of Decorah, Ia., attended the funeral services.

QUAD-CITIES AREA

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

The Women's Club held a potluck supper Oct. 25 at the Friendly House with about 60 in attendance. Pitch and 500 was played following the supper.

Carroll Richardson, retired switchman, is convalescing at his home after spending 60 days in the Iowa City hospital where he underwent surgery.

G. D. Rushton is back to work after a vacation in Missouri and at the Brookfield Zoo in Chicago. Jerry says he doesn't care to drive along Lake Shore Drive very soon again, as they certainly drive differently from the way it's done in Missouri.

The Milwaukee Road bowling team line-up is as follows: Lester Crouse, captain; Harold Merrill, George Volrath Art and Bill Kelsey. While they are now at the bottom of the leagues, they are optimistic about it, as the only way they can move now is UP.

Frank Berry, first trick operator at Nahant, is on a leave of absence due to ill health. Fred Norris is working first trick.

Agent Geyer, East Moline, announces the arrival of his second grand-daughter, Carolyn Ann, born Oct. 28. Mr. and Mrs. Roger Kiesow are the parents. Mr. Kiesow, formerly city freight agent at Davenport, now is employed in the same capacity in Omaha.

Miss Fern Dillig, clerk in DF&PA office, Davenport, won the inter-office bowling match by getting 12 more pins than J. K. Fell.

Terre Haute Division

WEST CLINTON AREA

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

Funeral services for Joseph Wright, 71, retired telegrapher of St. Bernice, were held Oct. 4 at Clinton with burial at Elizabethtown, Ind., his old home. Sympathy is extended to Mrs. Wright, his daughter Mary Belle and sons Byrl and Robert.

Hugh F. Harbin, retired engineer, died Oct. 10 at the Clinton hospital. Burial was in Roselawn. Sympathy is extended to his daughter, Mrs. Francis Davis.

Engineer Clyde Hiddle has been in the Paris, Ill., hospital since Oct. 9 on account of an injury received in an auto accident. We are sure he will appreciate cards from his friends.

Forrest H. Allen, son of Engineer Francis Allen, and Miss Retha Risa were married at the Jonestown U.B. Church near here on Oct. 14.

Jack Turpin, retired brakeman of Alvin, Ill., is somewhat improved after being in the Danville hospital. Mrs. Turpin has also returned home after being in the hospital at Terre Haute.

Engineer and Mrs. Reed McGinnis and Conductor and Mrs. Wallace Jordan spent several days on a fishing trip in northern Wisconsin last month.

Storekeeper W. C. Glass looks fine after that October vacation out in the Dakotas. Store Helper Richard Franzwa of Hulman Street substituted at the store room while Walter was away.

M. J. Daley, crane operator from Canton, S. D., was here the latter part of October operating the coal loading machine in the yards.

Engineer Reed McGinnis brought in a big bass one day last month. He says he has fished the waters of Tennessee, Kentucky, Illinois, Minnesota and Wisconsin, but the

best fishing is right around home, here in Indiana.

Telegrapher C. A. Parr says that Mrs. Parr finally consented to letting him buy a new Studebaker. (It's Pacific blue.)

Engineer T. R. Endicott had the misfortune to have his new car wrecked in an accident last month. We are glad to report that Rendle was uninjured. Brakeman Clint Nash also had his new Ford damaged in an accident recently.

Brakeman H. C. Speer and wife visited in Pittsburgh, Pa., in October.

Mrs. Arthur Foltz, wife of machinist, was in the Paris, Ill., hospital for surgery during October.

Mrs. Kathryn Berwick, clerk in the roundhouse, was in the hospital during October but is now at her home in St. Bernice.

Robert Morris, caller-clerk at the roundhouse, has purchased a new DeSoto.

Frank Hill of Hulman Street is working as storehelper at the store department.

Assistant Car Foreman Darrell Fisher has moved to Perry, Ia., where he has bid in a position in the car department.

Welder Henry Howe and assistant, Thomas Boslem, of Mystic, Ia., were on a work assignment here in October.

Crane Operator Frank Huneger returned to his home in Mobridge, S. D., in October after several weeks' work on our division.

TERRE HAUTE DISTRICT

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

Charles R. Longcor and wife were visitors in Terre Haute during October. They are now living in Chandler, Ariz., for health reasons, and Charles is employed as a telegraph operator by the Southern Pacific.

A big bunch of congratulations to Ed Hollis of the traffic department who was presented with a new grand-daughter in October.

We were glad to see Fred Howe again on the Terre Haute Division the week of Oct. 8, helping to inaugurate a new freight train schedule.

Mr. and Mrs. Herman Klatte of Milwaukee were visitors in Terre Haute on Oct. 16. Herman who was formerly in the car department at Terre Haute, is now in the general offices at Milwaukee. Mrs. Klatte is our exchange operator at Milwaukee.

Paul Scott, who was recently married to Miss Jean Farnham, was called to military service Oct. 25, reporting to Fort Custer. Mrs. Scott is employed in our traffic department.

Car Distributor George Scholl, who has been in the hospital for surgery, is up and around again, expecting to return to work about Nov. 1.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

The first fall Service Club luncheon, held at the Y.W.C.A. banquet room on Oct. 19, had a large attendance. Among the guests introduced were H. M. Gustafson, E. H. Pim, F. A. Carter and M. O. Christman of the General Electric Co., Bob Wuest of the West Coast Plywood, and Cap Hilton of the

Pacific Traders. Retired officers and employees included E. B. Crane, J. N. Davis, E. D. Kennedy, N. A. Meyer, Sam Greengard, A. Woodward, J. F. Pinson, T. E. McFadden and Gene Webster.

Mary Dunn of the purchasing department resigned in September and is now devoting her entire time to homemaking. Jane Walters is filling the position vacated by Mary.

M/Sgt. Walter Hay of the Marines, former payroll clerk in the traffic department, visited the general offices during September while on a leave from Camp Pendleton, Calif. He is engaged in Plans and Training. Walt likes the Marines and intends to make a career of it.

Ted French, formerly of the Chicago tax department, is now assistant tax agent, filling the position held by Dick Golze who has been promoted to tax agent.

Audrey Hotten and husband Whip spent two weeks of October visiting at Langden, N. D., and vicinity.

Walter L. Mason, chief operator in the Seattle relay office, retired on Sept. 28. Mr. Mason's first railroad connection was with the AT&SF in 1904 as operator, subsequently working for the Union Pacific, Postal and Western Union Telegraph Companies, Oregon-Short Line and the Southern Pacific railroads at various locations until 1909, when he joined the Milwaukee as a wire chief in



TRIUMPHS REVISITED. Mary Garden, world famous diva, on a stopover in the Chicago Union Station Nov. 1 en route to Sioux City on the Midwest Hiawatha. She was traveling as a representative of the National Arts Foundation of New York which she is assisting in the selection of candidates for fellowships. The clipping which she is reviewing with W. C. Klomp, assistant to general passenger agent, is from his personal scrapbook and shows Miss Garden at the height of her career in 1929 when she and other stars of the old Chicago Civic Opera Co. traveled The Milwaukee Road on a triumphant tour of Midwest opera centers. Her present itinerary will take her to the scene of many previous triumphs before she sails for her home in Aberdeen, Scotland, Dec. 17.

George Knowles is filling the position of assistant chief clerk in the general manager's office. He was former joint facility examiner with headquarters at Seattle, working out of the office of auditor of capital expenditures.

Lorraine Fleer, secretary to general freight agent, was married Oct. 16 to Joe Beatty. The couple have left for St. Paul where they intend to make their home. Rosemary Joice is the new secretary replacing Lorraine.

Rith Walla, secretary in the law department, suffered a broken wrist recently in a fall and spent a few days at Providence Hospital.

Assistant Tax Commissioner Ed Notske's family now number four with the arrival of Christine Marie on Oct. 22. Eileen, age 7, is very happy about her new playmate.

the Seattle relay office. In October, 1935, he was assigned as first assistant chief operator and on Oct. 7, 1944, was promoted to chief operator.

Doug C. Workman, city freight agent from Minneapolis, honeymooning with his bride on the west coast, was a recent visitor in the office of Vern P. Sohn, superintendent of transportation.

Sympathy is extended to Hazel Soike of the transportation office on the death of her father, Henry W. Soike, who passed away suddenly at Bremerton Oct. 10. Mr. Soike was well known on the Milwaukee railroad, having started as baggageman at Chicago in 1894, transferring to Aberdeen, S. D., about 1902 and holding the positions of cashier and agent at that point; also Isabel, S. D. He



HURRAH FOR GRANDPOP! What is positively the last "fishing picture" of the year shows Section Foreman Paul Chementi of the Idaho Division with a fat catch from the Pend O'Reille, near Sandpoint. The respectful onlooker is his grandson Ronald.



WOMEN'S CLUB PIONEERS. A tea given recently in the home of Mrs. N. H. Fuller, a member of Spokane Chapter of The Milwaukee Road Women's Club, honored this group as being among the club's oldest voting members. From left: Mmes. Mead, Hunter, Shook and Fuller.

was also employed as carman and car foreman at Avery, Idaho, and Spirit Lake. He left the Road in 1921 to take employment with the Great Northern, from which road he retired in August, 1941. He is survived by his wife Bessie, six sons and three daughters, all of whom attended his last rites; also a brother Frank of Aberdeen, S. D. He was a founding member of Sunshine Lodge A.F.&A.M. at Isabel, S. D., Royal Arch Mason and Knight Templar in the Masonic order at Aberdeen, S. D., and a member of the Shrine El Kati Temple, Spokane.

Idaho Division

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

C. W. Miller, retired conductor of Spokane, and his son, Dr. Barton Miller of Port Angeles, spent a couple of days hunting in the Malden vicinity which usually affords plenty of game.

October 21 marked the golden wedding anniversary of Mr. and Mrs. A. C. Pierson of Cle Elum. Mr. Pierson is a retired conductor.

The Jack Ferralls of Malden have sold their home and moved to Spokane.

James Marron, retired, passed away Oct. 15 at his home in Colfax, Wash.

An auto accident near Rosalia claimed the life of Engineer B. G. Woofter of Spokane and seriously injured Conductor F. J. Russett, the driver of the car. The removal of a barricade on the new Malden-Rosalia road caused the car to be driven over the road and into a gravel truck. Mr. Woofter is survived by his wife and three daughters.

Mr. Russett, who was improving at this writing, is in St. Lukes Hospital, Spokane.

O. P. Tuttle, retired section foreman of Coeur d'Alene, passed away Oct. 19, a stroke being the cause of death. He retired about four years ago while working at Gibbs, Idaho. Three daughters, two sons and four grandchildren survive him.

Section Foreman John Reynolds of Dalena, Wash., died suddenly while at work.

With three railroad men in one hospital room recently, you can bet they didn't talk about much other than railroading. Charles Lillwitz, retired, of Worley was in for treatment and observation, as was Roundhouse Helper Nick Velewo of Othello. Bridge Carpenter H. T. Flynn was being treated for an old injury.

Earl Miller, Spokane roundhouse helper, took Mr. Flynn's place when he left the hospital to go to California for a rest. Mr. Miller is reported as improved.

Mr. and Mrs. P. G. Savidis of Chicago visited with George Savidis of Spokane recently, getting acquainted with a brand new member of the family, namely Daryl Kay, born Oct. 12. Mr. Savidis is office engineer in the division engineer's office, Spokane, and his father is retired from the Chicago division engineer's office.

Mrs. Onita Matteson is the new stenographer in the chief dispatcher's office.

F. M. Sever passed away at his home Oct. 20. He leaves his wife, and two married daughters of Moses Lake. Since his retirement from the agency at Moses Lake about three years ago he and Mrs. Sever had made their home in Spokane.

E. D. Jefferson, traveling engineer, is taking a leave of absence.

Alice Hearle, stenographer in master mechanics' office, has returned from a vacation trip to Chicago, Detroit and other cities in the Middle West. During her absence Ada Whittaker filled in, helping Joe Gengler. Ada is a former Union Pacific girl.

The Elks barbecue at St. Maries on the Labor Day week end provided the local Women's Club chapter with a very profitable way and means activity. The chapter took over the fish pond concession and also managed a coffee booth. Mrs. S. G. Bartle, president, was in charge of the fish pond, building the booth with Mr. Bartle's assistance and purchasing the merchandise. Some of our railroad men erected the coffee booth, which was supervised by Mrs. Theo May as chairman and Mmes. Shewnack, Rehberg, Babinski, Hueple and Boyce. The Washington Water Power Co. loaned the chapter three electric coffee makers, for which it also furnished the current, and coffee was donated by the Red & White Store. Mmes. Walleen, Brandvold and Taylor decorated the booths, using the Milwaukee Road colors as their theme. Approximately \$180 was realized for the chapter.

Rocky Mountain Division

EAST END

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

Engineer and Mrs. D. A. Robinson have returned home after spending about five weeks touring the southern states. They spent a few days visiting their son in California.

Engineer Walter Schecter is up and around these days and feeling fine.

Fireman Otto Heim is at home after spending a few weeks in the hospital. According to word here, he is doing very well.

Conductor Archie McDonald is in the hospital in Portland, Ore., undergoing treatment for ulcers.

Cpl. Donald Jenkins was released from the Army recently and has resumed his work here as fireman.

