

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

safety and the DISPATCHER...page 3

FEBRUARY 1952

THE MILWAUKEE ROAD MAGAZINE

A. G. Dupuis

Manager

Marc Green Marie Hotton
Editor Assistant to Editor

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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

IN THIS ISSUE

	Page
More Than a Talking Point By President J. P. Kiley	2
Safety and the Dispatcher	3
Abraham Lincoln and the Railroads	5
Commend President's Appeal for Understanding	5
Company to Pay Dividend on Preferred	5
Out In Front	6
Dr. A. R. Metz, Chief Surgeon, Becomes Medical Advisor	9
How Much Do You Know About Your Income Tax?	10
H. G. Miller Honored at Retirement Banquet	12
R. A. Burns	12
Winners of 1951 Safety and Fire Prevention Contests Announced	13
E. A. Witt Retires	13
Appointments	14
How to Make Friends by Telephone	15
Former Conductor Addresses Railway Editors on Payrol Savings	15
Railway Business Women of Chicago Hold Annual Dinner	16
W. E. Brautigam Honored by Associates	16
Retirements	17
Terre Haute Division Pioneer Retires	19
How Are We Doing?	19
Home Department	20
About People of the Railroad	23

More Than A Talking Point

A LETTER came to me recently from an operating department employe who has been with the company five years, and whose father was a veteran locomotive engineer. He wrote to suggest that The Milwaukee Road tell the public more about the things it is doing to maintain and improve the safety of train travel.

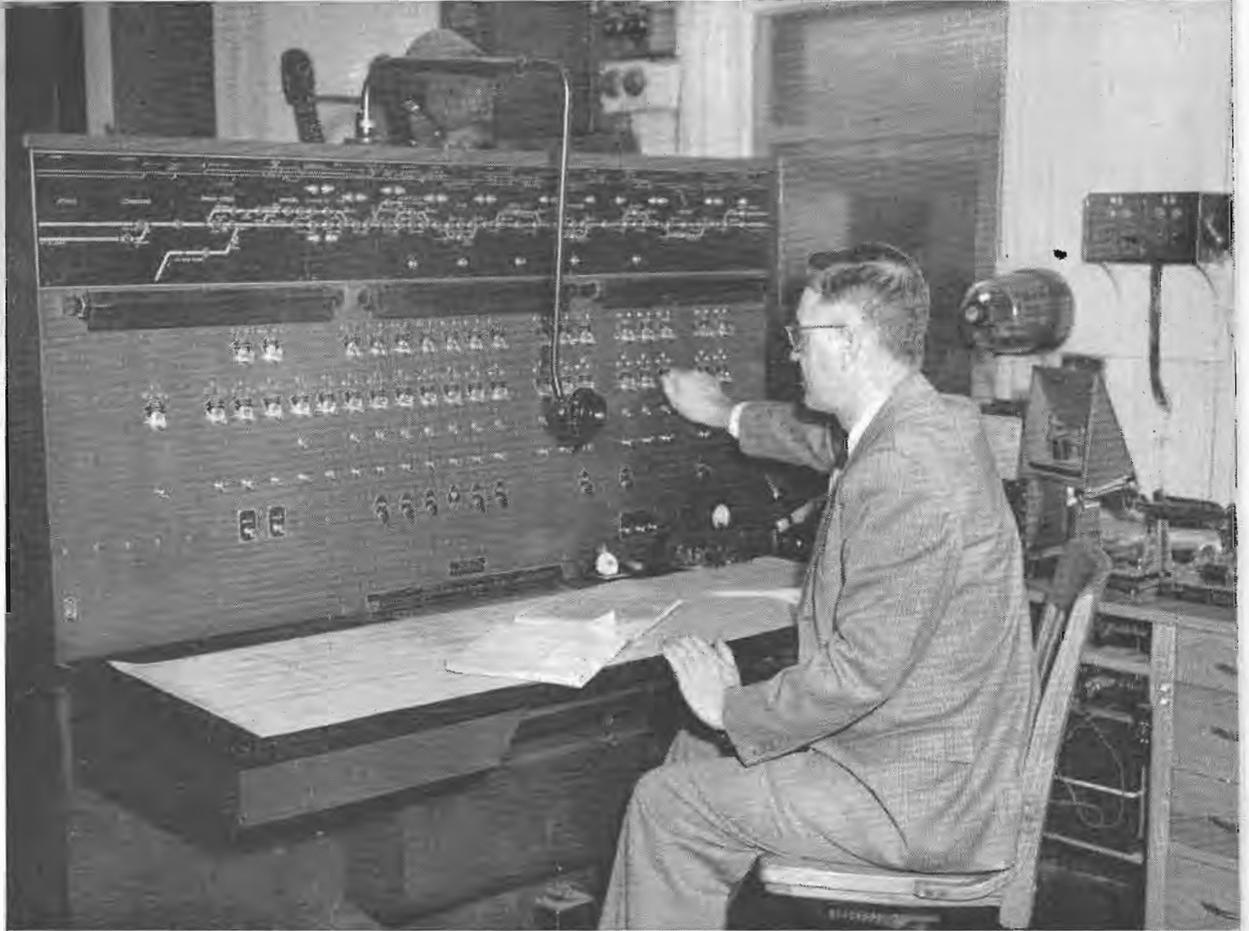
The railroad has, of course, emphasized its safety efforts in the pages of this magazine, in printed advertising, radio broadcasts and in other ways. However, since no form of transportation can ever be *guaranteed safe*, our claims in this respect have been carefully considered so as not to be misleading. I sincerely hope that caution has not been mistaken for disinterest.

One of the principal reasons our railroad can point with pride to its record of serving the transportation needs of the public is that *safety has always been a fundamental consideration*. Safety has, in fact, become so much a part of everything we do that it is a little like the air we breathe. We simply take it for granted, although it is the very base on which we have built our service institution.

When traffic demands heavier rail, it is installed—not just because heavier locomotives and more cars will be using it, *but also because it is safer under the new conditions*. Likewise, rules governing the movement of trains have grown not only out of a concern for on-time performance. The real concern is for *safe* operation. A careful look at many of the Milwaukee's facilities and installations, particularly the newer ones which embody the latest developments in railroad engineering, will reveal the built-in safety factors. Our current advertising campaign reflects the importance this railroad places on the safety of its passengers and employes.

It is good to know that a Milwaukee Road man was sufficiently interested in his company's welfare to write me as he did. In our relations with the public, let us never overlook the fact that on our railroad safety is more than a talking point. *It is basic in everything we do.*





N. J. Gorman, first trick dispatcher at Marion, Ia., lines up the centralized traffic control signals for time freight No. 64 across the stretch of single track between Covington and Indian Creek, Ia. This office controls the east end of the Iowa Division, including branch lines, which are handled by telegraph.

safety and the DISPATCHER

by J. A. Ogden
District Safety Engineer
Savanna, Ill.

HISTORIANS seem to be generally agreed that the first railroad in the United States, a horse-powered affair bearing only slight resemblance to today's railroads, went into business in Massachusetts about 1826 or 1827. The amazing growth and improvement of our country's railroad system has all taken place in slightly more than 100 years.

Economic necessity increased the speed of their development. The steady westward movement of settlers beyond the Appalachians created an increasing need for better transportation between the West and the large eastern cities of Boston, New York, Philadelphia and Baltimore.

Few things contributed more to the growth of the railroads than did the telegraph which Professor Samuel F. B. Morse introduced in 1837 in the form of crude sending and receiving apparatus, together with the code which still

carries his name.

So it was that the iron horse, the track on which it was to run, and the reins by which it was to be controlled were brought forth in one short decade.

Professor Morse encountered many obstacles, however, before the first telegraph line was strung on poles between Baltimore and Washington, D.C., and it was not until May 24, 1844 that he sent his historic message, "What hath God wrought?"

It was more than seven years later, on Sept. 21, 1851, that the idea of teaming the iron horse and the telegraph together for greater safety and much needed improvement in transportation was born. This combination proved to be perhaps the most dynamic force in the development of our country.

On that day in 1851 Charles Minot, general superintendent of the Erie Railroad, was traveling west on the Day Ex-



J. A. Ogden (right), author of this article, and Trainmaster W. T. Hjorth make an inspection of No. 61, Chicago-to-Omaha fast merchandise run, as it passes through Marion yard. "It is important that employes inspect passing trains on every opportunity and be in a position to signal to crews if any defects are observed", Mr. Ogden says. "Train and engine crews must be on the alert to catch such signals when given."

press, scheduled to meet the eastbound Express at Turner (now Harriman), N.Y. According to the operating rules then in use, his train would be compelled to wait a limited time for the eastbound train; then, if it had not arrived, the conductor on the westbound train would send a flagman ahead to meet the train. Such a practice naturally resulted in long delays.

A commercial telegraph line had just been built along the railroad, and as a matter of expedience had been installed in some of the railroad depots. As the time for the arrival of the eastbound train approached, Mr. Minot went to the agent's office, learned that the telegraph had been installed in the depot at Goshen, the next station to the west, and sent the following commercial telegram to the agent at Goshen:

"Has the Day Express eastbound passed Goshen yet? Answer at my ex-

pense."

The Goshen agent replied that it had not.

"Hold the eastbound Day Express or any other eastbound trains at Goshen until I arrive there on the Day Express westbound. Answer if understood," Mr. Minot replied.

This was acknowledged by the agent at Goshen in these words:

"I understand I am to hold the Day Express eastbound or any other eastbound trains at Goshen until you arrive here on the Day Express westbound and I will do so."

Mr. Minot then gave written instructions to the conductor and engineer of his train to "Run to Goshen regardless of opposing trains."

The engineer, feeling that it would not be safe to operate his train in this manner, refused to comply with the order, and Mr. Minot handled it him-

self.

On arrival at Goshen, the train was advanced in the same manner to Port Jervis, with the engineer—who had gained confidence by now—at the throttle.

Mr. Minot, even in that day, proved the safety-consciousness of railroad personnel.

He also proved that trains could be handled safely from a central location, thus giving birth to our present method of train dispatching.

In the century of progress since that memorable event, many changes have been made on the railroads of the United States, with our railroad among the leaders. The *Tom Thumb* of railroading infancy is now a Diesel; streamlined passenger cars have replaced the carriages; track, bridges, safety appliances, operating and safety rules have been changed to meet the demand. We see our railroads, in spite of the most severe competition, still the backbone of our country's commerce.

The art of train dispatching has kept pace. The telegraph has, to a large extent, given way to the telephone and the still more modern CTC (centralized traffic control), which enables a dispatcher to operate switches and signals from a central location, and to move trains with speed and safety. The Milwaukee Road has many CTC installations on the busier portions of its line.

The train dispatcher, whose duty it is to supervise the movement of trains by train order or otherwise, including the CTC, must be in close contact with telegraphers, levermen, train and engineers, track and bridge crews, and others. The dispatcher, by his alertness, dependability and adherence to the rule "Safety is of first importance in the discharge of duty" promotes a valuable safety spirit over his entire district.

This is the safety spirit which has been fundamental in railroad operation since the first train order was issued.

Dispatcher at work! No. 61 (on near track) uses the eastbound track through Marion yard to pass another westbound freight train, No. 73. The movement was arranged by the dispatcher at Marion.