Pvt. Jack R. Young, grandson of Mr. and Mrs. Harry Rector, graduated recently from a tank leader course given by the armored school at Fort Knox. He was a trainman before entering service.

Lineman Tom Fairhurst is home after spending a week in the St. James Hospital at Butte.

Operator Patrick Quinn and Miss Florence Rebich of Butte were married Oct. 20 in St. Patrick's Church at Butte. They expect to make their home in Three Forks.

Conductor Vic O'Dell and wife are vacationing in California at this writing.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

A retirement party was held for Roundhouse Foreman Ed Kellum at the Moose Hall in Harlowton and nearly 400 railroad people attended. Mr. Kellum retired Oct. 15. Toastmaster was Machinist John Todd who presented Mr. Kellum with a 300 Savage rifle and scope, shells, knife, snake bite antidote by Old Grand-dad and a cleaning cloth. A splendid dinner was furnished by the railroad ladies, and there was also entertainment and dancing.

Among the speakers were Wes Varland, Elmer Nissen, Bob Franks, Jim Kirkendahl, J. B. McNeil, Cecil Wallace, Alec Francisco, Howard Ahrens, Roy Spogan, Assistant Superintendent J. O'Dore, Stan Fraser, Doctor Gans, Arnold Wirth, Dinkey Welch, Hal Martin, Senator McQuitty, Bill Dysart and D. E. Perkins, the local undertaker. Toastmaster Todd, in introducing Mr. Perkins, remarked that Perkins and Kellum started to work in the roundhouse about the same time, but through some error Kellum was given seniority. This made Perkins mad and he quit the railroad and went away to study the undertaking game. After a period of time he came back to Harlowton and established himself as an undertaker, and has been waiting for Kellum ever since.

Toastmaster Todd also explained that Ed started railroading at an exceptionally early age, in fact, it is rumored that he cut his teeth on a K-1 Journal. Mr. Kellum actually started to work for the Road in 1904 as an apprentice at Pocatello, Idaho. He has been a member of the machinist union for 45 years and with the railroad at Harlowton the past 39 years. He was lauded for his

fine supervisory work and the many helpful things he has done for the community in his tenure here. He retired just as the deer season opened, so it isn't hard to see what he is going to do with that new Savage rifle. We wish him many years of happiness during his retirement.

Conductor J. J. Spade is in the Great Falls hospital with a broken leg at this writing; Operator Donald Samuel in the Lewistown hospital with pneumonia.

Recently I got caught in a traffic jam at the Central Montana Sales Yards which is located in West Lewistown on the Milwaukee tracks. While I was waiting to get through I counted 37 truckloads of cattle that were to go on sale the next day and then shipped out on the Milwaukee. Of course, that was just a small part of the cattle that come in daily for the sales. We had one interesting sale at the yard recently when Court Durand of Martinsdale, a long time raiser of elk, brought nine steer elk to Lewistown and sold them at auction. They brought over \$3,000. I was told a man from Chicago bought two for his restaurant. Those of you who live in Chicago had better start looking around for a restaurant advertising elk steaks.

Brakeman G. H. Jakes and Mrs. Jakes are the parents of a new baby boy.

Electrician Helper Lawrence Schultz of Harlowton is in the Lewistown hospital at this writing.

I have received word that Wrecking Foreman Ralph Carpenter of Harlowton is back on the job after undergoing treatment in a Seattle hospital.

Boilermaker Bill Lunceford of Harlowton is in the Lewistown hospital with a broken leg at this writing.

Deer season opened here with a bang Oct. 15. I think all the railroad men but the car department force got their deer. I always did say, put wheels on those deer and the carmen will really knock 'em off.

I have been asked a couple of times what has happened to Conductor Charley Saint. Well, sir, he got yellow car fever and headed south. Someone told me they saw him going over the mountains on the Hiawatha with his conductor's uniform on.

Trans-Missouri Division

WEST

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

William H. Frie, 82, former B&B foreman, died at a Miles City hospital Sept. 27 after a brief illness. Mr. Frie was born in Illinois Apr. 9, 1869. He later attended high school at Bellevue, Ia., after which he took up carpentry. He came to Miles City in 1909 and entered the employ of the railroad as foreman of a bridge and building crew. Among projects he participated in was the construction of the present passenger depot at Miles City. Funeral services were conducted at Glendive, Mont., under the direction of the Masonic lodge of that city.

Pfc. Raymond Yates, former ice house laborer at Miles City, was wounded in the

Korean fighting Oct. 1, according to a telegram received by his parents, Mr. and Mrs. Korliss Yates. They later received a letter from him stating that he had been awarded the Purple Heart. No information was received as to the nature of his wound.

Two hundred persons attended the Milwaukee Women's Club "Over the Top" dinner at the Eagles banquet hall Oct. 1. The local chapter ranks eighth on the system, with 546 voting and contributing members. Committees working on the dinner included: Mr. and Mrs. D. Goodspeed, Mr. and Mrs. Ed Gale, Mr. and Mrs. L. R. Kirchoff, Mrs. Ed Walters, Mrs. Duncan Finlayson, Mrs. Verne James, Mrs. William Boyle, Sam Leo, Pete Leo, Mrs. Custer Greer, Mrs. Gladys Brundage, Mrs. Arlie Wickersham, Mrs. Frank Spear, Mrs. John Gray, Jr., Mrs. Frances Tuffley, Mrs. Harry Cook and Mary Faye Wickersham.

Boston M. McGee, 70, retired train bag-



HARLOWTON SEND-OFF. The retirement of Ed Kellum, roundhouse foreman at Harlowton, Mont., Oct. 15 was the occasion for a sell out party at the Harlowton Moose Hall attended by nearly 400 employees. The picture above shows Toastmaster Todd presenting Mr. Kellum with a 300 Savage rifle (he retired just as the deer season opened); below, a souvenir pose with the entire roundhouse force, Mr. Kellum in the second row, seventh from right. Further information about the retirement send-off is furnished by Correspondent Pat Yates in the Northern Montana division news.



gageman, died Oct. 7 at the Holy Rosary hospital in Miles City. Mr. McGee was born at Mt. Airy, N. C., Nov. 4, 1880. He came to Miles City as a Milwaukee employe and made his home there until his death. Surviving are his widow and one daughter, Mrs. Dorothy Chew of Los Angeles; three brothers, Chris of Miles City, George of Spokane, and I. N. McGee of Macoen, Va.; and two grandchildren. Burial was in the family plot in the Custer County cemetery.

Funeral services were conducted Oct. 23 for Earl L. Trafton, 59, retired engineer, who

passed away at the Holy Rosary Hospital after a long illness. Graveside rites were in charge of the American Legion post of Miles City and burial was with military honors in Custer County cemetery. Mr. Trafton was born at Readville, Mass., May 11, 1892 and was reared in Prince Edward, Canada. He came to Miles City in 1906 and entered the service of the railroad as an engineman. Surviving are his widow, one daughter, Mrs. Maxine Rainey, two sons, Ralph and Earl Jr., all of Miles City, and four grandchildren. Both sons are Milwaukee employes. Ralph is a

conductor, at present in the Navy, and Earl is a yard clerk at Miles City.

H. L. Stamp, division storekeeper and chairman of the Miles City scrap mobilization committee, announced recently that during the last three and a half months more than 1,260 tons of scrap metal were collected and shipped from this area. Thus Miles City tops all reporting communities from Minnesota, the Dakotas and Montana for the period. Railroad scrap bulked heavy in the collections.

Mr. and Mrs. Charles Laing were found dead at their home in Miles City, Oct. 25, apparently from heat suffocation. It was necessary for police officers to break in a door in order to enter the house. Mrs. Laing was born in Edinburgh, Scotland, Aug. 4, 1860 and her husband was born at Forres, Scotland, March 5, 1865. It is believed that they came to Miles City directly from Scotland. The couple had been married for 61 years and had lived in Miles City for 46 years. Mr. Laing was employed as a locomotive carpenter before his retirement in 1937. Surviving is one grand-daughter, Dolores Byington of Milwaukee, Ore., and three great-grandchildren.

Clarence L. Burke, agent at Lavina, Mont., died suddenly at his home Oct. 27. Mr. Burke was born Feb. 20, 1885 at Nokomis, Ill. He first entered railroad work as an operator for the Grand Trunk Railway. In 1911 he filed on a homestead at Dupree, S. D. In 1913 he entered the service of the Milwaukee as an operator and continued in that department until the time of his death. He is survived by his wife and daughter Beverly Ann. In his time Mr. Burke had worked as operator or agent at almost every station on the old Musselshell Division.

Dave Haggerty, first trick dispatcher at Miles City, has been a patient at the Holy Rosary Hospital for several weeks at this writing.

Announcement was made by the merchants of Miles City on Oct. 19, of a community baby election open to children under the age of seven from any place in eastern Montana. A large loving cup and a cash prize of \$500 is offered for the first place winner, with 99 lesser prizes offered. The contest closes Dec. 15.



WELCOME. Mrs. Lois Reiter, stenographer in the purchasing department, Chicago, poses with the new plaque which hangs on the wall just inside the entrance to that department's recently remodeled offices. It greets the visitor with these words: "Welcome. We consider it a privilege to have you call here. We are always interested in learning how your product, methods or ideas can help us. For our part, we offer you the use of our phone or any assistance we can give you in obtaining reservations or any other service we can render."

ALL-RAILROAD WEDDING. The principals of this wedding party are all members of the Milwaukee family at Fullerton Avenue, Chicago. The bride, Connie Musinskas, was a secretary in the office of the general superintendent of mines, and the groom, Val Purchla, is on the supervisor of payroll taxes staff, although currently recalled to duty as a Naval reserve officer. In this instance the mother of the groom shares the spotlight since she is Helen Purchla, head cook of the building cafeteria for the past 15 years. Connie and Val were married at St. Benedict's Catholic Church Oct. 20 and honeymooned at Niagara Falls and New York City.



BUT NOT GOODBYE. Called to Army duty at Fort Sheridan Oct. 25, George Kullowitch is surprised by fellow employes in the auditor of equipment accounts office, Chicago, with a "going away" shower. His gifts included a generous cash purse. George has been with the equipment accounts force since September, 1949.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Wedding bells rang for Bertha Salomon and Edward Selden Oct. 21 at Immaculate Heart Church. The newlyweds spent their honeymoon at that all-time favorite spot, Niagara Falls.

Fae Ann has taken a furlough to await a visit from the stork.

The typing bureau celebrated Mother's Day again last month as Mary Hromadka, Mary Lou Wisnewski and Eleanor Schindler visited the bureau with their offspring.

Edythe Sarmmartino has returned to work after six years and two daughters.

Georgianna Kuchvalek is recuperating very nicely after an appendectomy.

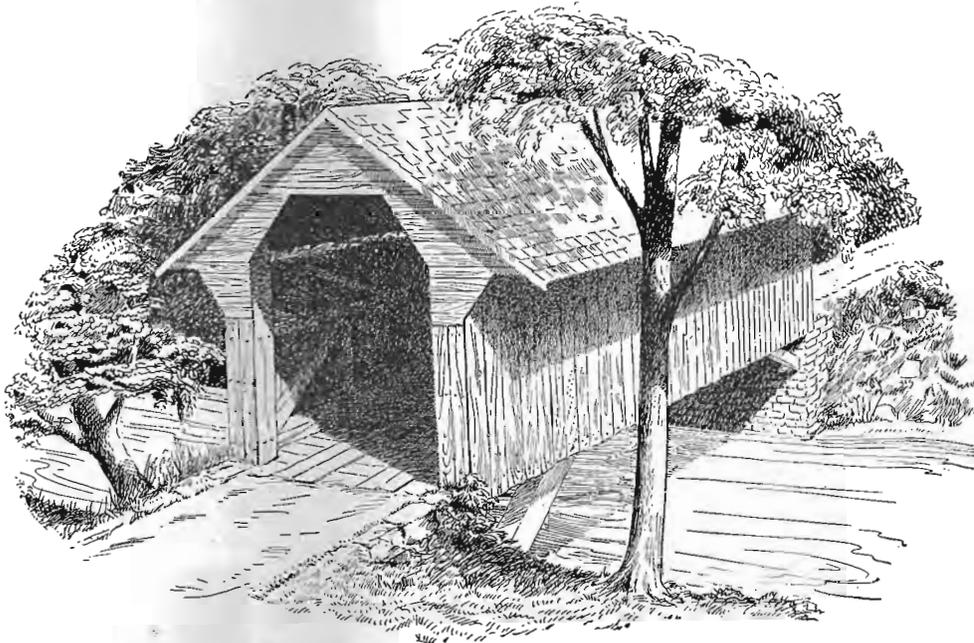
Dolores Stergios Vepley resigned her position to be with her husband who is stationed in Virginia.

A very beautiful engagement ring was

The Milwaukee Road Magazine

Covered Bridge

Granddad no longer takes his Sunday surrey ride through the covered bridge. The clatter of echoing hoofs is stilled and a modern span replaces it. Times change. But the fine cigar he enjoyed is still yours to savor. Dutch Masters, through the years the same grand, satisfying smoke.



Dutch Masters Cigars

given to Mary Lou Sievers by her one and only, Bud Thennes. The young couple plan to be married Dec. 1.