THE COVER. The westbound Midwest Hiawatha, No. 103 (approaching) meets No. 64, Council Bluffs-to-Chicago time freight at the east end of Marion yard, as the latter enters centralized traffic control territory. Whatever the method of operation, safety demands that the Consolidated Code of Operating Rules be the dispatcher's constant guide.





ABRAHAM LINCOLN

and the railroads

MUCH could be written about the influence of the railroads on Abraham Lincoln. Much could also be written about Lincoln's influence on railroad development. He was intensely interested in railroads. In his lifetime he witnessed the growth of the American railway system from its inception to a network embracing 35,000 miles of lines extending half way across the continent. He foresaw the immense benefits which this form of transportation would bring the people of America, and he gave the railway movement a boost whenever possible.

Lincoln's keen interest in railroads was evidenced from the time he made his first bid for public office. Campaigning in 1832 for a seat in the General Assembly of Illinois, young Lincoln made improved transportation a major issue, saying: "No other improvement that reason will justify us in hoping for can equal in utility the railroad. It is a never-failing source of communication between the places of business remotely situated from each other. Upon the railroad the regular progress of commercial intercourse is not interrupted by either high or low water or freezing weather, which are the principal difficulties that render our future hopes of water communication precarious and uncertain."

As a member of the General Assembly of Illinois and later as a member of Congress, he lent his support to measures which promoted railway development. During the 1850's Lincoln, as an attorney, was in the regular retainer of one midwestern railroad, handling numerous court cases and much other legal business for the company. He represented another mid-western railroad in an important case involving the right of a railroad to bridge a navigable river. For handling some railway cases Lincoln charged fees as low as \$10, while for an important tax case which was carried to the State Supreme Court he charged and received \$5,000, which proved to be by far the largest fee of his career as a lawyer.

As President of the United States, Lincoln fixed the Missouri River terminus and the gauge of the first transcontinental railroad and signed several bills designed to promote railway expansion in the region west of the Mississippi River.

Lincoln was a railway traveler of note. At the age of 22 he saw and probably had his first ride on a railroad. That was on a horse-powered road which extended from the Mississippi River at New Orleans to Lake Pontchartrain, four and a half miles distant. His first trip behind a steam locomotive was probably on the railroad which was opened from Meredosia to Jacksonville, Ill., in 1840, and to Springfield in 1842.

During the 1850's, while the railway mileage of Illinois was increasing from 100 to 2,800 miles, Lincoln abandoned the saddle horse and stagecoach and used the trains for most of his travels. By 1856 he could reach nearly every part of Illinois by railroad. During the late fifties, Lincoln traveled by rail to New York and New England as far as New Hampshire, and, as President-elect in February, 1861, he made his entire trip from Springfield to Washington by rail.

During the Civil War, President Lincoln made several short railway journeys out of Washington, the most notable of which was his trip to Gettysburg, Pa., to deliver his famed Gettysburg Address.

Commend President's Appeal for Understanding

"A NEW UNDERSTANDING for a New Year," President J. P. Kiley's appeal to the men and women of The Milwaukee Road family, which appeared in the January issue of this magazine, occasioned favorable comment in many quarters. Among the most interesting letters received in response to the message were those from the Rev. Edward T. Wiatrak, S.J., of St. Ignatius High School, Chicago, and Ward W. Locke, Milwaukee Road agent at Nemaha, Ia.

Father Wiatrak explained that he teaches classes in the subject of marriage to the seniors in the school and that the "striking line about 'cooperation, understanding and survival' is most apropos to the subject matter in those classes." He reported that he had read the entire message to each of his four classes, commenting as he went along.

"Fundamentally," he observed, "what Mr. Kiley said is so sound. If you analyze it deeper, you will discover that it is the substance of the royal law of neighborly love so well expressed by St. Paul in the Epistle of the Mass for the IV Sunday after Epiphany."

Agent Locke wrote as follows:

"I have read, read and re-read Mr. Kiley's article in the January Milwaukee Road Magazine. It is a masterpiece and covers the subject from one end to the other. Not many can express themselves as well as he did."

A number of other letters commenting favorably on the message were received in the public relations department and by Mr. Kiley personally from employes and friends.

Company to Pay Dividend On Preferred

AT A meeting of the board of directors in Chicago on Feb. 13, The Milwaukee Road declared a dividend of \$5 per share on the Series A preferred stock out of 1951 earnings. The dividend is payable to holders of record at the close of business Feb. 29. It was further announced that consideration would be given, at a meeting of the board of directors to be held Mar. 12, to a dividend on the common stock of the company.

In the past twenty years the number of passenger-train runs with speeds exceeding a mile-a-minute, start to stop, has increased from less than a dozen to 2,800.

OUT IN FRONT!

IT SEEMS we are being talked about. Very favorably, of course, and the comments are directed at the millions of people throughout the country who read the newspapers and magazines in which Milwaukee Road advertising appears.

The things that are being said have to do with the speed and comfort of our passenger trains, and the careful handling and on-time delivery of freight. In other words, they tell the people of America what we stand ready to do for them and the manner in which we propose to do it.

Last year's advertising campaign stressed the Road's dieselization and general improvement program, a costly long-range plan which had begun to



The right railroad for shippers and travelers—that's what this ad says about us. It will appear in four colors, full page in Time and Newsweek magazines. First insertion will be in Time, Feb. 25.

show results in terms of greater service to the users of freight and passenger transportation. And the theme had the right name. It was called "Going Places."

The improvement program has now progressed even farther, and we are taking a still more aggressive position in our 1952 program. The new slogan is "Out In Front!"

For the first time in several years, we are using four colors in some of our

national advertisements.

First, let's take a quick look at the traffic-institutional part of the campaign. That's the part that builds the name of the Milwaukee as a progressive railroad and also sells both our freight and passenger service. Color pages, as well as two-thirds page black and white ads, will be used in magazines people of influence read. The leadoff traffic-institutional ad, in full color, appeared in the Jan. 28 issue of Time.

A large part of the traffic-institutional program will be carried in newspapers. Each of these newspaper ads is based on a popular sport—boxing, basketball, horse racing and others. The illustration and headline of each carry out the idea that we are champs in the transportation field. A unique angle on this series is that each ad is designed to



Harry Sengstacken, chairman of the advertising committee, checks the ads in the 1952 program with committee members and others at a meeting in his office. Seated, left to right: W. A. Dietze, public relations officer; W. J. Whalen, general manager, Lines East; and William Wallace, assistant passenger traffic manager. Standing, left to right: H. S. Zane, freight traffic manager; J. V. Gilmour, of Roche, Williams & Cleary advertising agency; Mr. Sengstacken; C. C. Dilley, advertising agent; and R. A. Seng, agency.

appear at the height of the season for that particular sport, or at the time of a big match or event. For example, the ad with the caption "Packing a Punch," reproduced with this article, was scheduled for newspapers of Feb. 20, the day of the Carter-Rawlins bout for the lightweight championship of the world.

"Teamwork That Counts" will be scheduled during the National Championship basketball tournaments the latter part of March, while "Stretch Runners" will appear on the day or the day before the Kentucky Derby is run at Churchill Downs.

Thus advantage will be taken of the important element of timeliness, which is bound to greatly increase the impact of the ads. The sport theme is one which ought to appeal to the men who guide American business and industry and who have the say about how freight is routed.

So much for the traffic-institutional

series. Now as to the passenger program: The other full color ads mentioned earlier will feature Hiawatha train service and will appear in Time and Newsweek magazines. In addition there are two-thirds page black and white Hiawatha service ads for use in these same national magazines, and vacation ads in various sizes which will appear in a large list of national publications such as Saturday Evening Post, Colliers, Holiday, National Geographic, American, Ladies' Home Journal, Good Housekeeping and other magazines proved in the travel and transportation field.

All told, 33 national magazines, 215 on-line and off-line daily newspapers published in cities from coast to coast, and 507 on-line weeklies will carry our advertising message this year, both traffic-institutional and passenger.

Supplementing our publication adver-

Right: Here are the magazines which will carry The Milwaukee Road's advertising this year to help attract passenger and freight traffic. Through these national publications our advertising messages will reach a huge audience of travelers and shippers.

Below: One of the traffic-institutional ads (left) to appear in national news and business magazines; and one of the ads which will appear in national magazines to tell the public about our Hiawathas. Both will be two-thirds page size, black and white.



10,220 horses make it easy

The Milwaukee Road has handled almost 10,000 horses for the past year. This is made possible by the Milwaukee Road's special horse service. The Milwaukee Road's special horse service is a unique feature of our transportation system. It provides a safe and comfortable way to transport horses. The Milwaukee Road's special horse service is a unique feature of our transportation system. It provides a safe and comfortable way to transport horses.

SHIP-TRAVEL

THE MILWAUKEE ROAD
Route of the HIAWATHAS



How to feel rich—on a budget!

CHICAGO This service built for a man to give and receive by thousands of them for the convenience of The Milwaukee Road's Hiawatha service.

MINNEAPOLIS These streamlined cars were built especially for the Hiawatha. They are built to give you the best of both worlds—comfort and economy in travel and the most modern facilities in transportation.

ST. PAUL Hiawatha service is available on the Milwaukee Road's Hiawatha service.

SPRINGFIELD Hiawatha service is available on the Milwaukee Road's Hiawatha service.

SEATTLE Hiawatha service is available on the Milwaukee Road's Hiawatha service.

TACOMA Hiawatha service is available on the Milwaukee Road's Hiawatha service.

THE MILWAUKEE ROAD



Livestock Slaughter on Highways

IN AN article entitled "America's Cruellest Waste" by Harry S. Gelus, published in *This Week Magazine* of the *New York Herald Tribune* for Nov. 18, 1951, it was stated that figures from livestock exchanges showed that in a recent year 38,500 hogs, 25,500 sheep and 14,700 cattle shipped to stockyards in motor trucks were dead on arrival. The article stated that 70,000,000 pounds of livestock are destroyed in transit by motor trucks each year.

On the other hand, nearly all livestock shipped by rail arrives at the stockyards in good condition.

Where Team Work Counts

"AN INTERESTING experience in public relations" is how John Burger, director of educational services for General Mills, Inc., Minneapolis, described a recent example of Milwaukee Road courtesy. The incident, in which the major portion of the credit goes to Porter J. E. Jones, developed out of a trip on the Hiawatha from Minneapolis to Chicago.

"When I reached the station in Chicago a piece of my luggage was missing", wrote Mr. Burger, "and on checking, I learned it had been put off the train in Milwaukee by mistake. I reported to the passenger agent in the station and asked him to do what he could to get the luggage and send it to the Edgewater Beach Hotel, which is quite some distance out on the north side of Chicago. He advised that the railroad is responsible only for getting the baggage to the station in Chicago, but he would see what could be done about getting the porter to deliver it on his own.

"At about 11:30 P.M. I returned a 'phone call which had come to the hotel earlier in the evening and found that I was talking to J. E. Jones, a porter, who was calling to inquire whether I had received the suitcase he had delivered for me at the hotel. Although he was not the porter who had made the mistake, it was Mr. Jones who had brought the suitcase to the hotel and had been thoughtful enough to make sure that I had gotten it from the people to whom it was delivered.

"I want you to know it was much appreciated and I should like to have my compliments carried on to Mr. Jones and to anyone else who had a hand in straightening out this mistake."



Dr. A. R. Metz (right) reviews with his successor, Dr. Raymond Householder, the first register of dressing room patients, which he started in 1914. In the background, Miss Ellen Latunen, secretary to chief surgeon, is shown with the files containing records of all Milwaukee Road employes concerned with the operation of trains. The picture was taken in the chief surgeon's office in the Chicago Union Station.

Dr. A. R. Metz, Chief Surgeon, Becomes Medical Advisor

STANDING in a neat row in the Chicago office of the chief surgeon of The Milwaukee Road are a number of filing cabinets containing the records of periodic physical examinations of some 15,000 Milwaukee Road men whose work is in one way or another directly concerned with the running of trains. President J. P. Kiley once observed that it gave him a feeling of assurance just to look at those cabinets. Dr. A. R. Metz, under whose direction most of those important records were developed, completed an interesting phase of Milwaukee Road history at the end of January when he relinquished the title of chief surgeon. He will continue as medical advisor.

In addition to serving The Milwaukee Road as medical advisor, Doctor Metz proposes to continue the private practice of medicine and surgery. Among other interests, he will remain on the senior staff at Wesley Memorial Hospital, and will continue as associate professor of surgery at Northwestern University.

Dr. Metz was born in South Whately, Ind., on Jan. 17, 1887 and was educated at Indiana University and Rush Medical College. He entered the service of The Milwaukee Road in 1913 as assistant chief surgeon and served in that capacity until 1927, during which period he was also assistant company surgeon for the

Pennsylvania Railroad. In 1927 he was appointed chief surgeon for The Milwaukee Road.

During his years as chief surgeon, Doctor Metz directed the work of almost 600 company surgeons throughout the system and prepared the various forms for their use in examining employes and applicants for employment. He estimates that something like 40,000 Milwaukee Road injury cases have come under his direct supervision.

The physical examinations given on The Milwaukee Road, following the forms drawn up by Doctor Metz, are considered among the most thorough given on any railroad in the country.

Doctor Metz is a bachelor who never smokes and never eats lunch. He has found time during a very active career to earn an enviable reputation as an African big game hunter, to serve one year as commodore of the Chicago Yacht Club and to write "The Time Table for Reducing", which a number of other railroads and the AAR have adopted.

He has served as chairman of the Medical and Surgical Section of the Association of American Railroads, as president of the American Association for the Surgery of Trauma, and is at present chairman of the executive committee of the American Association of Railway Surgeons.



HOW MUCH do you know about your income tax?

A Ten-Minute Quiz Which May Save You Money and Help You Fill Out Your Federal Income Tax Form

Whether or not you can find anything humorous in paying your income tax, you will want to test yourself with this tax quiz. It is based on material furnished by the American Institute of Accountants, the national professional society of certified public accountants—which claims that although taxes are a serious subject, sometimes a light approach helps people learn more about how they may save money with Uncle Sam's blessings.

1. Is your mother-in-law worth \$600?

Your mother-in-law moved in with you on January 1, 1951. She is dependent on you for everything except conversation. However, she has a small pension of \$599 a year, which she keeps for herself. Can you list her as a dependent on your tax return?

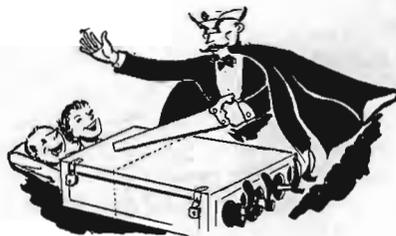
Answer. It all depends. If the \$599 pension is all the income she has—and you spent more than that in taking care of her—then she is a dependent. That means she is a \$600 exemption on your return.

The rule about dependents is simple. You may take a \$600 dependency exemption for anyone closely related to you by blood or marriage, provided that you contributed *more than* half his upkeep and his total taxable income is *less than* \$600 for the year. Any dependency exemptions, of course, are in addition to the personal exemption of \$600 you take for yourself.

2. Form vs. expediency

You usually file a simplified form 1040A and take the standard deduction of 10 per cent of your income. Your wife says you ought to figure up your actual deductions on a long form 1040, because it might save you money. Is this a case of doing it the hard way?

Answer. Your wife *may* be right. Most wage earners file a simplified form 1040A (used only when total income from all sources is \$5000 or less) or a short form 1040 (used only when income from wages or salaries is \$5000 or less and income from other sources is not more than \$100) and take the standard 10 per cent deduction. However, many could save money by itemizing their actual deductions on a long form 1040. If your actual deductions amount to *more* than 10 per cent of your income, then you have to file a long form 1040 in order to claim them. Your best bet is to check your deductions carefully to find out which form is best for you.



3. Sawing a married couple in half

Although you married your wife because you thought she had a legacy, it turns out that she has no income of her own. In fact, because she spends most of your pay check, she really has less than no income. Can the two of you split your income on a joint tax return?

Answer. Yes, you can—and married couples can nearly always save money by filing joint returns. You can file a joint return with your wife as long as you were married and living together on the last day of the year, or if your wife died during the year. It makes no difference whether your wife has any income of her own—or whether you get married on Jan. 1 or Dec. 31.



4. Home, Sweet Home (taxwise)

You have just received a bill of \$341 from the roof repairman who replaced the shingles blown off your house in the hurricane last fall. The monthly mortgage payment is due at the bank. Your town property tax bill of \$225 is expected any day. Should you sell the house and move to the hills?

Answer. Taxwise, you can probably afford to grin and bear it.

Home owners have a number of tax advantages. The interest on your mortgage, for example, is deductible on your tax return. So are real estate and property taxes, as well as casualty losses which are not offset by insurance. (An additional deductible item is interest on home repair and other loans.)

In today's market, selling your home might result in a tax problem. Suppose it cost you \$8,000 in 1946, you have made no improvements, and you sell the house today for \$12,000. You have to

pay a tax on the \$4,000 difference unless within one year before or after you sell your old house, you buy another which costs at least \$12,000. If you *build* a house costing \$12,000, you must occupy it within one year before or 18 months after your sale. However, if you sell the house at a loss, you cannot take a deduction.

5. It almost pays to be unhealthy

Your wife had twins in June, and as a result you were forced to go to the hospital for a two-month rest cure. You feel that the doctor must have charged twice as much for the twins as he would for one infant, and furthermore that it costs so much to keep well that you are



better off sick. Should you show your strength of character by paying only half of your bills?

Answer. Your credit rating is entirely up to you. However, in a case like this, you should keep close track of your doctor and hospital expenses, since you may have an allowable medical deduction on your return.

You can deduct medical expenses in excess of five per cent of your adjusted gross income, up to certain limits. If either you or your wife is over 65 years of age, you may deduct all of the medical expenses of both, subject to a special ceiling limitation. (Carefully check the instructions with your tax forms for an explanation of adjusted gross income, and of what your maximum for medical deductions may be.)

Many people are not aware of the variety of medical expenses which are deductible. Hospital, nurse, dentist and doctor bills (not offset by insurance) are obvious ones. Others include cost of drugs, eyeglasses, dentures, tooth paste and brushes, wheelchairs, crutches and other medical equipment.

6. Your records are their business

You have listed on your return a few deductions, such as a personal bad debt, which is slightly questionable. However, you figure that there's not one chance in a thousand that anyone from the Revenue Bureau will ever bother to check your tax return—and besides,

everyone cheats on his tax return. Is this a safe attitude?

Answer. Certainly not. Actually, only a very small number of taxpayers try to cheat on their tax returns. When you list deductions on *your* tax return, be sure that you can prove them. In other words, keep receipts on such things as doctor or hospital bills, property tax bills, and the like. The government spot-checks income tax returns. Although the Revenue Bureau takes a reasonable attitude, many people have had deductions disallowed because they had no logical proof.

BASIC RULES TO FOLLOW

Although these foregoing examples may be somewhat out of the ordinary, they illustrate six basic rules you should follow in making out your tax returns:

1. Take all your legitimate exemptions.
2. If married, you should usually file a joint return.
3. Be sure to choose the right form. Check your total deductions to see if you should itemize them on a long form 1040.
4. Do not neglect all the deductions that may result from your owning your own home.
5. If you had heavy medical expenses, see whether you have an allowable medical deduction.
6. Be sure you have reasonable proof of your deductions.

And here are some additional suggestions:

1. Your return is due Mar. 15. File early—and avoid last-minute mistakes that might cost you tax money.
2. If you made less than \$600 last year, but had taxes withheld by your employer, remember that you must file a return in order to get your refund.
3. Remember that you have to file a Declaration of Estimated Income for 1952 by Mar. 15 if you (a) will have an income of over \$100 from any sources other than wages from which your employer withholds the tax, and your total income is \$600 or more—or (b) your wages from which taxes are withheld amount to more than the total of \$4,500 plus \$600 for each exemption.
4. If you have any questions about your return, the nearest office of the

Bureau of Internal Revenue will help you. The government has issued a pamphlet of instructions which you should get from the local bureau office—and which demonstrates clearly the government's attitude that it wants no one to overpay his income tax.

Best Porter on the Train

ANY FEAR she may have had about her berth, lower 13, being unlucky, was quickly dispelled by the courteous attentions of the porter in charge, wrote Miss Mary E. Cornette of Portsmouth, Ohio, a recent traveler on the Columbian from Chicago to Seattle. "It was far from unlucky," she said. "I did not learn the porter's name, but my ticket agent assures me you will know him."

The porter, who has been identified as C. F. Kyle, was described by Miss Cornette as "not only pleasant and courteous—that might truthfully be said of many porters—but he was so efficient about his work that passengers frequently stood in the aisle to watch him. His gaiety was contagious. He pointed out interesting places on the line, answered questions about the territory we were passing through and told interesting stories about railroad work.

"We had three cars of soldiers in addition to the regular Pullmans and the soldiers told me he was the best porter on the train. He kept the dressing rooms clean and the berths were always made promptly, both night and morning. He seemed always available and willing to render any assistance needed. The three nights and two days, which could have been monotonous and tiresome, passed swiftly and pleasantly for the passengers in K-17, thanks to this porter. He is certainly doing a good job of 'selling' your railroad."

NOTICE!

OWING to the number of people who have shown an interest in the article "What Is a Boy?" which was featured in the December issue, and the companion piece, "What Is a Girl?" which appeared in January, we would like to inform our readers that they may have copies of both essays suitable for framing. Requests should be addressed to the New England Mutual Life Insurance Company, 501 Boylston Street, Boston 17, Mass. The requests should specify framing copies.

H. G. Miller Honored at Retirement Banquet

A CAREER distinguished in railroad engineering circles was brought to a conclusion with the retirement on Jan. 31 of Harry G. Miller, mechanical engineer with headquarters at Milwaukee shops. The occasion was recognized by some 85 Milwaukee Road associates with a banquet at the Engineers Society of Milwaukee on Jan. 25.

Mr. Miller was a veteran of 32 years of Milwaukee Road service. He was born at Creston, Ia. (Jan. 10, 1887) and educated in the public schools. Following his graduation from the University of Iowa in 1912 with a degree in mechanical engineering, he was employed as a draftsman and subsequently as assistant boiler engineer for the Burlington lines. During World War I he served as a first lieutenant with the U. S. Field Artillery.