Jean Koellens is busy arranging the furniture in her new home.

Bessie Gryzbeck and her mother spent their vacation in Nevada. Lill Schoepf made her annual trip to California and Sam Weinstein and his family spent their vacation in California.

Howard Smith is rushing the holiday season by displaying a glow in the dark Merry Xmas sign in the window of his car.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

The parents of Holger I. Johnson, assistant engineer in B. J. Ornburn's office, recently spent an enjoyable three-month visit with Holger. As this was Mr. and Mrs. Johnson's first trip to the U.S.A., Holger escorted them on a sightseeing trip which included the Grand Canyon, Yellowstone Park, the Rockies, California and many other interesting points in the West. Mr. and Mrs. Johnson, who have since returned to Sweden, last saw Holger in 1947 when he visited them in the "old country".

Henry Fortier, draftsman in Architect Ken Hornung's department, has returned to the

University of Illinois to continue his studies at the School of Architecture. He is the son of Henry L. Fortier who is in the office of J. C. Ellington, industrial commissioner.

R. J. Middleton, retired chief engineer who now resides in Seattle, recently paid a visit to this department. Mr. Middleton spent some time visiting his friends and former associates.

Emil C. (Cy) Svinicki, assistant engineer in K. E. Hornung's department, leaves the service of the Road to assume duties Nov. 1 as architect for the Commonwealth Associates, Inc., of Jackson, Mich. Mr. Svinicki will make his new home at 108 Thompson Street, Jackson. He started as a draftsman in the architectural department in June, 1943.

Dagny Olsen, who has been confined to her home for several weeks due to serious illness, is on the road to recovery. Miss Olsen expects to resume her duties in the near future as secretary to E. E. Burch, bridge engineer.

R. S. Scheck and A. R. Jacobs are new members of the engineering department staff under B. J. Ornburn, assistant chief engineer—structures. Mr. Scheck, whose home is Chicago, is a graduate of the University of Illinois. Mr. Jacobs, a graduate of the State College of Washington, comes from the Corps of Engineers at Anchorage, Alaska.

Two weeks prior to coming to Chicago, he married the young lady who is now Mrs. Jacobs, who was also serving with the Corps of Engineers in Alaska.

S. (Steve) Francescon, assistant engineer in Mr. Christianson's office, recently had some mail and literature from John Jonas, a former assistant engineer of the company. Johnny is in England working as a supervisor on a petroleum refinery project for Esso of New Jersey being built under American supervision at Fawley, Hampshire. The article in the magazine which accompanied his letter, described the installation, which will not be completed for perhaps another two years. The plant, when completed, will produce approximately 6,000,000 tons of petroleum products per year. Looks like we won't see Johnny for some time.

A large group from the engineering department staff in Chicago recently inspected the rearrangement of the Air Line yard in Milwaukee. The trip provided the Chicago engineers who have been connected with the project with an opportunity to study it at close range. Details of this trip are carried in a feature article in this magazine.

The number of fatalities resulting from railroad accidents in 1950, excluding highway-railroad grade crossing accidents, was 73 per cent less than in 1900.

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OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

A bridal shower honoring Ann Baldwin was held on Oct. 19. She was married on Oct. 20 to G. L. Berg.

Carl Denz, while on vacation Oct. 16, was involved in an auto accident in Wisconsin and was confined in a hospital. However, he responded to treatment and returned Oct. 23.

Lydia Pagels enjoyed a West Indies cruise to Panama, leaving from New Orleans on Oct. 13 for a 12-day trip. It was so enjoyable she would like to do it again.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

"The girls" in the office recently honored Marion Hunt with a baby shower held at LaVerne Pater's home.

Mary Powitz recently enjoyed the distinction of being Queen for a Day of the B'nai B'rith, national charitable organization. She was decked out in a queen's sceptre and gown and presented with many gifts donated by various companies and organizations.

Betty Post dropped in for a visit recently and brought along little Robert Jr.

Mary Blachura and Arlene Sondergoth are new members of the freight claim division force.

Virginia Glade has returned from her leave of absence.

Richard Westerlind has left the employ of the Road to care for his mother in Knox, Ind.

Rudy Levey and family recently spent an enjoyable vacation in New Orleans and vicinity.

Helen Bunton spent an exciting week in New York recently.

Delores Coll and Noreen Callahan have taken new positions in the sales bureau. Beatrice Chalupka and LaVerne Pater have new positions in the OS&D department.

Eleanore Meyer has recovered from an operation and we are glad to have her with us again.

Sympathy is extended to Edward Knapkiewicz on the death of his brother.

Understand that bowlers Ralph Burton and Fred Brodhagen are hitting the 500 series occasionally.

Lloyd Rugen is back, helping on desk 30.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Charles Jr., son of C. J. Winandy, chief joint facility examiner, recently entered military service. Charles, who was in his sophomore year at Iowa State University, chose to perform his service in the Marine Corps and left for San Diego on Oct. 24.

Returning from their honeymoon trip in northern Wisconsin, Mr. and Mrs. Ralph Ansel (Joanne Komoll) found awaiting them greetings from Uncle Sam. Ralph is now answering Army mess call at Camp Gordon near Augusta, Ga., instead of sitting down to the home cooked meals Joanne was to have prepared for him.

H. W. Leal, retired auditor of capital expenditures, was a visitor to this office on Oct. 23. Mr. and Mrs. Leal reside in Santa Cruz, Calif., where they built their home following Mr. Leal's retirement three years ago.



GROWING UP. The picture (at right) of a very serious young scholar was published in The Milwaukee Road Magazine in 1943 when Carole Jean Berry, daughter of A. J. Berry, city freight agent, Chicago, was graduated from the Jahn Public School kindergarten at the age of five and a half. The 1951 portrait shows Carole Jean again in mortarboard, this time as a graduate of St. Andrew's Parochial School. Space is being reserved in the family album for another cap and gown picture when she is graduated from St. Gregory's High School four years hence.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Wedding bells rang for Wally Vukovich of the T&E bureau and Sonia Bogich Oct. 21 at the Serbian Eastern Orthodox Church. Leon Curtis of Mr. Sowle's office was married to Pat Mackey at St. Andrew's Church Sept. 8. Val Purchala, formerly of Mr. Sowle's office, was married Oct. 20 to Connie Musinkas at St. Benedict's Church.

Danny Boyle of the paymaster's office joined the police force Oct. 5.

On Oct. 2 the stork dropped off a boy for Corrine Skibicke and to Dorothy Franke on Oct. 5; both formerly of the shop time-

UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,

Milwaukee 12, Wisconsin



HAPPY THE BRIDE. An office celebration, complete with gifts, for Genevieve Helwig of the freight auditor's force, Chicago (third from right), who became Mrs. Lester Miller Nov. 3 in a ceremony at St. Hyacinth's Roman Catholic Church. The well-wishers are, from left: Victoria Hoogstraat, Mary Ghilezan, Jennie Coffill, Helen Helwig, sister of the bride and her maid of honor, and Juanita Huemmer, a bridesmaid.

keeping bureau. Jimmie Steffek, formerly of the T&E bureau, became the father of a girl Oct. 23.

Gene Knoga of Mr. Sowle's office left the Road recently to join the armed forces.

A recent visitor here was Angie Skowion, formerly of Mr. Sowle's office, with her baby. Al Elwart, formerly of the payroll bureau, also paid us a visit.

We extend sympathy to Ray Litka, of the assistant comptroller's office, on the death of his mother Oct. 4; also to Ed De Vries of Mr. Sowle's office on the death of his brother.

The Women's Club held its first fall meeting Oct. 9, 55 members attending. The membership, which has increased since the summer, totals 1,013 at this writing. Mrs. Amanda Klank was in charge of the entertainment.

FREIGHT AUDITOR'S OFFICE

J. A. Strohmeyer, Correspondent

Richard Ewald, employed here a few years ago and son of Gustave Ewald, review bureau, was a visitor here Oct. 24, wearing an Air Force uniform. He was on furlough before leaving for destination unknown.

An engagement treat by office friends for Jeanne Helwig, of estimated earnings, took place Oct. 4. In the party were Jennie Coffell, Juanita Huemmer, Pat Wadma, Mary Ghilezan, Vicky Hoogstraat, Eileen Keathing, Kathy Keane and Rosemary Labowski. First, dinner at the Pump Room at the Ambassador East, then to the Sheraton lounge, and winding up the evening at the Catacombs in the Ivanhoe.

Loraine Klinkenberg, local and interline balance bureau, went on furlough Oct. 15 to await a blessed event.

John Mischke and family (John handles coal rates in the revising bureau) visited his daughter who recently became a nun and is now a teacher at Waumane, Wis., parochial school.

Helen Burke, switching bureau, went to a hospital Oct. 1 for surgery. She is reported to be getting along fine.

About machine room former employees: Shirley Ness brought her baby girl, Sandra

Wanted, Air Defense Volunteers!

CHICAGO area employes will be interested in the fact that the Greater Chicago Air Defense Filter Center, an important unit in the nation's coast-to-coast aircraft warning service, is currently asking for volunteers.

Filter Center volunteers work directly with U. S. Air Force personnel and the ground observers corps to record the movements of all aircraft, the ultimate objective being the detection of approaching enemy planes and the alerting of USAF interceptor fighters. Men and women over 18 are invited to participate on an around-the-clock basis. Training classes are in session now and additional classes will be arranged to suit the convenience of volunteers. Full information may be obtained by writing to the Greater Chicago Air Defense Filter Center, Museum of Science and Industry, 57th Street and South Shore Drive, Chicago 37, Ill., or phoning MUseum 4-6190.



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There's no day as thrilling, as fascinating, as wonderful in a boy's life as his first Christmas with Lionel Trains. And remember, the only trains that can fully match your boy's dream are LIONEL TRAINS... for smoke-puffing, whistle-blowing, scale-detailed realism... for steel-wheeled solidity... for remote-control precision... for the thrill of grade-climbing, speed-boosting *Magne-Traction**! Free Lionel Train catalogue—world's finest for over 50 years—at dealer's, or send for special coupon offer.

*Available in "O" gauge and in most "O27" sets.



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Please send me special Lionel Train catalogue offer, postage prepaid. I enclose 25¢ to cover postage and packing.

1. The new 36-page full-color Lionel catalogue.
2. The new 5 1/2" double-faced record* of whistles, bells, railroad sound effects and Diesel horns.
3. 10 full-color miniature billboards.

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Address _____
City _____ State _____

*Plays on all 78 RPM phonographs except some fixed spindle or automatic changers.

Lee, and Shirley Hahn brought her new son, Kenneth John, to see us on Oct. 11. They are fine looking prospective railroaders.

Harry Baldaccini received a letter recently from Richard George, in service near Chun-chun, Korea. Says everything is O.K. and that he is now in radio school.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

1st/Sgt. J. Cushing of Ft. Sill, Okla., visited us recently while home on furlough.

Joe Contreras of central station accounting division was inducted into military service Oct. 15.

J. Harold Grove is still confined to his home due to illness. However, it is reported that he is improving rapidly.

We are sorry to report that Frank Green, claim investigator of our overcharge bureau, is again confined to his home due to illness.

Newest members of the Milwaukee family are Ferdinand A. Janisch in our rate bureau, Alex Puccillo in the record room, and Merle Petts, secretary to Mr. Linden.

P. F. Jacobsen, bureau head, and wife spent



GOOD HOUSEKEEPING. This attractive interior is the result of a decorating and refurnishing project carried out by Union Station Chapter of the Women's Club, Chicago, during the summer recess. Director of the project was Marilyn Jo McNicholas, chairman of the house and purchasing committee, who is shown at the left conferring with her assistants, Doris Healy Martin, Julia Sachen and Elizabeth Shortall (left to right); another committee member, Bernice Schmitt, was absent when the picture was taken. The club had its first look at the new decor at a housewarming meeting on Oct. 17.



All Aboard!

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Railroad Department

THE TRAVELERS
HARTFORD, CONN.

their recent vacation in California.

Mrs. Normalie Cerrone resigned recently to await a visit from the stork. She was presented with a carriage robe, pillow and bunting by her fellow employes.

Eugene Heing, former employe of our rate bureau now living in Santa Rosa, Calif., was a recent visitor here.

Sympathy is extended to J. B. Dede, traveling auditor at Spokane, on the death of his mother Oct. 27.

We are happy to report that Bertha Wilson of Mr. Hogan's office is back on the job, fully recovered from her recent illness.

Jean Monahan of central station accounting division was married Oct. 11 and is now Mrs. Jean Heybrock.

PASSENGER TRAFFIC DEPARTMENT

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

Well-wishes of one kind or other seem to be the order of this month. Item number one: Welcome back to Howard Ahrens, formerly of the city ticket office and reservation bureau. Howard has just wound up a three-year hitch in the Army, 30 months of which were spent with the quartermaster's office in Tokyo.

"Get well" sentiments are being sent along to Frances Seibel, also of the city ticket office, and Anita Manghera of the advertising department. At this writing it is touch-and-go as to whether Fran will undergo additional surgery for complications resulting from an operation of a few months back. Friends of Anita Manghera will be pleased to know that she is pulling out of the illness that threatened her a few months back. She is home now and on the high road to recovery.