His association with The Milwaukee Road, dating from 1919, started in the valuation department of the office of mechanical engineer. He became chief draftsman in 1921 and in 1922 took over the duties of shop schedule supervisor. In 1925 he was appointed foreman at Green Bay and in 1926 foreman at Miles City. In 1936 he returned to Milwaukee as engineer of tests and served in that capacity until 1942 when he was appointed assistant mechanical engineer. His promotion to mechanical engineer became effective in March, 1943.

Mr. Miller has been a member of the American Society of Mechanical Engineers and the American Society for Testing Materials, in which organization he has been active in committee work on forgings, bars, and plates for pressure vessels. At the present time he is a director of the society. He was also a member of the A.A.R. Committee on Specifications for Materials from 1936 to 1949, serving as chairman for the 1948-49 term. His community activities have included serving on the Board of Education at West Allis, Wis., for 12 years.

Mr. Miller retires with the best wishes of a host of friends and associates. Among those who attended the banquet in his honor were A. G. Hoppe, engineer of research and development; J. A. Deppe, superintendent of car department; H. H. Melzer, assistant mechanical engineer who succeeds Mr. Miller; H. A. Grothe, freight shop superintendent; L. E. Grant, engineer of tests; V. E. McCoy, chief purchasing



H. G. Miller

officer; J. E. Bjorkholm, retired superintendent locomotive department; V. L. Green, assistant superintendent car department; F. L. King and W. W. Bates, master mechanics, locomotive department; and Thomas Scott, retired chief draftsman. Mr. Green had the privilege of presenting to Mr. Miller an honorary degree to mark his graduation from the responsibilities of active service.

R. A. Burns

ROY A. BURNS, general agent at St. Paul, died on Jan. 23, following a stroke suffered a week earlier.

Mr. Burns was born in Welch, Minn., but had been a resident of St. Paul for

40 of his 60 years. He joined the Milwaukee Road force as a revising clerk in the Minneapolis local freight office on June 16, 1916 and in 1920 became chief rate clerk in the office of the general northwestern freight agent at Minneapolis. After progressing through various positions in that office, on July 20, 1936 he was appointed division freight and passenger agent at Aberdeen, S. D., and served in that capacity until Mar. 1, 1942 when he became general agent at St. Paul.

Mr. Burns was very active in community work, particularly in the Community Chest and Red Cross drives. He was a member of the Lions Club, the St. Paul Athletic Club and the Midway and Transportation Clubs, and was closely identified with Milwaukee Road Service Club activities in both Minneapolis and St. Paul. He is survived by his widow, Johanna; two sons, Eugene of St. Paul and Lt. Col. Robert Burns of the Marine Corps; three grandchildren; his mother, a brother and three sisters.

WHAT COUNTRY IS THIS?



NO NEED to name the country to which this rail network belongs. *Yet the map has no border lines.* It shows how fully our country is blanketed with railroads. More than that, it shows unmistakably the areas of greatest density; where population is greatest and where it is sparsest.

No other country in the world is blessed with such a vast network of railroads. Within the confines of the United States there are 225,000 miles of railroad and 397,000 miles of all railway trackage—all so fully coordinated and so standardized that one may travel or ship a carload of freight from any point on any line in the country to any other point on any other line in the country, speedily and on a single ticket or bill of lading.

This map, giving no hint of state borders, shows that the American railway system has been developed along economic and geographical lines rather than along political lines.

Winners of 1951 Safety and Fire Prevention Contests Announced

THE Twin City Terminal Division, which won the President's Safety Trophy Contest in 1950, made good its claim to the title of safest division on the system by repeating the feat in 1951. The victory, as announced by L. J. Benson, assistant to president, entitles the Terminal employees to permanent possession of the cup.

This is the third Safety Trophy to be awarded. The rules of the contest provide that the operating division having the lowest casualty rate based on the number of reportable casualties per million manhours worked will be declared the winner, and that a division winning two years in succession retains the trophy. The first trophy was awarded to the Milwaukee Division, winner of the 1944 and 1945 contests, and the second was retained by the Idaho Division which accomplished a similar feat in 1946 and again in 1947.

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

Year	Division	Rate
1941	Trans-Missouri	2.59
1942	Iowa & S. Minnesota	5.99
1943	Dubuque & Illinois	5.97
1944	Milwaukee	4.54
1945	Milwaukee	2.12
1946	Idaho	3.21
1947	Idaho	1.07
1948	Terre Haute	1.86
1949	La Crosse & River	1.56
1950	Twin City Terminals	1.67
1951	Twin City Terminals	1.99

Compared with the estimated casualty rate of 7.57 for the entire system, the Twin City Terminal Division rate, 1.99 for the year, was 74 per cent better than the average. As may be noted from the list, it was also the fifth lowest figure since the contest was started. In the first contest the division placed eleventh. The table below shows the result of its persistent efforts to better that record.

Year	Rank	Rate
1941	11	6.07
1942	6	7.98
1943	7	8.29
1944	8	7.05
1945	12	7.66
1946	8	5.83
1947	2	2.93
1948	2	3.49
1949	5	4.15
1950	1	1.67
1951	1	1.99

It is interesting to note that the division was nosed out of first place by only slight margins in 1947 and 1948 but dropped to fifth place in 1949. In announcing the award for 1951, Mr. Benson congratulated both Superintendent G. F. Wilson and General Superintendent D. T. Bagnell on its spectacular recovery since that time.

Along with the announcement of the outcome of the Safety Trophy Contest, the I&SM Division was declared the winner of the annual Fire Prevention Trophy Contest for 1951. The award was based on a showing of two fires with a resulting loss of \$60. The contest rules stipulate a 1-point demerit for each fire and a 1/100-point demerit for each dollar of loss, permitting the deletion of fires which would not have been prevented through normal attention from employees. The trophy is the second to be awarded in the contest, the original having been retained by the former Superior Division (now the Milwaukee Division Second District), winner of the 1946 and 1947 contests.

The list of winning divisions since the contest originated is as follows:

Year	Division
1939	Terre Haute
1940	Madison
1941	Madison-Kansas City tie
1942	Iowa & Dakota
1943	Terre Haute
1944	Madison
1945	Twin City Terminals
1946	Superior
1947	Superior
1948	Idaho
1949	Madison
1950	Terre Haute
1951	Iowa & Southern Minnesota

The 1951 award was based on the I&SM rating of 2.60 demerits. In 1950 this division ranked fourth in the contest with four fires and an estimated loss of \$425, the total contest demerits being 8.25. The 1951 showing represents an improvement of 68 per cent in the number of demerits compared to the preceding year. Second place in the 1951 contest went to the Hastings & Dakota Division and the Twin City Terminal ranked third. These divisions and several others were congratulated by Mr. Benson on their fine performances. Formal presentation of the two awards will be made early in the spring.

E. A. Witt Retires

E. A. WITT, chief of the Milwaukee Road pass bureau and chief clerk to vice president—operations, ended an operating department career of almost 50 years when he retired under the company's pension plan on Jan. 31.

A native Chicagoan who has lived and worked in the Chicago area his entire life, Mr. Witt was first employed by the Road in the car accountant's office, but



E. A. Witt

soon transferred to the operating department as a clerk in the office of assistant general manager. He was later assigned to the "contract desk" in the general manager's office, and became chief clerk to the operating vice president in 1923, which position he has held almost continuously. In addition, he has been chief of the pass bureau since October, 1939.

Mr. Witt has two children, a daughter Kathryn, who lives with her parents in Oak Park, Ill., and a son, T. E. Witt, who is also connected with The Milwaukee Road.

Plans for the future are still indefinite, but Mr. Witt figures he'll start by taking life easy for a while.

With Great Satisfaction

A LETTER received recently from Maj. Ross Purinton, U. S. Army chaplain, who has traveled extensively by air, said in part:

"After being away from America a number of years, it was with great satisfaction that I took your railroad east. The scenic beauty of your line cannot be exaggerated and the train personnel, without exception, were courteous and thoughtful. The modern comforts and conveniences of your service were almost unbelievable."

appointments

Office of Vice President

Effective Feb. 1, 1952:

Dr. Raymond Householder is appointed chief surgeon with headquarters in Chicago, succeeding Dr. R. A. Metz, who is retiring from The Milwaukee Road although continuing his private practice. Dr. Householder, who is certified by the American Board of Surgery, came to the railroad in 1927 and has served the greater part of the time since as assistant chief surgeon. He is also an assistant professor of surgery at Northwestern University, a member of the American Association for Surgery of Trauma, and the Western Surgical Association.



Dr. R. Householder



H. H. Melzer

Operating Department

Effective Feb. 1, 1952:

H. H. Melzer is appointed mechanical engineer, succeeding H. G. Miller, retired. Mr. Melzer has been with the Road since 1936, following his graduation from Marquette University. He started in the drawing office at Milwaukee Shops and in 1941 was promoted to production engineer on freight cars and subsequently to foreman of new cars. Leaving the Road for a short period in 1945, he returned as an engineer in the test department at the shops and in 1948 was appointed assistant engineer of tests. He has been assistant mechanical engineer since 1949.

Office of General Manager

Effective Feb. 1, 1952:

G. H. Borgman is appointed chief clerk to vice president-operations, succeeding E. A. Witt, retired. Mr. Borgman was employed by several railroads in the West before entering Milwaukee Road service at Deer Lodge, Mont., in



G. H. Borgman



F. L. Freeman

1918. He was chief clerk in the office of superintendent at Minneapolis and also in the office of the general superintendent at Milwaukee before being transferred to the office of general manager in Chicago in 1938. Prior to his present appointment he was assistant to general manager.

F. L. Freeman is appointed assistant to general manager with headquarters at Chicago, succeeding G. H. Borgman, promoted. Mr. Freeman started with the Road in the accounting department at Chicago in 1920. With the exception of six months in 1936 while he was with the Railroad Retirement Board, he occupied various positions in the investment, valuation and joint facility bureaus, serving for about 10 years as traveling joint facility examiner. He transferred to the general manager's office in 1951 as assistant chief clerk.

Traffic Department

Effective Feb. 1, 1952:

G. F. Quinlan is appointed general agent, St. Paul, succeeding R. A. Burns, deceased. Mr. Quinlan started his Milwaukee Road service at St. Paul in 1922. Subsequently he was in



G. F. Quinlan

the traffic department in Minneapolis and Duluth, returning to St. Paul in 1937 as city freight agent. In 1942 he was appointed traveling freight agent with headquarters in Detroit, and in 1948 assistant general agent in Chicago. Effective Jan. 16, 1952:

G. S. Barnes is appointed traveling freight and passenger agent with head-

quarters at Denver, Colo., succeeding E. C. Abling, deceased. Mr. Barnes started with the Road in 1927 in the Denver traffic department. He has been city freight and passenger agent since 1947.

L. E. Overland is appointed city freight and passenger agent with headquarters at Denver, Colo., succeeding G. S. Barnes, promoted. Mr. Overland has been with the Road since 1945, serving in the Denver office.

Reminders of Home

THE FOLLOWING letter was recently received from Iowa Division Brakeman Jack J. Boussetot who is with the UN forces in Korea:

"Dear brothers of The Milwaukee Road: I have been in Korea some time now and have not seen much of anything that reminded me of home. Then, just the other day—what do you know—I ran into an old abandoned engine with the honorable 'MILWAUKEE' on its side. I was so taken with it, I hunted up a camera and snapped this picture. Show it to the fellows, especially those on the Iowa Division where I 'broke' before I was drafted. Also, I would sure like The Milwaukee Road Magazine."