Word comes along that Ray Freitag of Passenger Rate has joined the league of grandfathers (via his daughter Mrs. Rayetta Salvo). Everybody in the Freitag clan seems to have taken this in stride except Ray's son, Dennis, aged 4, who insists on being called *Uncle Dennis*. Just *plain* Dennis won't do.

Job changes continue apace. Art Newell, formerly of the reservation bureau, is now helping out in the advertising department, and Harry Christensen has been upped to the check-typing and filing job in the refund section of Passenger Rate.

By the time a man can afford to lose a golf ball, he can't hit it that far.

Mobridge (S.D). Tribune

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. ST. P. and P. Railroad, the billing point being West Clinton • Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. • An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. • With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

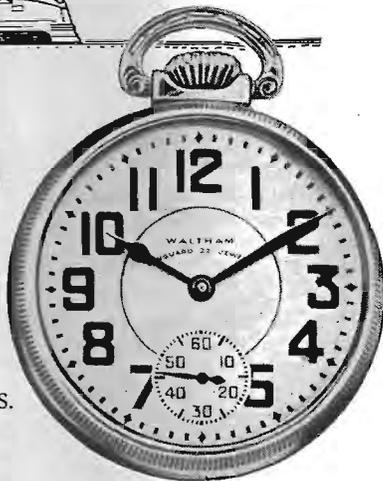
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23 JEWEL
Vanguard**



*Approved by every railroad in the U.S. having a Time Inspection Service.

\$ 71.50
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**10 K GOLD FILLED
HEAVY DUTY CASE**

Compare these features!

- 1 Heavy duty 10K yellow gold-filled case
- 2 Price: \$71.50 (Fed. Tax Incl.)
- 3 Twenty-three (23) Jewels
- 4 8 Adjustments—2 to temperature—6 to positions
- 5 Sold and serviced by official time inspectors

These famous VANGUARD watches are available through your time inspector.

WALTHAM

Write for descriptive folder on Waltham transportation watches.

**THE FIRST AMERICAN RAILROAD WATCH
"ON TIME FOR OVER A CENTURY"**

WALTHAM WATCH COMPANY, Waltham, Massachusetts

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

"Old Faithful" Jack Croll is still keeping us posted on happenings in House 7. The B&B department gave the employes there a "Magnificent Mile" (with apologies to Wisconsin Ave.), namely the last part of the inland platform. The boards are now covered with a new top layer, making it smooth, like the Avenue.

Caller F. Hoppe has returned to work. However, no news has been received of that other old timer, William Walleman, check clerk, who has been ill for some time.

Max Themar, retired check clerk, visited his former buddies early in October.

Mrs. Henry Leader of Alameda, Calif., widow of a retired employe, has been visiting friends around Milwaukee.

The wife of Patrick Norris passed away suddenly Oct. 3. She is survived by her

November, 1951

husband, three daughters and a son.

Ray Gustafson, a former Western Weighing inspector, has been appointed general agent of the CGW in Milwaukee.

George Derfuss, check clerk, on leave because of illness, paid a visit to the warehouse in October looking very well. However he will be off for some time yet.

Doris Wright, clerk in the general office, left Nov. 3 for Seattle, where she will be married to Art Stulich, a clerk in the general office. Art received his basic knowledge of railroading at Fowler Street and transferred to Seattle about a year ago. At present he is serving in the armed forces, stationed near Seattle.

We've been noticing good reports lately concerning young Walt Nowicki, whose kicking ability with Marquette High School's first string has helped to keep them in the lead. Walter Nowicki, Sr., is proud of his son's achievement.

Lucille Stowell was the successful bidder for the position of timekeeper, replacing Angeline Tillidetzke, who has decided to

make homemaking a full time job, now that the family has increased to three.

Mr. and Mrs. Dan Kugler announce the arrival of a baby daughter. They have christened her Debra.

Frank Schlosser is now enjoying all the thrills of being a grandfather.

Henry Shallanda reported a wonderful time at the Miami convention of the American Legion. A big box of sweets which arrived at the office from Miami indicated that in spite of having a wonderful time he sort of wished we were there.

Fred Gebhardt has returned to work after contributing his services to the cranberry harvest. He says this is the first time he supervised an all Indian crew, and that a large part of the crop was wasted due to lack of help.

Old lady, witnessing a tug of war for the first time:

"Wouldn't it be simpler for them to get a knife and cut it in two?"

**Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers**

Webster Lumber Company
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SAFETY Requirements
DEMAND the Best
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**Fill the Bill
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**OPERATING 161
MOTOR TRUCKS
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P. D. Carroll Trucking Co.
CHICAGO, ILLINOIS

REGENT'S

BLACKSATIN
Originating on
The Milwaukee Road

**DEEP SHAFT MINE
WASHED**

Capacity 2,500 Tons
Daily

INDIANA'S NEW MODERN COAL MINE & WASHERY
QUALITY COAL

5" Lump—6" x 4" Washed Egg—4" x 2" Washed Nut

Washed and Dried Treated Stokercoal
1 1/2" x 3/16" ——— 3/4" x 3/16"

The Perfection in Preparation and Size
Low Ash—High Heat Content. Porous Pancake
Clinker—Easily Removed

STERLING-MIDLAND COAL CO. 8 So. Michigan Ave., Chicago, Ill.

COACH YARD

Richard Flechsig, Jr.

Fred Bukkerti is back on the job after being ill for a few months.

Marlin Weishaar has left us to join up with Uncle Sam in the armed forces. We wish him all the luck in the world.

The stork flew over the home of Ray Stark recently and dropped off their first baby, a girl.

Gill Seston also became father recently when his wife presented him with a boy.

Joe Simons became a father recently for the third time; another boy.

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

Dick Steuer, Correspondent
Chestnut Street Station

Don Hornberger, yard clerk, has assumed new duties as clerk-steno with the Nickel Plate Railroad.

Up North Milwaukee way we noticed that Betty Metschl, whose position has been abolished, displaced Ollie Yerman as expense and bill clerk. Ollie, in turn, has displaced Catherine Consolazione as expense and bill clerk at Chestnut Street. At last report Catherine had been assigned the position of ticket sorter at Fowler Street. The assignment of F. M. McClintic to the demurrage clerk position at A. O. Smith was also announced.

Highlighted by an airplane flight and a canoe trip, the vacation of Yard Clerk Edith Tesch was, as she tells it, one of the best she has ever enjoyed. The Indian Summer

weather at Eagle River, Wis., had a lot to do with it.

Northern Wisconsin was also the area chosen by Estelle Jorgensen and her husband for their two-week vacation.

Congratulations to Mr. and Mrs. Freddy Butz on their 48th wedding anniversary! Freddy, who has been retired since way back in '37, is as spry as a man half his 82 years.

We have Mary Jean Briski to thank for filling in as yard clerk at Blatz, Humboldt and Gibson yards during recent vacations and illnesses.

Chicago Terminals

SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent
Western Avenue Coach Yard

Among employes who have heeded the summons of Uncle Sam is Cook James H. Davis, who was drafted in September, 1950. He volunteered for the Airborne Unit for a two-year period and is stationed at present at Fort Benning, Ga. During his visit in the office recently, he described the sensations in the training for combat service as a parachutist and showed interesting pictures taken of his group during that period. Since that time he has been attending a baking school and has been promoted to corporal.

William (Slugger) Nolan who worked in the commissary has been stationed in Korea for more than six months. He has been promoted to sergeant. Another addition to the armed forces is Donald Arensdorf, file clerk, whose tasks of putting letters in the right folders and other miscellaneous jobs are now being taken care of by John Hergenreder, who joined this department at the time Ken Kuper enlisted in the Seabees. We were pleasantly surprised to see Ken recently when he came east on his leave. Jack Costanzo, janitor, and Charles Wilson, cook, have joined the Army.

The Army has honorably discharged two of our cooks, W. B. Wade and R. C. Wright.

Welcome additions to our force are Ferne Howell as stenographer and Stanley Harchut as office boy. Because of her health, Eddie Ciesielski was granted a 90-day leave of absence, after which she found it necessary to resign as stenographer in the commissary department. That position is now filled by Elaine Klawinski.

The principal topic of conversation among the feminine members of the office force during the lunch period since the latter part of September, when Eleanor Rutowicz re-



IN THE MENDELSSOHN MOOD. Yard Clerk Joe Imundo of the Union Street force, Chicago, in step with the wedding march at the recent marriage of his daughter Joan Carol to Casimir Walczek, CBGQ electrician, at St. Francis of Rome Church. The young couple are now living in Cicero, Ill.

ceived an engagement ring, has been the plans for her wedding the latter part of November.

It was a pleasure to have Larry Janes, commissary agent, return to work recently after his illness, as we certainly missed his quips and jokes.

Mrs. Kusch, wife of assistant superintendent, who recently underwent an operation, is regaining her strength rapidly.

Porters Leander Jackson and Sam Bell, who have been ill for some time, expect to return to work in the near future.

Accidents have caused some of our people to be away from work, including V. S. Manning, who was struck by a truck, and Waiter David Smith, who was hurt in an automobile accident. Also involved in automobile accidents were Waiters M. B. Dean and J. W. Stevenson.

Lewis C. Chapman, after more than 30 years of commendable service as a porter with the Milwaukee, has decided that it is time for him to enjoy the benefits of leisure hours.

A pleasant conversation was held with T. J. Rowley, former special representative, a short time ago, and it is good to report that he is feeling well.

It is with regret that we report the deaths of Steward C. C. Little, Steward J. M. Hayes, Porter H. E. Carter, C. E. Caston, retired waiter, and J. W. Garner.

The cooks' and waiters' annual dance was held Oct. 26 in Chicago. A very enjoyable evening was spent in dancing and enjoying the floor show presented by professional entertainers.

Superintendent M. P. Ayars, together with Mrs. Ayars and daughter Phyllis, drove to Aberdeen, S. D., to attend the funeral of Mrs. Ayars' father, Elmer Norris Osmundsen, who died Oct. 23. Mr. Osmundsen was 74.

UNION STREET

Florence La Monica, Correspondent

OS&D Clerk Hank Schindalga, house 2, became the papa of Andria Lee on Oct. 6. The George Hardisons welcomed Diane Elizabeth to their family on Oct. 22. George is a fork lift operator in house 2.

What fork lift mechanic at Union Street was recently appointed deputy sheriff of Spring Grove, Ill., unless it was Ray O'Hare.

Emil Arleo, timekeeping department, lost his mother-in-law recently. After calling Emil for work, Mrs. Guido suffered a fatal heart seizure. Sympathy is extended to the family.

GALEWOOD

Norma Gunderson, Correspondent

Mae Graney received a beautiful wrist watch from John, checker at Galewood station, on their 15th anniversary Oct. 3. The date, incidentally, was Mae's birthday, too.

Cliff Conley, of the yard department, and wife drove to Florida on their recent vacation.

Ray Zielinski, caller on the Galewood platform, and wife are the parents of Gregory Thomas, born Oct. 25.

On Saturday, Oct. 27, the neighbors had a surprise birthday party for Neva Singerling of the car record department.

Sid Beaubien, of the cashier's office, receives letters from his son from the front lines stating it's a pretty stiff war we are in, but they are holding the line even though the cost is high.

We have two very ambitious young men in our office, Dick Seligmann of the car record department and Ray Kropp, relief rate clerk, who are both attending the night classes of the Freight Traffic Institute.

William Pohlman, assistant general foreman at the freight house, retired Oct. 31 after 47 years of service. He started at Western Avenue Aug. 31, 1904, came to Galewood in 1905 and has been with us ever since.

Dorothy Parsons, switching abstract clerk, and Irvin Parsons, trailer foreman on the platform, celebrated their 25th anniversary Nov. 6.

We regret to report the death of Theodore J. Zirbes, 58, widely known locomotive engineer, who died of a heart attack at his home on Oct. 14. He had nearly 40 years of service with the Milwaukee, having begun his railroad career as a clerk in the yard office at Galewood.

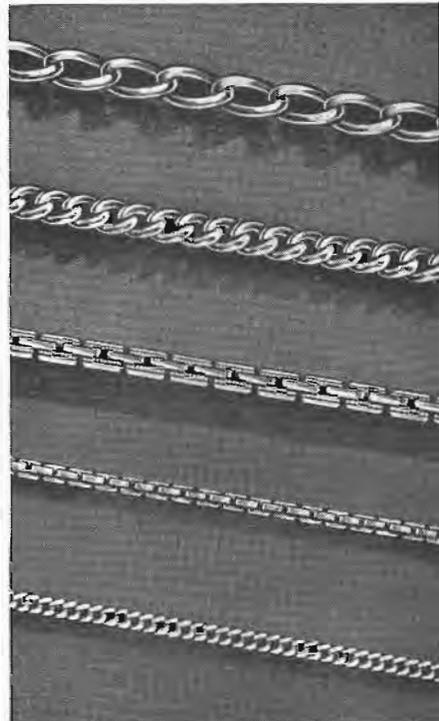
Ted Zirbes fired on the "J" line between Chicago and Janesville, and later saw service between Chicago and Minneapolis-St. Paul and between Chicago and Kansas City. In addition he saw brief periods of service on the North Western, Burlington and Rock Island railroads—all in engine service.

One of the highlights of his career came when he ran the first two Hiawatha locomotives "light" during their important break-in tests from Chicago to Bensenville.