Needless to say, the request for the Magazine received immediate attention. Brakeman Boussetot is on leave from the Savanna yard—his home is in DeWitt, Ia. He entered the Army Jan. 8, 1951, and is now with an anti-aircraft artillery gun battalion.



Brakeman J. J. Boussetot with the old "Milwaukee" engine.

The Milwaukee Road Magazine

HOW TO MAKE FRIENDS BY TELEPHONE

when telephoning . . .

BE ATTENTIVE

The person to whom you are talking will appreciate your listening politely and attentively. You would not interrupt in a face to face conversation and the same rules of etiquette apply in telephone conversations.



when telephoning . . .

USE THE CUSTOMER'S NAME

There is no sweeter music to another person than the sound of his own name.

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



Former Conductor Addresses Railway Editors on Payroll Savings

WILLIAM H. BARTLEY, deputy director of the Payroll Savings Division of the U. S. Treasury, Washington, D. C., and a former Milwaukee Road conductor, was among the speakers at the recent annual meeting of the American Railway Magazine Editors' Association. Mr. Bartley entered the employ of the railroad at Mitchell, S. D., in 1919 and was a conductor in Miles City, Mont., when he became a volunteer worker in the Defense Savings Program. He was made state administrator for the program in the State of Montana, a volunteer post, in April, 1941, and shortly thereafter made the proposal that resulted in the bonds being called War Savings Bonds. He was called to the Treasury Department in March, 1951. The following is taken from his address:

"When an assistant to the Secretary of the Treasury enlisted me as a worker in the Defense Bond field in 1941 he sold me completely in the first two minutes of his presentation of the subject. I saw immediately that here was in the making the foundation on which the working men and women of America

could build their financial security, and the path that would lead back to the old fashioned practice of thrift which was being gradually discarded as a part of our national life.

"But I could not foresee the result we have today when more than six million men and women are buying Defense

Bonds through the Payroll Savings Plan, the plan which is maintained by American Industry, including the railroads, wholly at its own expense, at no cost whatever to the Government. The only return to any company is the knowledge that the country as a whole is being helped and that an important personal help is being furnished its employees.

"Consider the five million new home owners throughout the country, the tremendous volume of home furnishings that have been sold, the home appliances, radios and television sets, the enrollment in colleges and universities compared to the figure before Payroll Savings became a universal practice. We know all this would not have been possible if so many millions had not saved by buying Bonds during the wartime period.

"One of America's greatest advantages over any enemies she may have is her tremendous productive capacity. This great potential would not be possible except for the railroads and the people who run them. Of equal importance is the financial stability of our country for, as goes the American dollar, so goes the currency of nations all over the world today. Few people stop to think that when money is voted by Congress as a result of demands from the people, the Treasury must raise that money. The non-inflationary method is by selling Bonds to individuals. We in the Treasury are deeply appreciative of the help that editors of company magazines have given us, through the war years and since, as well as for what we know railroad employees generally will do in the future."

The railroads are the largest industry in the Payroll Savings Program and come closest to complete participation. Of all Class I and Class A roads, only three are not now participating.



W. H. Bartley



Scene in the Boulevard Room of the Sheraton Hotel as Mr. Gurley addressed the group. Also shown at the speaker's table is E. V. Hill, chairman of the Central Territory Railroads' Freight Traffic Committee.

Railway Business Women of Chicago Hold Annual Dinner

MISS IONA DE CAMP, of the chief disbursement accountant's office, Chicago, moved into a colorful spotlight on the night of Jan. 19 when she presided at the annual dinner of the Railway Business Woman's Association of Chicago. Miss de Camp was elected to a two-year term as president of the 26-year-old Chicago chapter last June.

The Chicago group, with 1192 members, is the largest and second oldest of the 18 which comprise the national organization.

Miss Martha Prestin, of the auditor of capital expenditures office, corresponding secretary of the Chicago R.B.W.A., was ill at the time and unable to attend.

The principal speaker of the evening was President F. G. Gurley of the Santa Fe Lines, who expressed admiration for the work of the organization and faith in the influence its members can exert toward a more widespread understanding of the problems of our democratic society and of the railroad industry.

Speaking of the dangers of inflation, he said, "A technique of evasion has developed in this country that bothers me. Everywhere we find people explaining that it wasn't their fault. We will never master inflation until each of us can say, 'I am responsible for inflation'".

In this connection he referred to the national R.B.W.A. project of establishing a retirement home for its members, warning that aspirations of that kind bring one face to face with the grim facts relating to the cheapening of the dollar.

E. V. Hill, chairman of the Central Territory Railroads' Freight Traffic Committee, also greeted the group.

Among the many other railroad officers attending the dinner at the invitation of the association were W. A. Dietze, Milwaukee Road public relations officer, and A. G. Dupuis, assistant public relations officer.

Addressing the members briefly, Mr. Dietze reminded them that as established individuals in the railroad industry they are in a position to do something for it. Newcomers, he pointed out, look to the established members for guidance. "You can do no greater service to your company and your industry," he said, "than to advise these newcomers wisely, to instill in them a proper appreciation of the importance of the railroads and the rewards of conscientious service to them."

A colorful floor show followed the speaking program.



Miss de Camp, president of the Chicago R.B.W.A., at the speaker's table with President F. G. Gurley of the Santa Fe Lines.

W. E. Brautigam Honored by Associates

W. E. BRAUTIGAM, veteran master mechanic of the Rocky Mountain Division whose long service has been closely identified with the electric operations of Lines West, left the Road on Jan. 1, his retirement having been granted at his own request. A testimonial dinner held in his honor at Deer Lodge, Mont., was attended by some 200 employes and officers of the Road.

Mr. Brautigam had been with the Road since 1913, starting while he was still a student in electrical engineering at the University of Washington. Following his graduation he was employed on construction work and subsequently as an instructor in the operation of electric motors. With the exception of about one year, he had served at Deer Lodge since 1923, in capacities which included general roundhouse foreman, assistant master mechanic and, since September, 1943, as master mechanic. In 1927 he served as general electrical inspector between Harlowton and the coast.

The development of the Brautigam Balanced Relay will stand as Mr. Brautigam's distinguished contribution to the progress of the railroad. This invention, which is standard equipment on our electric power today, permits an electric locomotive to "take up slack" in a long freight train on mountain grades without jolting or damage to equipment. More recently Mr. Brautigam was instrumental in designing a horn gap arrester which eliminates damage resulting from lightning.

The banquet in Mr. Brautigam's honor was held at the Elks Temple, the dinner being prepared by Deer Lodge Chapter of The Milwaukee Road Women's Club under the supervision of Mrs. E. L. Hopkins. All shop crafts and train and enginemen participated. Locomotive Engineer L. S. Cunningham was master of ceremonies and Superintendent A. C. Kohlhasse gave the address of the evening. Mr. Brautigam was presented with a wrist watch and Mrs. Brautigam with a dress handbag.

In saying good-bye to his associates of long standing, Mr. Brautigam said that he and Mrs. Brautigam will make their home for the future in San Diego, Calif.

You cannot do a kindness too soon, because you never know how soon it will be too late.
—Ralph Waldo Emerson

retirements

The following employes' applications for retirement were recorded during January, 1952

CHICAGO GENERAL OFFICES

BOSTICK, OLIVER
PorterChicago, Ill.
FRANTZ, ARNO A.
ClerkChicago, Ill.
KENNEDY, PAUL
PorterChicago, Ill.
KRAMER, RAYMOND C.
Special AccountantChicago, Ill.
RAGLESS, GERTRUDE
Switchboard OperatorChicago, Ill.
SCHOYER, GERTRUDE W.
Chief ClerkChicago, Ill.
WHYTE, MURRAY C.
Trav. Claim InspectorChicago, Ill.

CHICAGO TERMINALS

ARNOLD, STARR R.
Loco. EngineerChicago, Ill.
CARTER, CHARLES W.
StevadoreGalewood, Ill.
CLARK, GEORGE W.
BlacksmithChicago, Ill.
DZIEDZIC, JOSEPH F.
CarmanChicago, Ill.
FILO, STEFAN
CarmanChicago, Ill.
NIKITOVICH, OBRAD
LaborerBensenville, Ill.
SCHALLER, EDWARD J.

Loco. EngineerChicago, Ill.
WEBER, JOSEPH
Ex. Gang Laborer.....Bensenville, Ill.
YARKE, HERMAN G.
Pipefitter HelperChicago, Ill.

COAST DIVISION

CROSS, ANDREW M.
B&B CarpenterSeattle, Wash.
GRUMMEL, RAYMOND A.
Station AgentTacoma, Wash.
KEMP, JAMES T.
Brakeman and Conductor ..Everett, Wash.
MASON, JOSEPH L.
ClerkTacoma, Wash.
MILLS, JAY W.
ClerkSeattle, Wash.
NICOLSON, ANDREW
ElectricianTacoma, Wash.
QUINN, HARVEY J.
Car InspectorTacoma, Wash.
RIDALLS, WILLIAM C.
SwitchmanSeattle, Wash.
RUTZ, MIKE
Boilermaker HelperTacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

BECKER, CHARLES W.
Loco. EngineerOttumwa, Iowa
FREEMAN, JAMES

ConductorBensenville, Ill.
MOORE, CLELL M.
SwitchmanDavenport, Iowa
MORRISON, AUBURN, B.
Sec. LaborerExcelsior Springs, Mo.
SUNDERLAND, GEORGE A.
CutterDubuque, Iowa

HASTINGS & DAKOTA DIVISION

GALLIGER, ROY L.
Sec. LaborerBonilla, S. D.
GOURAS, THOMAS L.
Sec. ForemanHector, Minn.
KANE, JOHN H.
Loco. EngineerMinneapolis, Minn.
SCHWAN, JOSEPH A.
B&B CarpenterAberdeen, S. D.
SHERIDAN, EDGAR P.
Loco. EngineerMinneapolis, Minn.
SWANSON, OTTO E.
LumbermanAberdeen, S. D.
TERRY, JAMES L.
Loco. EngineerAberdeen, S. D.
TONEY, SAM
JanitorAberdeen, S. D.

IDAHO DIVISION

BEAL, FRED B.
Chief DispatcherSpokane, Wash.
JOHNSON, EMIL G.
Asst. Signal Maintainer.....Lind, Wash.
TODD, GENIUS H.
Loco. EngineerSpokane, Wash.

IOWA DIVISION

BARNES, CLIFFORD
B&B CarpenterMarion, Iowa
BOISEN, HENRY A.
ConductorPerry, Iowa
FOLEY, GEORGE
Ex. Gang LaborerLost Nation, Iowa
HOWELL, LEWIS E.
Loco. EngineerMarion, Iowa
HUNTER, ARCHIE W.
Sec. LaborerToronto, Iowa
IRELAND, GEORGE W.
Agent-Tel.Wyoming, Iowa
KOUBA, PAUL
AgentVining, Iowa
PRETTYMAN, WILBURN R.
ConductorPerry, Iowa
REEL, JOSEPH M.
ConductorPerry, Iowa
WRICE, JAMES M.
Ex. Gang LaborerGreen Island, Iowa

IOWA & DAKOTA DIVISION

BOST, MAURICE A.
Asst. EngineerMason City, Iowa
CHRISTOPHERSON, CHRIS
GroundmanCanton, S. D.
ERICKSON, ADOLPH
LinemanSioux City, Iowa
GRAFF, WILLIAM C.
Asst. Rndhse. Foreman ..Marquette, Iowa
KOEHNCKE, JOHN W.
Sec. ForemanSheldon, Iowa
NEHRENBURG, PAUL J.
Warehouse ForemanRapid City, S. D.
NEYT, EMIL B.



SAFETY SERVICE AWARD. L. J. Benson, assistant to president, Chicago (center), is honored for his work in accident prevention during the past year at the annual meeting of the Minnesota Safety Council in St. Paul Jan. 8. Congratulating him here are Minnesota's Governor C. E. Anderson (left) and A. V. Rohwedder, president of the Safety Council. The award, in "appreciation of meritorious service rendered in the cause of safety", was one of four conferred at the meeting. Honored along with Mr. Benson were F. E. Lowery, manager of the Greater Minneapolis Safety Council; Judge J. C. Otis of the St. Paul municipal court; and Dr. J. A. Kjelland, president of the St. Paul-Ramsey County Safety Council.

What Do You Know?

1. In railroad terms, what is a hotbox — (1) an overheated journal, (2) a locomotive firebox, or (3) the kitchen in a dining car?

2. In what time zone is the State of Arizona—Pacific or Mountain?

3. What is the leading freight commodity handled by the railroads of the United States, measured by tonnage and carloadings—steel, lumber, coal, or grain?

4. Approximately how many miles is the longest non-stop passenger train run in the United States—100, 200, or 300 miles?

5. How are the different types of electric locomotives designated—by wheel arrangement, number of axles, or type of transmission?

6. Approximately how many Class I railroads in the United States operate more than 1,000 miles of road—20, 30, or 40?

7. What is an angle bar—(1) an instrument to measure gauge, (2) a part of a rail joint, or (3) a form of crowbar?

8. What was the first locomotive to attain a speed of more than 100 miles an hour—The "Hiawatha", The "General," or "999?"

9. Is there ever more than a mile of track in a mile of railroad?

10. What are bonded rails—(1) trust equipment certificates, (2) rails connected by copper wires to carry electric current, or (3) railroads having a bonded debt?

(Answers on Page 42)

Sec. Foreman Mt. Vernon, S. D.
PETERSON, HARRY B.
 Agent Mitchell, S. D.
REISE, THEODORE
 Machinist Mitchell, S. D.
WYANT, BENJAMIN F.
 Switchman Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

CLARKE, WILLIAM T.
 Sec. Foreman Fedora, S. D.
JEFFERS, FRANK R.
 Conductor Austin, Minn.
KLOTZ, CHRISTOPHER
 Carman Austin, Minn.

LACROSSE & RIVER DIVISION

BRABANT, REUBEN R.
 Machinist La Crosse, Wis.
ELLIOTT, DAVID F.
 Chipper Tomah, Wis.
JOHNSON, JOSEPH M.
 Paint Insp.—B&B La Crosse, Wis.
McMAHON, CHARLES B.
 Loco. Engineer Portage, Wis.

SCHMIDT, FREDERICK E.
 Sec. Laborer Wausau, Wis.
TOEPKE, FRANK W.
 Sec. Laborer Watertown, Wis.
VAN SCHEPEN, CORNELIUS R.
 Sec. Laborer Dakota, Minn.
VOELTZKE, MAX W.
 Dely. Clerk Wausau, Wis.
VOSS, PAUL
 Loco. Engineer Milwaukee, Wis.

MADISON DIVISION

BARRY, JOHN W.
 Switchman Janesville, Wis.
BERG, LEWIS
 Section Foreman Brodhead, Wis.
ELMER, JACOB V.
 Sec. Laborer So. Wayne, Wis.
FANNAN, JAMES R.
 Yard Clerk Rockford, Ill.
RANDALL, BURNETT
 Conductor Madison, Wis.
VORPAGEL, ARTHUR F.
 Loco. Engineer Milwaukee, Wis.
WOODMAN, CLAUDE J.
 Sec. Foreman Elkhorn, Wis.

MILWAUKEE DIVISION

BLANCHARD, VERNON H.
 Conductor Milwaukee, Wis.
BOESEL, CHARLES R.
 Sec. Foreman Ingleside, Ill.
DEDERICH, STEPHEN
 Loco. Engineer Milwaukee, Wis.
PARKER, HARRY E.
 Loco. Engineer Ripon, Wis.

MILWAUKEE TERMINALS & SHOPS

BECKER, ANDREW A.
 Electrician Milwaukee, Wis.
BENZ, FRANK A.
 Storehelper Milwaukee, Wis.
HEBEIN, JOSEPH
 Cabinet Maker Milwaukee, Wis.
JOHNSON, SAM
 Fire Knocker Milwaukee, Wis.



REWARD FOR SERVICE. W. L. Ennis, assistant to vice-president, Chicago, with the beautifully embossed plaque recently presented to him in recognition of outstanding service as chairman of the Committee of Direction, Freight Loading and Container Section of the A.A.R. for two years. The committee works constantly toward the improvement of closed car loading methods. Numerous pamphlets containing diagrams and explicit instructions for the loading of various commodities were prepared under Mr. Ennis' chairmanship and are available both to railroads and shippers.

KLESER, CLARENCE C.
 Hostler Milwaukee, Wis.
KOHLHAAS, EDWARD F.
 Agent-Tel. Milwaukee, Wis.
KRUMNOW, ERNST
 Blacksmith Milwaukee, Wis.
MATTES, CHARLES A.
 Signal Foreman Milwaukee, Wis.
McCOY, BERNARD A.
 Machinist Milwaukee, Wis.
MITCHELL, GEORGE W.
 Mail & Baggage Agent Milwaukee, Wis.
NEUBAUER, FRANK P.
 Painter Helper Milwaukee, Wis.
PARKS, GORDON W.
 Shop Schedule Engineer Milwaukee, Wis.
PATZKE, FRED W.
 Asst. Roadmaster Milwaukee, Wis.
PLOEGER, ADOLPH G.
 Car Inspector Milwaukee, Wis.
RADTKE, ROBERT J.
 Yard Clerk Milwaukee, Wis.
RIORDAN, ROBERT C.
 Crossingman Milwaukee, Wis.
SCHULIST, JOHN P.
 Triple Valve Repairer Milwaukee, Wis.
SZMYT, ANDREW J.
 Carman Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

ALLAN, WILLIAM G.
 Sec. Laborer Grass Range, Mont.
BRAUTIGAN, WILLARD E.
 Divn. Master Mechanic Deer Lodge, Mont.
McCANN, RAY H.
 B&B Carpenter Avery, Idaho

TERRE HAUTE DIVISION

MILLJOUR, DWIGHT F.
 Agent-Oper. Webster, Ill.

TRANS-MISSOURI DIVISION

BUSHAW, LEVI J.
 Sec. Laborer Melstone, Mont.
CHILDERS, ASBURY A.
 Agent Marmarth, N. D.
LEE, MONS
 Sec. Foreman Miles City, Mont.
LONG, WILLIAM F.
 Machinist Miles City, Mont.
RASK, LOUIS S.
 Carman Miles City, Mont.
RHOADS, SOLOMON E.
 Sec. Laborer Carterville, Mont.
ZLATANOFF, GEORGE
 Sec. Laborer Roundup, Mont.

TWIN CITY TERMINALS

BJORNSVIK, OLE
 Carman Minneapolis, Minn.
JULSETH, THEODORE
 Carman Minneapolis, Minn.
KITTILSTAD, AMUND
 Car Oiler Minneapolis, Minn.
KORINEK, JOHN
 Mach. Helper Minneapolis, Minn.
MUIR, ISAAC L.
 Stockman Minneapolis, Minn.
ODELL, CHARLES E.
 Machinist Minneapolis, Minn.
TRITZ, JOSEPH F.
 Machinist Minneapolis, Minn.
TROEDSON, ERNEST
 Carman Helper Minneapolis, Minn.
WEATHERALL, JAMES C.
 Foreman of Inspectors Minneapolis, Minn.

Terre Haute Division Pioneer Retires



John W. Moss, taking leave of associates in the Chicago Union Station, fingers the key for the last time.

JOHN W. MOSS, who held an "exclusive" on the Terre Haute wire in the Chicago Union Station and who was a bystander at the building of the Terre Haute line, retired Dec. 31. He was the senior employe in all departments on

the Hoosier division.

Mr. Moss was born in England in 1877 and came to the United States as a young man. His first job was with the Western Union, starting in 1892, but he gave it up in 1904 at the urging of a

young friend, John Walsh, to go with the Southern Indiana Railway, 148 miles of track between Terre Haute and Westport, Ind. It had two passenger trains in and out every day. Meantime the senior John R. Walsh was building his Chicago Southern Railway Co.—Terre Haute to Faithorn—and during the construction he leased a wire from Chicago to order supplies. All of the requisitions went through the hands of Mr. Moss, working in the Chicago office. He recalls that Mr. Walsh sat beside him the day the railroad was completed and when word came over the wire that the last spike was in place, he ordered the foreman to break out a barrel of beer for the road gang.

Financial complications forced the reorganization of Mr. Walsh's railroad in 1910 under the name of the Chicago, Terre Haute and Southeastern and Mr. Moss transferred his allegiance to The Milwaukee Road when that line became part of the system in 1921. "I have always considered it a lucky stroke when The Milwaukee Road 'adopted' me," he said as he retired.

Dogs and cats fight, men reason.—Chinese Proverb.

The brain is a wonderful organ. It starts working the moment you get up in the morning and does not stop until you get to the office and start dictating.

how are we doing?

	DECEMBER		TWELVE MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS				
for hauling freight, passengers, mail, etc.	\$24,069,318	\$25,661,117	\$268,554,625	\$257,004,624
PAID OUT IN WAGES				
PER DOLLAR RECEIVED (CENTS)	10,878,392	11,040,781	134,460,292	120,896,461
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance	(45.2)	(43.0)	(50.1)	(47.0)
PER DOLLAR RECEIVED (CENTS)	610,894	574,462	7,774,582	7,234,363
	(2.5)	(2.2)	(2.9)	(2.8)
ALL OTHER PAYMENTS				
for operating expenses, taxes, rents and interest	9,039,146	10,909,595	116,250,761	113,702,607
PER DOLLAR RECEIVED (CENTS)	(37.6)	(42.5)	(43.3)	(44.2)
NET GAIN	3,540,886	3,136,279	10,068,990	15,171,193
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars	116,490	127,478	1,585,130	1,595,418
Decrease 1951 under 1950	10,988		10,288	

Lenten Dinners That Satisfy

THE Lenten weeks present a menu problem to every homemaker who must plan meat substitute meals for a meat-eating family. Eggs, cheese and fish are the answer, and highly flavorful replacements they can be. Here are two main course recipes that are taste-satisfying as well as nutritious.