A graduate of Crane Technical High School, Ted studied law and public speaking in night school and was a popular local chairman of Lodge 188, B. of L. F. & E. for many years. It was during this time that he earned the admiration and respect of hundreds of Milwaukee employes with whom he came in contact. He also handled the annual Red Cross and Community Chest



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and You'll
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See the latest popular styles at your favorite jewelry store.

**R. F. SIMMONS
COMPANY**
ATTLEBORO
MASS.



drives in Chicago. Over 500 Milwaukee Road employes, serving in many posts, and officials of the company paid their personal respects to him while he lay in state.

Included among his pall bearers were Charles K. Moss and William Flanigan, fellow engineers, and William Schroeder, general chairman of the B. of L. F. & E.

He is survived by his widow, Frances; a son, Ted Jr., who is editor of the Rock Island Lines employes magazine; two daughters, Mrs. Loretta Weger, Chicago and Mrs. Catherine Witt, Rockford; and seven grandchildren ranging in age from one year to 13 years.

At the time of his death he held the midnight relief job at Galewood. We offer sympathy to Engineer Zirbes' family.

BENSENVILLE

Dorothy Lee Camp, Correspondent

Al (Murphy Jr.) Margoles is now the big boss on the Rondout patrol run.

Edmund McLean, agent at Glenview, stopped in at the Soo Line tower recently to sit in his favorite chair. Mac was third trick operator at the tower for close to 15 years.

Tommy Meyers, caller at the Bensenville roundhouse, will be sunning himself in Hot

Springs, Ark., by the time this goes to press.

Conductor Jim Imbler passed out cigars when daughter Margarie Spain had a bouncing little girl on Oct. 11. The little gal will live in the lovely new apartment Grandpa Imbler has finished in his home in River Grove.

Switchtender Walter Knapp reports a grand visit with his sister in Phoenix, Ariz.

Mrs. Jim Murphy left for Tucson, Ariz., Oct. 2 to visit a sister of her husband, conductor on the Jay line. Mrs. Sam Smith, wife of C&M conductor, traveled on the same train. Mrs. Smith took a longer trip, to visit a son in California.

Bensenville will soon be the new home of the phone directors office. A spot is being built in the assistant superintendent's office, so welcome to Charlie Neumann, first trick, Joe Camp, second trick, and George Raucheneker, third trick, and to Bruno Tancula, Bud Hillebrand and Frank Arms, relief men.

Special Officer Fred Heidemann and wife Shirley were visited by Mr. Stork at the Ravenswood Hospital, Oct. 14. The identification tag read, "First son, Fred Heidemann IV".

C&M Brakeman Harry Block of Milwaukee is one ambitious fellow. He built one home himself, sold that and is now completing a two-apartment home. Not satisfied with that, he even built his own wood shaping machine to cut the trim for the house.

Freddie Wang, Illinois Division passenger conductor, will be in Detroit at this time to attend the wedding of his favorite niece, Dorothy, to Fireman Johnny Wolters of the I.H.B., son of I.H.B. Dispatcher John Wolters.

Special Officer Bob Stegger and wife Roberta Lou received a bundle from Mr. Stork in October, little Roberta Ann. Sincere thanks to friends and relatives for the 10 pints of blood donated to the mother for transfusions.

Our sympathy to Switchman Charlie Willmer on the death of Mrs. Willmer in October.

Madison Division

Agent E. F. Bender of Blue River, Wis., can be credited with a fine job of boosting our railroad at the annual Farm Fall Festival held at Blue River Oct. 6. This event, which is sponsored by the Blue River High School, features a parade in which local tradespeople are invited to enter floats and cars representing their various lines of business. Agent Bender entered his own car, decorated front, back and sides with Milwaukee Road banners and posters. His exhibit was the subject of special commendation by the parade committee. He also represented the Road in last year's parade.



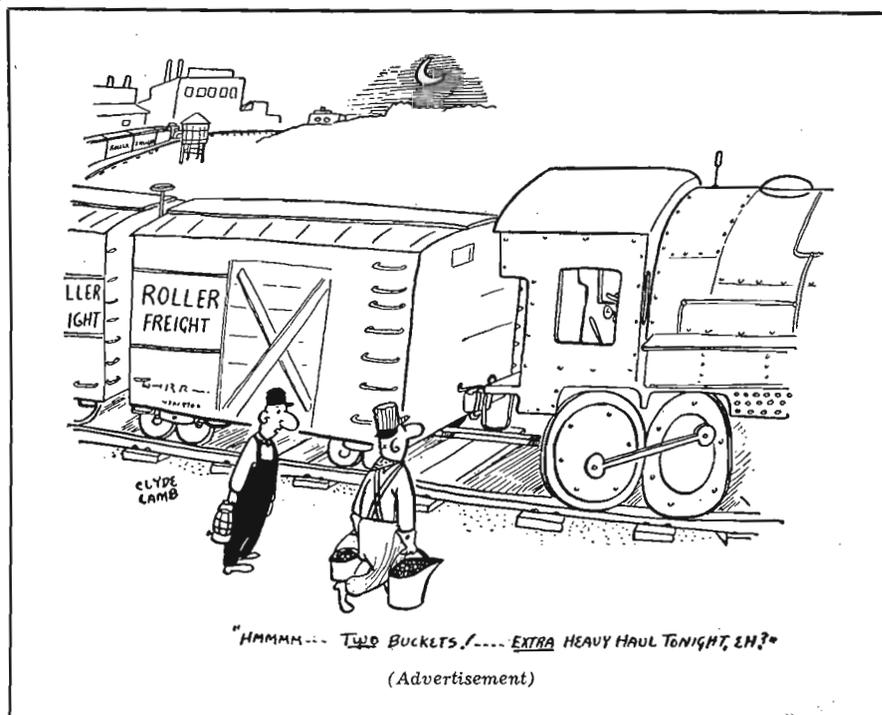
GUEST OF HONOR. Conductor E. S. Six ready for his final run on the Platte line after 41 years and two months of service on that branch. Yankton Chapter of the Women's Club, together with the B. of R.T., honored Conductor Six and his wife with a banquet at the I.O.O.F. Hall at Yankton Sept. 23, at which they were presented with a cash purse. E. Lashier, president of the trainmen, was master of ceremonies. Mr. and Mrs. Six have since moved to McMinnville, Ore., where they will be near five of their seven children.

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

T-Z "Clingtite" Dust Guard Plugs
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T-Z Products, as standard equipment, are daily proving their merit.

T-Z Railway Equipment Co.
 8 So. Michigan Avenue
 Chicago, Illinois



I & D Division

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

P. H. Geelhart, assistant division engineer, has been elected president of Shibboleth Toastmasters Club at Mason City. Other officers include Don W. Woodhouse, chief clerk in superintendent's office, who was elected treasurer.

Agent C. A. Joynt and wife, Emmetsburg, Ia., have returned from a vacation trip to California where they visited their daughter and grand-daughter at Ferndale and nieces at Santa Cruz.

Harriet Isaacson, daughter of Train Dispatcher E. M. Isaacson, was recently installed as worthy adviser of the Mason City assembly of Rainbow Girls. Harriet is a student in Mason City Junior College.

R. I. MacGregor, engineering department, and wife have returned from a trip to Den-

NEW CHAPTER. Women's Club luncheon at Yankton, S. D., Oct. 26 when the local chapter entertained visiting officers. Seated at the wall table, from left: Mrs. W. H. Bever, treasurer Yankton; Mrs. C. F. Willett, president, Sioux City Chapter; Mrs. A. Kylius, president, Yankton; Miss E. N. Lindskog, secretary-general, Chicago; and Mrs. J. W. Bailey, past president, Sioux City. Yankton Chapter, organized in November, 1950, was formerly a unit of Sioux City Chapter. It has a present membership of 80 and a fine record of money-raising activities and good cheer work during the past year.



ver where they visited their daughter. Driving through the snow in September was a new experience for them.

A. A. Major, retired engineer, who is now living at Clear Lake, Ia., recently visited his sister in Decatur, Ill.

Fred W. Riley, retired trainman, 66, died at his home in Mason City Sept. 25. Burial was at Sanborn, Ia.

Mrs. George Smith, widow of conductor, has been visiting in Mason City. Her return trip to California has been delayed due to illness. At the present writing she is a patient at the Park Hospital, Mason City.

R. H. Coobs, who has been employed as file clerk in the superintendent's office, has decided to give up railroading and be a village blacksmith. After an extended visit in California he plans to go into business at McGregor, Ia. A farewell dinner for Mr. and Mrs. Coobs was given by the superintendent's office force at the Cerro Gordo Hotel Oct. 25.

A farewell party was given recently at the Milwaukee Women's Club room for F. J. McDonald, who has been appointed special representative to the general manager at Chicago. A gift of matched luggage was presented to Mr. McDonald and a gift was also presented to Mrs. McDonald.

Forty retired employes were guests of Mason City Chapter of the Women's Club at the annual potluck dinner held Oct. 2 in the Mutual Insurance Building. Total attendance was 125. Carter Thoma acted as master of ceremonies. The program, opening with community singing led by Mrs. R. E. Kiser and Mrs. R. R. Kelso, featured the musical talents of Paul Fandel, Judy Strong, Richard Sessions, Fern Larson and Harriet Isaacson, and a skit by David Hampton. A large committee supervised the details of the reception, the dinner and entertainment.

Frank Meyers, section foreman at Hartley, Ia., retired recently after 37 years of service. He is a Kansan by birth but moved to Iowa and entered Milwaukee Road service as a section laborer under Foreman Clay Clarke of Everly on Feb. 15, 1914. He became foreman at Hartley on Aug. 1, 1919, and held the position without interruption until his retirement. E. P. Koehnecke of Spencer

succeeds him.

Chris Peters, another Hartley section man, has also retired. Chris started his railroad service in the Milwaukee Road roundhouse at Sanborn. Subsequently he moved to Hartley and for a while worked on the CRI&P section. He returned to the Milwaukee in 1943. He retired in September, following his 65th birthday.

SANBORN-RAPID CITY

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

M. F. Boyden, conductor at Mitchell, has retired. He has applied for a bunch of passes and is going to visit his children and, in general, just take things easy.

Engineer C. L. Farris, F. T. Heskett and D. I. Caldwell have all applied for their pensions. Farris and Heskett will continue to live in Mitchell, but the Caldwells are thinking of moving to the west coast.

W. L. Shouten, agent at Okaton, has returned from his vacation. H. B. Peterson, agent at Mitchell, is on a "postman's vacation." R. J. Black is relieving for him.

A. W. Park is the temporary operator at Murdo and G. J. Albertz is relieving for Agent D. F. Moran at Pukwana.

W. C. Hynes, retired conductor of Mitchell, passed away Oct. 24 after a long illness; also A. A. Johnson, retired B&B foreman, on the same day.

Al Coffell, yard clerk at Mitchell, recently bought a new Dodge but kept the old model A, just in case.

Car Foreman L. A. Lindemer and wife have returned from an extended vacation trip to the west coast.

SECOND DISTRICT

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

Mrs. Cora Barel, the former Mrs. Carl Sundberg of Long Beach, Calif., visited recently in Sioux City and other Iowa points.

Sympathy is extended to E. Johnson, city freight agent, and family in the death on Sept. 22 of Mrs. Johnson's father, P. D. Vaughan, who made his home with them at Sioux City.

Conductor M. V. Medin made his final

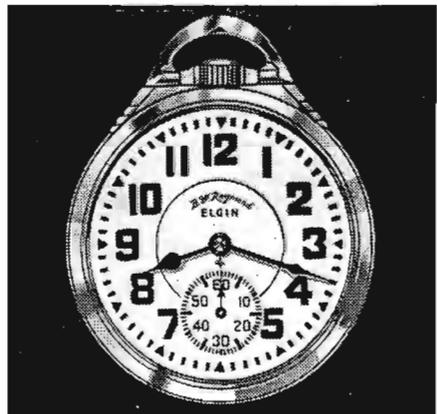


Which railroad watch has the heart that never breaks?

Only an Elgin has the heart that never breaks. Elgin's exclusive Dura-Power Mainspring, in addition to being guaranteed to never break, will neither rust nor lose its power. This means that you're protected against mainspring trouble for as long as you have your Elgin railroad watch.

Only an Elgin is timed to the stars. The accuracy of every Elgin railroad watch is checked in Elgin's own observatory. This is the only astronomical observatory owned by a watch company for the purpose of timing watches to the stars.

ELGIN WATCHES



B. W. Raymond 21-jewel Elgin. 8 adjustments, 6 to position. Gold-filled case, \$87.50. Stainless steel model, \$71.50 (Prices include Federal Tax; subject to change without notice.)

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BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

CREOSOTED MATERIALS

and

COAL TAR PRODUCTS

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Minneapolis

trip on the Hiawatha into Sioux City on Oct. 11. He had been in train service since August, 1907. Prior to that time he was employed on the section, starting in 1896. Mr. Medin and his wife will visit their son Myron at Sturgeon Bay, Wis., where he is pastor of a Lutheran church. Afterward, traveling in a new trailer all fitted out nicely, they will head for Tucson, Ariz.

Conductor Earl Murphey is recuperating at his home after being hospitalized in Sioux City. Understand he is coming along fine now.