Egg and Cheese Casserole

- 3 tablespoons shortening
- 3 tablespoons flour
- $\frac{3}{4}$ teaspoon salt



- dash of pepper
- 1 teaspoon dry mustard
- $1\frac{1}{2}$ cups milk
- 1 cup grated soft American cheese
- 6 hard-cooked eggs
- 2 cups corn flakes
- 1 tablespoon melted butter or margarine

Melt shortening in top of double boiler; add flour and seasonings and stir until smooth. Add milk, cook and stir until thickened. Add cheese and stir until melted. Cover the bottom of baking dish with the sauce. Cut hard-cooked eggs in half lengthwise and arrange on top of sauce. Crush corn flakes into fine crumbs, mix with melted butter. Sprinkle crumbs over eggs and sauce. Bake in slow oven (300°F.) 10 minutes, or until crumbs have browned. Yields 6 servings.

Asparagus and stuffed tomatoes are recommended to round out the menu. (Recipe by Kellogg's Corn Flakes.)

Scalloped Oysters

- 1 cup soft bread crumbs
- $1\frac{1}{2}$ cups fine brown unsalted cracker crumbs
- $\frac{3}{4}$ cup melted butter or margarine
- 1 quart shucked oysters (or equivalent in frozen oysters)
- 1 teaspoon salt
- $\frac{1}{8}$ teaspoon nutmeg
- speck of pepper
- $\frac{1}{4}$ cup oyster liquor
- $\frac{1}{4}$ cup milk
- $\frac{1}{4}$ cup chopped parsley



Combine bread crumbs, cracker crumbs and butter. Spread half of the mixture in a greased $1\frac{1}{2}$ -quart baking dish. Drain liquor from oysters and pick over oysters to remove any pieces of shell. Place half of the oysters in baking dish over crumbs. Combine salt, nutmeg and pepper and sprinkle half over oysters. Spread half of remaining cracker crumb mixture over oysters, then add remaining oysters and seasonings. Combine oyster liquor and milk and pour over oysters, making a hole with a knife in 3 or 4 places to allow some of liquid to go down to lower layer. Spread remaining crumb mixture over top and sprinkle parsley over crumbs. Bake in 350°F. oven for 50-55 minutes. Makes 4-6 servings.

(Tested in G-E Consumers Institute.)

Washing Care for Nylon

MOST women admit to being puzzled about just what you can and can't do to nylon fabric. Should you put it in the washer? Should you use bluing? Can you bleach nylon? Can you dye it? A recent issue of Better Homes & Gardens magazine answers these questions in the following manner:

Except for extremely sheer fabrics or garments with raw seams, nylons are perfectly safe in the washer, but you should give them the same care you do fine silks or rayons. That means leaving them in just a short time and avoiding the use of extremely hot water.

Any good quality mild soap or synthetic detergent is safe for nylons. The detergents have an edge over soap in hard water. Lightweight nylon articles can be put into the washer with other lightweight fabrics of the same type. The most common cause of damage in washing occurs when heavy articles are tossed in with the nylons—their weight

is likely to put too much strain on seams, bindings, straps and trimmings.

White nylons should be washed separately. A frequent complaint is that white nylons are apt to take on a yellow or pink cast after several washings. This is probably the result of washing the garments in the same water with hoisery. Even when stockings are reasonably fast, the slight excess of dye can be picked up by white or pastel nylons.

Should you use bluing? A bluing rinse helps to overcome yellowness or even the pinkish cast. But don't have the rinse too blue. Be sure to have it completely dissolved and well-stirred before adding the garments. Never let nylon stand in a bluing solution. You can use bluing in the wash water, in fact, recent tests have shown that bluing in bead or flake form, with no soap or detergent added, is excellent for laundering nylon by hand.

If it is thoroughly clean, nylon may be dyed very effectively. Do not boil the fabric, however.



KITCHEN HIDEAWAYS. One and a half room apartment dwellers can disguise the utility features of the kitchenette with a large Venetian blind. A valance at the top, like those on the living room windows, gives it the appearance of another window when it is closed. The matching skirt on the lunch counter (made out of an ordinary little table) covers hideaway storage space below.



DRESS UP for your job as a homemaker...

WHEN you get up in the morning, stop for just a moment and imagine you are a home economist, a purchasing agent, a nurse, a child guidance expert or an interior decorator. Then dress up to your job. For actually, as a homemaker you combine all these talents and more, and if you face the day looking crisp and efficient you'll feel as important as you really are.

That personal appearance reflects your state of mind is a well known psychological fact, but it can also work the other way around. Look good and you'll feel good. If your hair is well groomed and your make-up fresh, you'll feel much better than you would if you let these things go until after you'd finished your chores.

Clothes play a very important role, too. The housedress is no longer the badge of burdensome labors—housedresses today are gay and attractive. Don't make the mistake of wearing out old afternoon dresses while doing housework. Such clothes weren't designed to be worked in and often bind and hamper you. Treat yourself to a few pretty cottons that can be dumped in the weekly wash. Choose designs and patterns that do not require too much fussing over the ironing board. Dresses that open down the front, gathered or tie-on wrap around skirts are built for action and are easy to care for.

At this point you may well ask, "Why should I take all this trouble to look well when there's nobody to see me?" The answer is that it takes no more time to put on a pretty dress than it does a dull one. They both have to be washed, and the dress meant for the job will actually save you laundering and ironing time.

Doing nothing is the most tiresome job in the world, because you can't quit and rest.

February, 1952

Advance Garden Report: New Grass Cuts Mowing Time

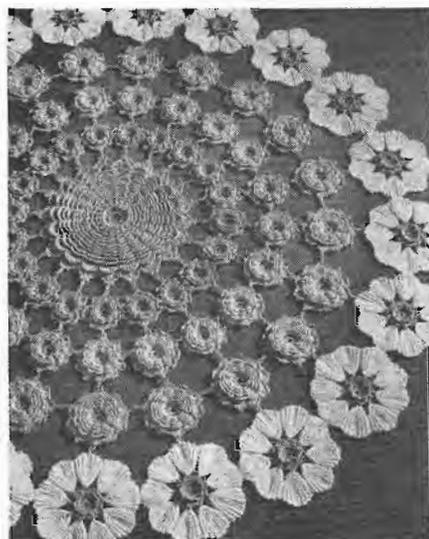
SO THIS was a record winter for shoveling snow! Only six months ago you were working out over a lawn mower, remember? And every week, too.

Then how would you like to find a grass that needs mowing only half as often as ordinary kinds? A grass that stays green all summer, fights off crabgrass and other warm-weather weeds, and disease. It's here, according to a recent article in *Better Homes & Gardens* magazine.

Ask your nurseryman about Merion bluegrass, the new wonder grass dis-

covered at the Merion Country Club near Ardmore, Pa., and developed after intensive research by the Greens Section of the U. S. Golf Association. Tests show Merion bluegrass to be the best grass available for lawns north of a line drawn east and west along the Kentucky-Tennessee border. It also thrives in higher areas of Alabama and Georgia.

Its habit of growth (spreading rather than upright) means it can be left longer between mowings. Except at the height of the spring growth, you can keep Merion bluegrass neat with a mowing every other week. Summer mowings can be stretched to once every three weeks without having grass too thick to handle.



NEW IN CROCHET. Here are two crochet patterns we think our readers will love to make. The doily is worked entirely of flower motifs joined into rings. Flower petals are raised to give an unusual depth to the design. The stole for dress-up is made of lace squares joined together. Pale yellow wool shot through with rayon thread for lustre was used to make it. The direction leaflet includes two other stole fashions. Instructions for making both the RAISED PETAL DOILY and LACE STOLE can be had without charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.

It's an Idea!

When unraveling a discarded sweater, wind the wool around a chair back, tie threads around the bundle in several places, and knot the ends together. Then wash the yarn in warm soapsuds, rinse thoroughly, and lay flat to dry. All kinks will disappear along with the soil, and you'll be ready to start knitting with fresh yarn.

To remove black lettering from sugar and flour sacks, put the sacking in a large pan half filled with water, adding a pint of kerosene and one cup or more of soap. Heat and stir during one day or

overnight, then rinse and put into clean cool water containing a bleach solution. When bags are white, remove them, wash in soapsuds, rinse and dry.

Make molasses Tom and Jerrys for the children on cool evenings—hot milk with a dash of cinnamon and nutmeg, and a tablespoon of molasses stirred in. It's a pleasant road to good nutrition.

Have you ever worn a cloth "bracelet" to catch the soapy water that runs down your hand while washing walls? To make it, wrap a folded strip of old towel around your wrist, using a rubber band to hold it in place.

BITE'S OUT PLEASURES IN



PRINCE ALBERT'S PATENTED* "NO-BITE"
PROCESS INSURES REAL PIPE COMFORT

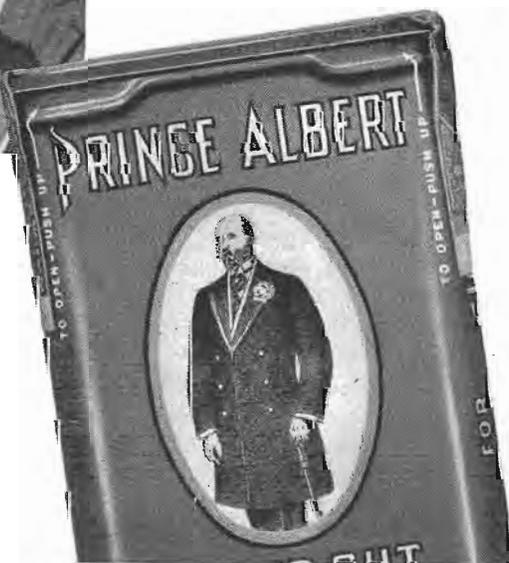


THE NATIONAL JOY SMOKE

*More
Tobacco in
Every Tin*

If you smoke a pipe or roll your own... you'll find more smoking enjoyment in Prince Albert's choice, rich-tasting tobacco, specially treated to insure against tongue bite! More pipe smokers and men who roll their own buy crimp cut, milder smoking P.A. than any other tobacco!

*Process Patented July 30, 1907



MORE MEN SMOKE

PRINCE ALBERT

THAN ANY OTHER TOBACCO

The Milwaukee Road Magazine

about people of the railroad

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Edward R. Egdorf is the new clerk at Rondout, replacing Victor Conrad who is now working in the car department there.

Elmer Anderson, operator at tower A-20, has been ill for some time with asthma. Joseph Stahl has been doing the relief work.

At a recent meeting of the executive committee of the Agents and Station Employee's Association held at Agent Grenning's home in Glenview, it was decided to postpone further meetings until March.

New rails and switches are being distributed by an extra gang along the Division between Wilson and Wadsworth on the westward track and between Wadsworth and Oakwood on the eastward track.

Conductor William Brady is at home at this writing, recovering from an eye operation.

SECOND DISTRICT

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

Fireman Robert Euclide reported that he is the father of a son, Thomas Gilbert, born Jan. 22.

Since our last report we have learned of the death of William LaBrie who suffered a stroke recently, and Baggageman Charles Schroeder who passed away suddenly with pneumonia. Stanley Johnston, retired engineer, died very suddenly; also Joseph Hicks, retired engineer, at Minneapolis.

Understand that Charles Vermullen has been ill.

Ted Peterson has returned to work after having been off for some time.

Engineer Henry Bushey has retired on his pension after many years of service. We wish for him many years in which to enjoy it.

Fireman Warren Nelson was recently married to Edith Novak of Channing.