There is a new baby girl at Dispatcher Mang's home.

Chief Clerk Jay Bailey and family are the proud owners of a beautiful Oriental rug which Mrs. Bailey won at a Sioux City store for estimating the number of miles of yarn it took to make the rug—she came within one-tenth of a mile of the actual figure. We understand it was a family affair and they figured it out very methodically, astonishing even the makers of the rug by their accuracy.

SIoux FALLS LINE

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

Yardmaster Q. H. Hunter, is home from the hospital after spending about three weeks there to recuperate from a minor heart ailment.

Trainbaggage man Z. Jenkins is at this writing confined at home by an illness that sent him to the hospital for a week.

Freight Checker Pete McMonagle is confined to Veterans Hospital, Sioux Falls, at this writing.

Cashier Eleanor Kelly is back at her desk after a two-month absence because of illness. She looks and feels fine.

La Crosse & River Division

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

We saw Shorty Sherrod, maintainer at Wisconsin Dells, recently oiling what we thought was a signal post. When we asked him why, he says, "Why, that there is my grandpappy's old deer rifle and I'm just getting ready for the season."

Portage yard has had a face lifting, or cleaning, whichever way you look at it. All summer long we had the extra gang laying steel under Foreman Louis Gray, and now Foreman Burgess' cement gang has laid a new platform between our main tracks at the passenger station. Pete Metalski and his bridge carpenters have laid new planks and the yard is cleaned up in good shape.

Old Man Winter can come around the corner any time now—William Ferrie, retired roundhouse foreman, has returned from the land of the heather. He shows a net gain of 10 pounds. Says they treated him too well over there, inasmuch as he had a wonderful time and a good trip over and back.

We are sorry to report the death of Mrs. Harry Pike, widow of engineer, at Portage on Oct. 28, after a long illness. Surviving are four sons, two daughters and eleven grandchildren.

SECOND DISTRICT

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

R. H. Brabant, roundhouse foreman at La Crosse, retired Oct. 31. Division officers, mechanical department supervisors, both acting and retired, as well as employes representing all departments honored Bob at a farewell dinner at Carroll's, LaCrescent, Minn., the evening of Oct. 31 and presented him with a remembrance. After doing a little knocking around the country, he has decided to settle down in La Crosse. He started in the roundhouse as a machinist in June, 1917, and on Jan. 1, 1918, was appointed night roundhouse foreman. On July 1, 1920, he was appointed general roundhouse foreman, which position he has held ever since.

D. Trewartha, clerk at Menomonie, has entered military service. T. B. Greeley is

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ROMANCE RITUAL. Reception scene following the marriage of Patrick J. Burnett, son of Mrs. John J. Burnett of the superintendent's office, Mason City, Ia., to Kathleen M. Maiers of Dubuque. The ceremony was performed in the Church of the Nativity, Dubuque, Oct. 6. Pat is a Marine Corps veteran and a former employe of the engineering department at Mason City.

filling the position of clerk while he is away.

Time Revisor C. F. Miller, who retired on account of physical disability, has moved to California for his health. His temporary address is 847 Hollowell Street, Ontario, Calif. He would appreciate hearing from his railroad friends.

Fireman Harold R. Summer was awarded a bronze medal by the Carnegie Hero Fund commission on Oct. 26. He is credited with saving the life of two-year-old James E. Decker at Winona Apr. 11. Full details appear in an article elsewhere in the magazine.

THIRD DISTRICT

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

Mrs. Robert Sternitzky, wife of ticket agent, died suddenly at home on Oct. 12. She had been in poor health for several years. Funeral services were held in St. James Catholic church at Wausau with interment in Restlawn Memorial Park. Survivors besides her husband are a son, Robert, of Menasha, Wis., and a daughter, Marie, of Cheney, Wash.

After three years in military service, D. A.

Kallies has returned to service as brakeman on this division.

Mr. and Mrs. Gerald Loomis spent part of their recent vacation in Chicago.

Dispatcher Charlie Shaft recently took a week's vacation, most of which he spent successfully hunting partridge.

Mr. and Mrs. Earl Hazelwood and son Billy attended the exercises at Great Lakes Naval Station when their son Phillip was graduated from boot training. After a two week's furlough at home Phillip expected to be transferred to Florida for a course in aviation ground work.

Irvin Von Gnechten, son of Fireman Hugo Von Gnechten and a certified public accountant, has been elected a member of the American Institute of Accountants.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Operator E. R. Derrickson of tower A-5 is returning to work after being out west for some time.

Recent visitors to the office were Ernie Haddock, retired conductor, who came in from California and Eddie Miller who lives in Wauwatosa.

The depot at Truesdell is being renovated, which will result in quite a face lifting. A section of the depot which is no longer needed is being retired.

Train Dispatcher John Toumey has returned to work after spending his vacation with his children in the East.

Agents M. A. Grenning and C. C. Ruthe recently took in the wrestling matches at the Rainbow Gardens in Chicago. If you were watching television you probably saw their debut on video.

The agents and station employes association held its last meeting at Round Lake on Oct. 20. Principal speaker was Assistant Superintendent R. L. Hicks. Understand the lunches are getting bigger and better every meeting.

Changes in the section foremen on the division find Lyle Krohn going to Spring Grove in place of Stanley Larson who has been awarded the section at Fox Lake, Ill. Chris L. Haley is working as temporary foreman at Avalon.

Engineer Frank Callahan, who was injured in Galewood yard last summer, has resumed work on his old run, the way freight on the Janesville line.

John Hoker who has been on swing jobs in the towers on the east end has been

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taken into the armed service. A recent letter from him indicates he has arrived at the recruit training center at San Diego, Calif.

We have 14 new conductors as a result of promotions in the classes completed on Oct. 18.

There is a new baby girl at the home of Train Dispatcher Bob Richter in Racine.

Changes in the signal department office find Irma Knoll as successful bidder on the chief clerk to supervisor of telegraph and signals. Virginia Brown has taken the file clerk position.

Miss Mary Hickey has a new canary to replace her former pet which passed away after a long illness.

SECOND DISTRICT

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

Bob Muraski has been released from the armed service. When reporting for work he said it felt good to be back with the railroad.

Mrs. George Bloomer, wife of Conductor Bloomer, was killed in an auto collision in Sacramento, Calif., while vacationing with her husband and two daughters in the West. Our sympathy to the family.

Trainmaster R. C. Jones has been transferred to Milwaukee as trainmaster.

Understand Charles DonLevy has been seriously ill in the hospital.

Nice to see Switchman Herbert Brueckner, who has been having a long siege of illness, back on the job again.

Brakeman Tom Landry and wife are the parents of a fine baby boy. This makes one of each—the first was a girl.

Operator H. Hoelzel was called for service in the Army on Oct. 15.

We are having a general change in agent's positions, J. J. Olson from Forest Junction to Hilbert; C. R. Tarkowski assigned as agent at Forest Junction; A. N. Wolf from Pembine to New Holstein; and W. Wentela appointed agent at Pembine.

Boilermaker Edward Saboda and Mrs. Saboda celebrated their silver wedding anniversary Sept. 2 and members of the 61st Railroad Engineers, with whom Mr. Saboda served in World War I, arranged their annual reunion to coincide with the occasion. This came about because last year when the Sabodas attended the Engineers reunion they announced they would not be able to attend in 1951 as it would be their 25th wedding anniversary. "Think nothing of it," officers

of the unit said, "we'll move the convention to Green Bay and help you celebrate." So, on the date, veterans from all over the United States started assembling at the Beaumont Hotel for a three-day session, with the Sabodas as guests of honor. About 60 guests attended the buffet supper and dance.

THIRD DISTRICT

Don Dunning, Correspondent
 Agent, Iron Ridge, Wis.

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

Merrill I. Lathrop, warehouse foreman at Beaver Dam, has returned from a trip to Niagara Falls with his wife. On their return they traveled through quite a stretch of Canada and, all in all, had a wonderful time.

William C. Feibelkorn, chief clerk, at this writing is vacationing in sunny California if you please, along with his wife. Judging by the postcards we have received, they were having a very enjoyable trip.

Richard Porten, Jr., of Horicon has probably received handshakes and congratulations from almost everyone along the division on his recent appointment to the job of agent at Randolph.

H. G. Brown left for Beverly, Mass., Nov. 8 for a visit with his parents, and also to visit friends in the old home town.

It is generally thought by the employes around this district that it would be a good idea to reactivate the Old Line Service Club which furnished us with so many enjoyable social meetings. I think this is a fine idea, as it would give us an opportunity to get together once in a while for an evening of fun. Let's hear from all who are interested or have any suggestions on this.

I & S M Division

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

A card received from D. L. Tallmadge, retired engineer, says he has purchased a home in St. Petersburg, Fla., and is located only about 10 blocks from Norman H. Earl, retired engineer, who was a former Austin resident. "Skinny" says homes and living conditions are much cheaper than in Austin.

Selby C. Raub, retired conductor, Madison, S. D., and H. B. "Dick" Hinckley, retired switchman, Austin, stopped in to say good-bye before heading for California and Arizona at the first sign of cold weather.



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Martin Carlson, retired carman, is back "home" in Austin after spending a year and a half with relatives in Sweden. He has some interesting stories to tell of the Old Country and the trip, but says it is good to be home again.

V. L. Beatty, superintendent's steno. vacationed in October, visiting Omaha and Rochester. B. R. Cochlin handled the relief work.

At this writing Yard Conductor A. E. "Butch" Thompson is confined to St. Olaf Hospital where his condition is reported as good.

Conductor H. B. Corkill, who weathered a serious operation at Colonial Hospital, Rochester, informs us that he must take it easy for a month or so before returning to work.

S. B. "Red" McGinn, former agent at Faribault and for the past several years train dispatcher on Lines West, was the senior bidder for the agency at Northfield, Minn. He will take over as soon as he is relieved out west.

J. W. Doty has been appointed permanent agent at Mazeppa, Minn.

Conductor Frank Jeffers made the headlines in the Oct. 3 issue of the Austin Herald with a picture showing him with grip in hand about to board No. 121 for Minneapolis and the start of his 51st year of service with the Road.

Train Dispatcher H. E. Otterness joined the ranks of home owners on Oct. 20 when he purchased a house at 711 Cleveland Street, Austin.

With the pheasant season in Minnesota in full swing as of noon, Oct. 27, we have already heard some tall tales about two or three limits. From this writer's experience the first two days, I will gladly settle for three birds for the season. Due to the unusually heavy rainfall this summer, the birds have more than ample cover, and without a good dog they just refuse to get up in the air.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

"They laughed when I sat down at the piano. They didn't know I really knew my stuff." That's what Steve Pilsen of the Minneapolis passenger department is saying these days after his impromptu performance at the retirement party at the Dyckman Hotel Oct. 25.

Speaking of the retirement party, that really

was good, wasn't it? Those kid entertainers were really cute; they are certainly going to be heart-breakers when they grow up. We are already looking forward to next year's party with General Superintendent Bagnell as general chairman.

E. C. Jordan's appointment as assistant division engineer, Twin City Terminal Division, became effective Oct. 1.

Fireman Donald T. Kurtz will report the activities and doings of the engineers, firemen and switchmen in the Twin City Terminals in the coming issues of the Magazine.

The first snow of the 1951-52 season fell in the Twin Cities Oct. 30!

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

On Oct. 14, during our last fishing trip of the season, I managed to break the record in my family with a bass weighing four and a half pounds. The tip of my flyrod just took off under the boat when Mr. Bass hit, and I really enjoyed my fight with him. We've been fishing this particular lake for about four years and have had phenomenal luck with sunfish and crappies until this year, which was almost an all-bass season.

Naturally, the "one that got away"—which we estimated at about seven pounds—still has us gasping and anxious to get back to the lake next year. My husband had the thrill (?) of losing the big one—thanks to a reel that slipped at the crucial moment. But then, no season would be complete without the whopper that didn't get caught, would it?

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Art Lundberg, retired assistant cashier in the local freight, was in the office recently to say goodbye for the winter. He and his wife have purchased a trailer and are going to park it in St. Petersburg, Fla.

Harry Nee is recuperating from an operation. He will be away from work for quite some time, though.

Leda Mars will be another southern visitor. She is taking her vacation beginning Nov. 12 and will visit in Tucson, Ariz.

Aloys F. Lakmann, traveling freight agent, traffic department, retired on Nov. 1. A farewell party was given in his honor at Stauffer's, by Minneapolis and St. Paul traffic department members. He was presented with a power drill for his hobby shop. Mr. and

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Mrs. H. L. McLaughlin, who have moved in from the lake for the winter, were also present, as were Mr. and Mrs. A. G. Bantly and Mr. and Mrs. L. R. Wenzel.

Harold J. Williams is the new traveling freight agent in Minneapolis. He transferred here from Washington, D. C.

Dave Egerton, reassigning clerk, spent two weeks on naval duty with Uncle Sam in November. Too bad the cruise did not take him into southern waters instead of the Great Lakes.

When the Northwest Shippers Advisory Board held its October meeting in Grand Forks, N. D., George E. Benz and Ray Kolhoff of The Milwaukee Road made the front page of the Grand Forks Herald, in a picture of shippers and railroad men.

ule car shop, passed away Sept. 25 following seven months' illness. He had worked for the Road 36 years. Gust B. Anderson, formerly stationary fireman at the coach yard, suffered a heart seizure and passed away Oct. 14 at Eitel Hospital. He had worked his regular shift on Oct. 12.

Norris Groth of the store department office was appointed local storekeeper at St. Paul Nov 1. He succeeds A. F. Maschke who requested transfer to the Minneapolis store department. Mr. Maschke has been storekeeper at St. Paul for over 25 years.

A welcome to our new store department clerk, Miss Mary Schmitz, who started to work at South Minneapolis Oct. 1. Mary formerly was employed at the Perry and Sioux City stores department.

Peter A. Olson, retired locomotive department carpenter, visited the office recently and said he and Mrs. Olson would be celebrating their 50th wedding anniversary Nov. 4. They were married on Hallowe'en in 1901, about three blocks from our present South Minneapolis shops, and Pete was already employed by the Road.

Assistant Foreman William Peck and family attended the funeral of his grandfather, 86, at Madison, Wis., on Oct. 22.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Gerald Hollingsworth, carman-checker on light repair, was married to Miss Lois Buttery at Minneapolis Oct. 11. The happy couple took an auto trip through the Southwest—St. Louis, Alameda, Tex., Los Angeles and Alabama. (Only two eligibles remaining, Elmer and LeRoy.)

Charles H. Johnson, formerly steamfitter at the coach yard, retired recently. George Grew, formerly carman at the St. Paul coach yard, retired Nov. 1 after 26 years of service at St. Paul. H. F. Frasch, formerly electrician in the locomotive department at the shops, has also applied for his annuity.

Tony Reese, former carman in the sched-

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ENGINEERS, FIREMEN AND SWITCHMEN

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

Condolences are extended to H&D Division Engineer John Snyder and family on the death of Mr. Snyder's wife recently.

Our wishes for a speedy recovery go to the wife of L&R Division Engineer Pat Cook, who we understand is very ill at this writing.

Anyone desiring plans for a duck boat or wishing to purchase one will do well to consult L&R Division Brakeman George Ferrier who has become an expert on such equipment.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

We were informed recently that L. H. Schulte, a former switchman at St. Paul, passed away suddenly at Mankato, Minn., Sept. 4.

Ray R. Sheehan, stationed at the Macalester District, carries initials that fit well with his vocation. "Railroad Sheehan" does fit in well.

I understand that retirement banquets such as the one held here Oct. 25, will be held annually in the future. That seems to be a good idea, for time passes swiftly and eventually we will be the guests of honor. Time marches on.

When in need of hardware, don't forget that Bert Hoen is now in the hardware business on the east side. Bert, formerly city freight agent, retired after 24 years of service to go into the business. I practice what I preach. I bought an ax handle at his store the other day.

For every dollar which Class I railroads paid to their stockholders in dividends in 1950, they paid \$3.83 in taxes to the federal, state and local governments. This compares with \$3.30 in taxes for every dollar of dividends in 1949.

Coast Division

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

Charles M. Slightam, locomotive engineer who has been retired for a number of years, passed away suddenly in Tacoma at the age of 82. Mr. Slightam was a well known pioneer, having put in over 50 years in railroad service, and, I understand, had the distinction of running the first passenger train on Lines West. For many years prior to his retirement he was in passenger service between Tacoma and Othello.

B&B Carpenter I. M. Hinshaw has been having quite a vacation for himself in Florida.

B&B Carpenter Hugh McMillan, after 33 years of service, retired on Oct. 31. Our best wishes go with him for a long and happy retirement.

Ruth Phelps, clerk in superintendent's office, had an enjoyable vacation in Vancouver, B. C., recently.

Alvin Nancé, secretary to superintendent who has been in military service the past year, is in "civies" again and back on his old job.

Esther Delaney, steno in superintendent's office, went to Dubuque, Ia., for her vacation. General Car Foreman Bill Delaney took his vacation at the same time and went with her, as a preliminary to retiring on Oct. 31 after serving more than 40 years in the car department. In Mr. Delaney's retirement he carries with him the affectionate regard of all his associates.

We wish to report the delayed news that Mavy Irene Wilson, daughter of Russell Wilson, car foreman at Seattle, was married Aug. 11. Her husband operates the radio station at Port Angeles.

Melvin Kongsli, retired yardmaster, passed away Sept. 26.

Friends were recently advised of the death of Mrs. W. H. Wingate at the home of her son, Willis Jr., at Kirkland, Wash. Mr. Wingate was well known on the Coast Division serving as train dispatcher and trainmaster. He passed away in 1928.

We have it from very good authority that Clara Claypool (Carrotte), retired clerk of the superintendent's office, is practically in the fish business. Her husband is a very enthusiastic fisherman and she has become likewise, with the result that they have furnished all their friends with fresh fish and also canned a supply for their own use.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

Ivar Berven and wife have returned from a vacation in the South and Mexico, having visited many points of interest. Ivar soaked up so much sunshine that he has been going without an overcoat ever since.

We are happy to report that Mrs. Velma Wheeler, assistant cashier, is back on the job after a long illness. Hazel Gottlieb, who has been relieving on Mrs. Wheeler's desk, is back on the expense job.

We are sorry to report the death of Ticket Clerk Carl Ziemer's mother in the East the evening he was to leave on his vacation, having planned to visit her.

Yard Clerk D. R. McWhirter is ill at this writing; newcomer Dennis Livingston relieving.

Newcomer Frank Bushey, who was relieving on the expense job, bid in and received the billing job on the outbound revising desk.

Bill Kelso, agent at Auburn, Wash., for 35 years who retired in 1946, called at the freight office recently to talk over old times with Yours Truly. Bill is taking it easy. Walks five miles every day, regardless of the weather, fishes in Green River, about five miles from his home, and generally returns with several trout. Not a wrinkle in Bill's face—his advice to the ladies is, "Quit worrying."

Mrs. Virgil O. Spann, wife of switching clerk, recently won a beautiful electric range in a contest sponsored by the General Electric Co. It was such a thrill that hubby is now contemplating buying a house for the stove.

Al Pentecost, our retired general foreman of Tacoma shops, is back home from his annual trip east to see the World Series—his 39th! Al has been a spectator at the series ever since 1911, with the exception of the classics of 1915 and '18. He sacrificed the latter event due to the heavy loads imposed upon the transportation industry during World War I. Always an American League man, he admits his sentiments swayed slightly toward the Giants the past season after he saw the brilliant finish of their play-off series with the Dodgers. Al took his time and remained in New York for two weeks and in Chicago for another before returning home.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Team Track Clerk John Bechler and wife spent an October vacation in Cleveland, Toledo and Indianapolis. E. L. Stiles of the warehouse handled the team track work during John's absence.

Reginald Morris, clerk at the local freight office, was transferred to the freight claim

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department in the White Building Oct. 1. Ruth Mead, a new employe, has taken Reggie's place in the billing section.

Mildred Fetters, chief accountant, returned to work Oct. 8 from an Alaskan vacation which took her to Seward and Fairbanks, from which point she flew over the Arctic Circle to Fort Yukon.

We are glad to report that Warren W. Rode is able to return to his position as clerk in the reclaim section after being ill for several months.

Janitress Betty Hertz was called to St. Louis Sept. 18 because of the death of her brother. Betty's daughter, Marie Sneed, took her place while she was away.

Robert W. Rowe joined the ranks of freight office employes recently and is at present helping out in the OS&D department.

Recent callers at the freight office were Mrs. D. J. Holmes and baby daughter who were here from Guthrie Center, Ia., to visit Mrs. Holmes' mother, Mazie Knowles of the billing section.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Car Department Inspector Ernest Scheibel was off in September, making a tour of the East. He visited in New York and on the east coast.

Steve Cage, car inspector on the water front, took off two weeks during October to rest up and also do a lot of needed work around his home. He also drove to Oregon.

An extra gang under Foreman Courtney has been stationed in Seattle since early October, and outfit cars have been placed near our team track on Atlantic Street. This gang is changing out and laying heavier rail on our joint line on Alaskan Way, due to the city erecting an overhead viaduct along this waterfront street.

General Yardmaster H. O. Bangs had a seizure of appendicitis on Oct. 23 and was rushed from the office to the hospital where he underwent an operation.

Emery Dutro and George Turner of the car department are ill at this writing.

Fireman Whitney Vergason took off for eastern Washington on Oct. 27 in the hope of bringing down a nice deer.

Milwaukee Shops

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

At this writing Charles Kreil, checker in freight shop, and wife are taking an extensive tour of the West, including the states of Washington, Oregon and California. The cards we've been receiving indicate that the Kreils are enjoying themselves immensely.

Welder Carl Klavitter made an emergency trip to Dubuque, Ia, on Sept. 28 on account of the death of his father who was 75 years of age.

Blacksmith^c John Krause returned to work on Oct. 29 after being off since Feb. 21 due to a broken arm.

Roland Kimmel, blacksmith, became the proud father of a nine pound three ounce boy Oct. 20.

Fred Galbrecht, painter in freight shop, and wife visited Bryan, Tex., on Oct. 26 for the

wedding of their daughter, Pfc. Marilyn Galbrecht, who is stationed at Ellington Air Force Base, Houston.

Norman Zych, son of Tractor Driver Joe Zych, recently made headlines in the Milwaukee Sentinel where his photograph appeared with an article commending him on being the first contributor to the 1951 Sentinel Korean Overseas Gift Package Fund. Norman recently got back on his feet after receiving a medical discharge from the Marine Corps on account of injuries sustained in the Korean War. While in a hospital in Japan last Christmas he received one of these gift packages and he wanted to show his appreciation by being the first to contribute to such a worthy cause.

Carman Cutter Joe Armbruster who was laid off at the Milwaukee shops on Oct. 12, is now working at the shops in Dubuque.

Sympathy is extended to the families of the following who passed away during the past month: Andrew Janiszewski, retired laborer, who died Oct. 1; Otto Klug, retired cabinet-maker, died Oct. 2; Herman Popp, electrician, died Oct. 18; John Rapp, former carpenter, died Oct. 20; and Gust Henning, retired painter, died Oct. 23.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Jo Ann Stipe is very proud of her baby daughter, Christine Lynn, who was born on Oct. 22. Daddy is Electrician Marvin Stipe, and he has been busy passing out cigars.

We are glad to see Earl Williams back at his desk following his illness. Machinist Gerald Thelen has gone from the foundry department to the test department. Raymond Hensen is taking over Gerald's duties as machinist.

Sympathy is extended to the family of W. J. Hartford, caller clerk, who passed away recently.

Foundry Craneman Walter Ott is happy to announce that he is the grandfather of Vicki Ann.

Candy and cigars were very much in evidence when baby Linda Therese arrived recently at the home of Ralph Klosinski. Daddy is a molder in the foundry.

Congratulations to the N. J. Nielsens on the arrival of Nels Nielsen III. Daddy is a foreman at the Diesel house.

Fred Rabe has been promoted to electrical foreman on the second shift at the Diesel house.

Diesel House Foreman Harold Reinold reports that his wife is happy over the arrival of her mother from Germany.

The new foreman on the third shift at the Diesel house is Boyd McIntyre.

We are sorry to report the death of Albert Reichard, retired foundry molder.

Sympathy is extended to the family of Joseph Kock, who died recently. Joe was an assistant chief clerk at the time he retired.

Foreman Edward Ryan passed away recently after a heart seizure. He had been a railroad man for 43 years. Sympathy is extended to his wife and family.

We hope a number of you noticed the picture of Foundry Molder Willie Braund's parents in the *Journal Green Sheet*. His parents are at Camp Douglas, Wis., and they recently celebrated their golden wedding anniversary.

Grandpa Jimmy Brunette reports that he has at last earned his new title. Baby Linda Jean arrived while her daddy is helping Uncle Sam. Daddy is a former Milwaukee Road employe, Edward Starrett, taking time out for military service.

We are sorry to report the death of Electrician Herman Popp. Sympathy is extended to his family.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Andrew Otterstein and wife celebrated their golden wedding anniversary Oct. 17 with a reception at their home. Frank Wendt of the freight car store attended, as he is a neighbor.

Assistant Stockman Ed Fuller's mother died Oct. 10. She had been ill for a short time.

Henry J. Mandt of the freight car store became a member of the Veteran-Employes' Association during October and received his 25-year button, card and pass.

Stockman Rudolph Freuler participated in the 99th congress of the Wisconsin Skat League which was held Oct. 14 in Milwaukee, Plymouth, Kaukauna, McFarland, Wausau, Woodruff, Juneau and Buffalo City. He was awarded eighth place with a score of 25 games won and two lost, or a net of 23 games won. He has been state champion on two previous occasions. Chauffeur Herman Yanke also participated and had a score of 691 points won and 54 lost, a net of 637, which placed him among the 105 awards.

Jesse Pritchard of the signal store has a new daughter, Kathleen Mavourneen, born Oct. 21 at St. Anthony's Hospital.

Frank Motola of the freight car store is a daddy for the second time, with a son, Richard Allen, born Oct. 24 at St. Joseph's Hospital.

Stockman Franklin Koch's father, Joseph G. Koch, died Sept. 29 after a long illness. Mr. Koch was a former assistant chief clerk to the superintendent of motive power. He retired about seven years ago after 50 years of service with the Road. He is survived by his wife, four sons and two daughters. (The writer worked with Joe in the engine record room before and after World War I.)

Louis Weber, 59, former store department employe, passed away Oct. 28 after a long illness. He was a brother of Arthur Weber of the roadmaster's office in the Union Depot, Milwaukee. Interment at Wanderer's Rest.

Iowa Division

EAST END

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

Mr. and Mrs. Edward Mullaley vacationed recently in Chicago, Minneapolis and Wisconsin Dells. Operator M. Marchant relieved Mr. Mullaley and George Straubinger worked the second trick operator's job.

Section Foreman H. R. Kammerman and wife of Greeley were called recently to Jacksonville, Fla., because of the serious illness of their daughter, Mrs. W. C. King, and her husband. Both are now much improved.

Kenneth Silker, who has been working the night baggageman's position in Marion, bid in the position of second trick yard clerk at Marion, effective Oct. 2; relieving Richard

Springer who has gone to Tama to work as clerk. Silker was relieved by Robert Janssen.

Marylin-Johnson, daughter of R. M. Johnson, Blakesburg, Ia., is relieving the regular agent at Parnell, Ia.

The state convention of the King's Daughters held in Ottumwa Oct. 12 and 13 was attended by Mrs. Hugh Jones of the superintendents' office, who is treasurer of the Fidelis Circle at Marion and represented that group at the convention.

Coal Shed Foreman B. F. First, Oxford Junction, was a recent surgical patient in Wesley Memorial Hospital, Chicago.

Section Foreman Earl Huston and Tillie Shedeck, Oxford Jct., were married on Oct. 3. Attendants were the daughter and son-in-law of Mr. Huston, Mr. and Mrs. Merle Opperman of Cedar Rapids. The couple left after the wedding for Colorado and attended the Shriners' convention in Denver.

Signal Maintainer O. W. McBride returned Oct. 18 from a visit with his son-in-law and daughter, Mr. and Mrs. Neil Dandareau, at Center Line, Mich. On Oct. 21 a daughter, Susan Gayle, arrived at the Dandareau home and Mrs. McBride, who accompanied Mr. McBride to Michigan, remained for an extended visit with their daughter.

William H. Janes, retired yardmaster, died recently at Long Beach, Calif. At the time of his retirement he was serving as yardmaster in Kansas City, Mo. Survivors are his wife, a daughter, Mrs. Carl Hancock of Atlanta, Ga., son James W. of Charlottesville, N. C., stepdaughter Mrs. E. P. Briggles of Marshall, Mo., and a sister, Mrs. Catherine Oxley of Moreland, Ga.

Yours Truly and wife spent a vacation visiting at Elberon, Ia., Ferguson, Ia., and Clinton, Ia.; E. F. Clausen relieving me and George Straubinger working his job, and Fran Vesperat working Straubinger's job. George Straubinger is on his vacation at this writing. Vesperat relieving him.

Yardmaster J. W. Chermak and wife spent their recent vacation in Minnesota.

MIDDLE—WEST—DES MOINES

Viola Ranes, Correspondent
Asst. Superintendent's Office, Perry

Miss Ruby Eckman, chief dispatcher's clerk, is starting her third annual cruise to foreign countries. She leaves Nov. 22 from Perry, in company with Mr. and Mrs. R. M. Harvey who have made the tours with her in previous years, for New Orleans, La. From there she sails Nov. 24 on the S.S. Gatun (Standard Fruit and Steamship Co.) for a 19-day cruise through the Panama Canal Zone to Guayaquil, Ecuador via La Ceiba, and Honduras, with port stops in Panama enroute. Ruby has many interesting movies of her former tours and is prepared to take movies of this one. On her return she shows these movies to her friends.

Mr. and Mrs. Donald Porter are the parents of a son born Oct. 27. Donald is caller at the roundhouse.

Mr. and Mrs. Albert Nicholson are now residents of Perry, having moved here from Des Moines where Albert was employed as a fireman on the Des Moines Division before being transferred to the Iowa First District. Fireman R. K. Judd has also transferred to the First District.

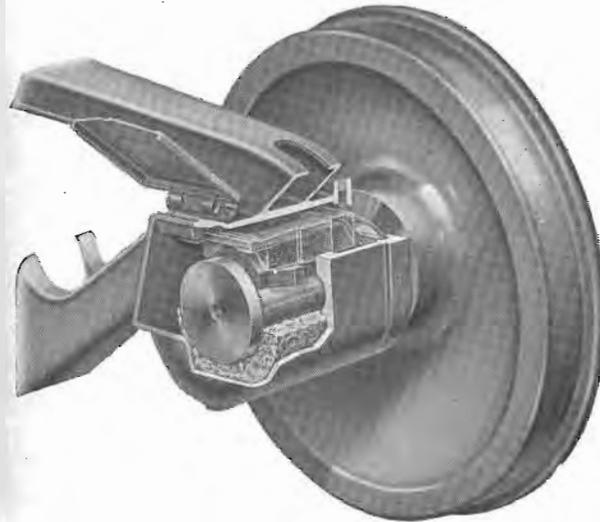
Brakeman and Mrs. E. R. Bennett are the proud parents of a son. Paternal grandfather of the little lad is Omer Bennett of the roundhouse force.

Car Foreman P. D. Salzer, who left Nov. 1 for his new position as general foreman at Tacoma, and Agent J. B. McGuire, who was leaving for his new position as agent in Kansas City were the guests of honor at a farewell party tendered them by officials and employees. The party was held at the American Legion Hall and the Legion Auxiliary

Loftus, Mrs. Mark Hanlon and Mrs. M. E. Dake. Each of the women was presented with a guest book for her new home.

The car department men also had a party for Mr. Salzer, a dinner at their regular lunch period served in the new mess car which is part of the steam derrick equipment. Mr. McGuire was also a guest. Earl Tucker, who

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(Advertisement)

women, under the direction of Mrs. A. W. Nicholson, prepared and served a delicious dinner. Superintendent O. A. Beerman acted as toastmaster. Both men were presented with handsome desk pen sets.

While their husbands were enjoying the party at the Legion Hall Mrs. Salzer and Mrs. McGuire were the guests of honor at a dinner at the Hanlon Cabin arranged by Mrs. D. W.

is the cook on the steam derrick crew, prepared fried chicken, mashed potatoes, vegetable salad and dessert for the meal. The men on the day shift had all come to work early so they could have their forenoon work finished to take a little extra time for their lunch period. The group presented Mr. Salzer with some fishing tackle to use when he goes salmon fishing in the Columbia River.



How OLD is Santa Claus?

This particular Santa — the one you see on the Christmas Seals — is a very healthy forty-five!

Yes, this is the 45th annual Christmas Seal Sale — a holiday custom that has helped save 5,000,000 lives. Yet, tuberculosis kills more people than all other infectious diseases combined.

So, please, send your contribution today.

BUY Christmas Seals!

COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent
East Yard Office

One of those lucky people who can pick up bag and baggage and jump into the old buggy and head for a sunny climate at this time of year was Carman Nels Jensen. Nels took off on his vacation down through the Southwest and West, stopping where he found a beach, warm sun and bathing beauties. His tan is the envy of all of us who have been chilled to the bone lately.

We held an election here in Council Bluffs recently and one of the candidates was Car Foreman T. P. Schmidt. We are pleased to report that he was nominated to the city council under the Good Government Committee. We all wish him luck in the coming election.

Archie Thomas, formerly employed at the freight house, is now working here at the east yard as the relief P.F.I. man.

Bob Head, one of our fellow employes, is confined to a hospital bed with an injured back at this writing and I know he would sure appreciate having company. Someone to talk to for a while makes the long days a bit shorter.

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

David Wayne is the name of the new arrival at the home of Section Foreman Val Buechler at Roscoe, S. D.; born Oct. 26.

Agent Lahren, Bonilla, was off recently having a check-up at the veterans' hospital at Fargo. He was relieved by Herman Hansen.

Hunting season is in full swing at this writing. Some people have all the luck. Recently Dispatcher Keith Nystrom and Conductor Sig Heitzman, both of Aberdeen, were out and within 30 minutes had their limit of five geese apiece. Must have been the Wheaties for breakfast.

At this reading the pheasant feed for the traffic department held annually at Aberdeen will be of the past. From information received as to date, a very good attendance was expected and the program promised to be exceptionally good.

Agent G. W. Beck, Tulare, was on vacation recently, being relieved by E. Mutshelknaus.

Agent L. J. Koeffler, Virgil, is on vacation at this writing, location unknown.

Brakeman George F. Schile and Agent F. U. Fleming, Ashton, recently collaborated in the role of good samaritan. Unhappily it did not have the usual result, but the story is interesting nevertheless. It started when Fleming went out to deliver train orders to Extra 370 east and was handed an injured meadow lark by Schile who asked him to care for it, explaining that he had picked it up on the track and both of its legs were broken. Since Fleming had orders for another train also, he turned the bird over to his wife and daughter who put splints on the legs and gave it food and water. In spite of this tender care the bird lived only four days. Fleming, however, was impressed by Schile's solicitude. "Certainly, it was only a bird," he said, "but any man who will do this much for a bird should be commended."

EAST END

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

Sam Simonson, formerly an H&D operator, is now Private Simonson of Camp Gordon, Ga. Sam writes to inform us that Sam Jr. has arrived.

Tom Darrington and Jerry Ross are the latest H&D-ers to don Navy and Army uniforms, respectively. Tom's young brother Mike has hired out as a brakeman so that the H&D can still boast a Darrington.

Forty-three Cub Scouts and seven Den Mothers from Granite Falls recently took a train ride to Montevideo via the Milwaukee. F. D. Schoenhauer, representing the passenger department, was on hand with buttons, pencils, literature and general information to make the trip interesting.

Assistant Superintendent J. W. Wolf enjoyed a visit with his brother Chris recently. He's an engineer on the Illinois Division.

John Hendrickson of the signal department has been enjoying a vacation in Florida.

We are sorry to report the deaths of Passenger Brakeman Bill King and Harry Ryman, Sr., retired engineer.

The new picture of Engineer Frank Warner's twin grand-daughters, Maureen and Colleen, looks as if they are plenty lively. They are one year old now. Frank and his wife went to Chicago to see the girls recently and Frank reported that the dull moments were few.

Passenger Conductor Fred King has retired after a long record of service on the Milwaukee. We wish him happy days.

THE COVERS

THE symbol of Thanksgiving Month appearing on the front cover of this issue was raised to table size on the McKune Brothers turkey farm near Spring Green, Wis., within sight of The Milwaukee Road. The large turkey farms located in various parts of Wisconsin supply a large part of the country's total requirement.

The photograph on the back cover of this issue is from the camera of Jack Remde, one of Chicago's leading amateur photographers and salon exhibitors. The scene shows Roselle station on the Dubuque & Illinois Division about 25 miles west of Chicago on a summer evening just before sunset.

Bill Baseman, retired roundhouse laborer who lives in northern Minnesota, came down for pheasant hunting. He reports that his house is banked and the woodpile is large and close to the house. Let the winter winds howl.

Traveling Engineer Adolph Moen reports the arrival of the first grand-daughter.

It's nice to see Conductor John Sedgwick back on passenger trains after his recent illness.

Engineer Howard Gardner is receiving congratulations on the arrival of a little daughter. Bonnie Jane's two little brothers are happy about it too. So is Pete Kamla, our roundhouse foreman, who is the "grandpa."

Brakeman Duane Schumm of Minneapolis, who has been in Korea for some time, has returned to the States for hospitalization due to trouble with his right knee.

Fireman Norman Ronning and Walt Galbrecht are now on duty somewhere in Korea; still together and with the railroad battalion.

Answers to "What do You Know?"

1. Mail, baggage and express.
2. Average miles of road operated—10,671. The Santa Fe has 13,096 miles.
3. 13 feet
4. 8 per cent
5. 4 feet, 8½ inches, as in the United States.
6. The Official Guide of the Railways.
7. John Luther Jones.
8. Leland Stanford and T. C. Durant.
9. ½ of 1 per cent.
10. \$127,000.

Medal of Honor



Major General William F. Dean, of Berkeley, California—Medal of Honor. In the hard early days of the Korean War, when it was Red armor against American rifles, General Dean chose to fight in the most seriously threatened parts of the line with his men. At Taejon, just before his position was overrun, he was last seen hurling hand grenades defiantly at tanks.

General William Dean knew in his heart that it's every man's duty to defend America. You know it, too. The General's job was in Korea and he did it superbly well. Your defense job is here at home. And one of the best ways to do that job is to start right now buying your full share of United States Defense* Bonds. For remember, your Defense Bonds help keep America *strong*, just as soldiers like General Dean keep America safe. And only through America's strength can your nation . . . and your family . . . and you . . . have a life of security.

Defense is your job, too. For the sake of all our servicemen, for your own sake, help make this land so powerful that no American again may have to die in war. Buy United States Defense* Bonds now—for *peace!*

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take

home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy U. S. Defense Bonds now!

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THE MILWAUKEE ROAD MAGAZINE
Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
516 West Jackson Blvd.
Chicago (6), Illinois

HIGHLIGHTS on the high iron. An evening scene at Roselle, Ill. (See Page 46).