Engineer Carl Rehfus is ill at this writing.

Carl Matthews, clerk in the roadmaster's office, is sporting a new Cadillac.

Milwaukee Shops

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Sylvester Kowalczyk of the builders store lost his mother on Jan. 5, age 60 years; services at St. Adelbert's Church and interment in St. Adelbert's cemetery.

District Storekeeper Ed Grisius lost his brother LeRoy, age 52, on Jan. 19; services from the Frantz Funeral Home and interment in Arlington cemetery.

Nick Urmanski, retired chauffeur, called at the shops on Jan. 21. Built a nice home in California and returned to move his furniture out there. Will reside at 114 E. Dexter Street,

Covina, Calif., and will be glad to hear from his former co-workers. His daughter, son-in-law and children live nearby. Nick wanted to plant orange trees, but neighbor offered him all the oranges he can eat from yard next door.

The Milwaukee Shops Blood Bank was very low and it was necessary to call for volunteers to replenish it. Arrangements were made on Jan. 8 for the volunteers to visit the Junior League Blood Center and 33 pints were obtained from store department employes; a total of 165 pints from Milwaukee shops. Many employes never realized that this bank is of greater value than money, as it saves lives and overcomes many other conditions. Over \$25,000 has been saved by employes through volunteer donations of blood. Call at the Blood Center and donate to any blood bank—Shop, Legion, Korean, or others. It is urgently needed.

Gladys Butler returned from a 90 day leave of absence visiting her husband with an Air Control Warning Squadron in Maine.

Delbert Flanigan of the district store recently underwent an operation at St. Mary's Hospital. Now at home convalescing, shopping around the corners and watching TV.

Received a two-page summary of life in the Missions Catolica at Bluefields, Nicaragua, from Padre Vidal, OFM Cap, son of Stockman Frank Banaszek of the passenger store. Tells of the suffering and need for toys, religious articles and clothing, particularly men's clothing. To be sent to Padre Vidal, care Missions Catolica, Bluefields, Nicaragua.

Bob Zirkel, 13-year-old son of Al Zirkel, skated in the Southwest Indoor championships in St. Louis two weeks ago and won the juvenile boys' division championship. Bob is a member of the West Allis Skate Club and has been speed skating for six years. He held the U. S. midget boys' division title and also the U. S. midget boys' indoor title in 1950. Since that time he has won championships at Milwaukee, Minneapolis, Elgin and West Allis. His sister Sue, 12, is also a speed skater and has won state championships and midwest honors in the past two years.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Newly elected officers of The Milwaukee Road Service Club freight shop Unit 3 for 1952 are Lloyd Brown, chairman; Francis Byrne, vice chairman, and Tony Tiesl, secretary-treasurer.

Emil Buchholz, steamfitter foreman, has extra duties at home these days due to the recent arrival of a baby grand-daughter.

Speaking of babies, Carman Chester Markowski became the proud father of a boy on Jan. 15.

Donald Dysland, carman apprentice, arrived at work Dec. 31 with a gleam in his eyes and a box of cigars in his hand. The occasion—the stork had arrived at Don's house with a baby girl on Dec. 29, which means he gets some help on his 1951 income taxes.



HIAWATHA HELMSMEN, 1952. A conference between leaders of the Milwaukee Hiawatha Service Club. From left: William Cary, assistant chief clerk in the office of agent, elected general vice chairman for 1952; Oliver Weissenborn, Diesel house office employe, re-elected general secretary-treasurer; Leo Kenney, car department employe, general chairman for 1952; and Joe Reiter, retiring general chairman. The annual election of officers, held Jan. 12 at the Old Heidelberg Gardens on the Port Washington Road, concluded with a dance for the large turnout of members. It was also the occasion for awarding a trophy to Unit 2 for the largest membership in 1951 and to Unit 12 for the largest per cent of increase.



RETIREMENT DIVIDEND. Al Goldsbrough, chief outbound revising clerk in the Tacoma freight office and an old timer among Coast Division employes, is the honored guest at an office party as he retired from service Dec. 31. Agent O. R. Powels is the spokesman here, extending to Mr. Goldsbrough his friends' testimonial gift of a billfold containing currency. Mr. Goldsbrough is anticipating a fishing expedition to Alaska as soon as the weather permits.

Mrs. Joseph Stieber, wife of cabinetmaker, is visiting relatives in Phoenix, Ariz.

Carman Clarence Vander Linden is appreciative of the fact that he has a group of honest fellow employes. He recently lost his billfold in the shop vicinity and it was returned to him via mail four days later. The finder did not leave his name and took a reward of only \$1 for his efforts.

On the retired list at the shops during the past month are: Frank Zaluski, carman helper, who retired Dec. 31 at the age of 70; Andrew Becker, electrician, retired Jan. 2 at the age of 65, after serving 34 years; and Joseph Hebein, cabinetmaker, who retired Jan. 2 at the age of 65, after serving 39 years.

Sympathy is extended to the families of the following: Vincent Olszewski, retired blacksmith, who died Dec. 3; Casper Truppe, carman helper, who died Dec. 21; Peter Mazurkiewicz, laborer, who died Jan. 13; Matt Zlindra, laborer, who died Jan. 14; and Arthur Michi, laborer, who died Jan. 24.

OFFICE OF MECHANICAL ENGINEER AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

Three cheers, a bravo and a hurrah! A "new look" has been added to the drafting room. A cream ceiling, light green walls and light brown baseboard now make it a beautiful place to work in.

Al Groth caught four walleyes recently while ice fishing at Winnebago. Keep a good watch, Al, and let us know when you catch them napping.

Jack Armstrong's Bay View Linoleum team in the Marino 900 League cracked two records in January, hitting 1,033 for high single and 2,899 for high three.

The Milwaukee Road Bowling League sponsored by Fred Ladwig as president at Burnham Bowl has six teams. Leading at this writing are the Pioneers—Frank Balistreri, Ray Carry, Ode Odegaard, J. Ambrose

and Hilbert Koepnick. At present Frank Balistreri is the league king pin. W. J. Carry, Sr., is the league secretary.

Apologies to Harvey Uecher, our photographer. His name was omitted last issue when we mentioned several employes who took last-of-the-year vacations. We thought Harvey was working, and now he tells us he was in Toledo, Ohio, visiting relatives.

Erwin Erdmann and the Mrs. took their vacation late in December and went way out to California. Among the places they visited were Van Nuys, Bear Mountain and, of course, Los Angeles.

Don't be alarmed at that man who's always trying to get into the act on your wrestling TV program on Thursday. That's Clarence "Skinny" Schultz trying to quiet some excited fans. Skinny is sort of a sergeant at arms at the Ron-de-voov wrestling shows. He also keeps our car trucks in pretty good shape, too.

Clarence Hense is serving part of his carman apprenticeship on the drafting board for the next few months. He is the nephew of Frank Hense, welding instructor in the test department.

Dave J. Clark is also "serving time" on the board for the next few months. He is an apprentice from the locomotive department learning to be a carpenter.

Our congratulations and best wishes to H. G. Miller, mechanical engineer, who retired Jan. 31, and to H. H. Melzer, who succeeds him. Details appear elsewhere in the Magazine.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

Uncle Sam's very capable nephew Fred (Pee Wee) Zittel visited his friends in the locomotive department during his 30-day leave from Korea. Fred is a machinist apprentice.

We are sorry to report the death of Henry Wrasse's sister Lillian. Many of the railroad family knew Lillian, as she and Henry were very devoted to each other. Henry is a molder in the foundry and recently completed 50 years of service.

Baby news: Foundry Laborer Jessie James Bey announced the arrival of Kitty Irma on Dec. 20. Foundry Helper Sigmund Miszczak also tells of a baby daughter. Another proud

father is Foundry Laborer Zell Stewart who tells of the arrival of son Carl.

We welcome back Betty Larson after her siege in the hospital. Betty is a steno in the SMP office.

Beverly Trevillian left her appendix at the hospital during the holidays and really feels good about it. Beverly is a former steno from the SMP office and daughter of Harvey Trevillian, assistant chief clerk L.D. general office.

DAVIES YARD

Paul Cook and Alvin Russert are back to work after serving a hitch with Uncle Sam. Merlyn Kruse and John Appenzeller were recently inducted into the armed forces.

Jasper Adamecz and John Kleewein retired recently after many years of faithful service.

There are two new faces in the yard, Garneth Piedt, painter, and Andrew Vavra, carman. Both boys are from the freight shop.

Jack Love and Kenneth Klinger presented their girl friends with diamond rings for Christmas.

Manuel Barba is back to work after being off three months due to an injury received in an automobile accident.

Things are shaping up for the ABCs here in Milwaukee. We are having a match game here from the yard, the air shanty's "Air Jammers" and the "Wreckers."

Foreman Hense is sporting a new land cruiser for comfort on the highways.

Bill Start, foreman at the air line, is leaving us and going on retirement. Along with Bill, Phillip Engl is also on the retirement list. "Goot" luck to both of them.

Coast Division

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

R. A. Grummel, agent at Tacoma who retired Dec. 31, was succeeded by O. R. Powels, chief clerk in the freight office at Tacoma for the past eight years. Mr. Powels is a veteran of the freight department, having started his service at Tacoma in 1912 in the superintendent's office and working in various other offices until 1916. From then until 1922 he handled the export-import business at the docks, with the exception of the period from 1917 to 1919 when he was with the U. S.



TACOMANS HONOR AGENT GRUMMEL. The recent retirement of R. A. Grummel, veteran agent at Tacoma, after almost 50 years of service was commemorated by his associates with the gift of an engraved wrist watch. Shown here presenting the watch to Mr. Grummel (left) is Superintendent J. T. Hansen, with District Safety Engineer H. J. McMahon looking on. Mr. Grummel was Tacoma correspondent for the magazine.



SPOKANE RETIREMENT SCENE. F. B. Beal, who retired recently as chief dispatcher at Spokane, was the guest of honor at this get-together held by Spokane Chapter of the Women's Club in the Union Station club rooms Jan. 8. Some 60 Idaho Division friends were present. Mr. Beal is shown here with (from left) Mrs. Harriet Ashton, chapter president; Mrs. Adolph Carufel, first vice president; Mrs. R. E. Joiner, wife of Mr. Beal's successor as chief dispatcher; and Mrs. J. Z. Ramsey, wife of freight agent. A program of music and dancing was furnished by children of Milwaukee Road families, including the youngsters shown here. From left, Sheryl Sears, Darlene Schmidt, Gale Sears, LeRoy Schmidt and Jane Stewart. (Photos by Agent J. Z. Ramsey.)

Marines in World War I. He is very active in civic and fraternal matters and has cemented many friendships among civic and business leaders of the city.

Fay Clover, who for the past several years was car distributor in the dispatcher's office at Tacoma, has been assigned to the position of chief clerk to agent, Tacoma.

Bob Huntsman bid in the car distributor's job at Tacoma.

E. W. Freeman, retired locomotive engineer on the Olympic branch, passed away recently at the age of 89 in Veneta, Ore.

The Division will be buzzing with activity in the maintenance of way department for the next few months, with two extra gangs of over 200 men relaying the present track between Benroy and Blackriver Junction with 132-pound rail. Relay jobs are also scheduled for the main line in the Cascades and also the National Park line.

I. D. Dobler, who has been a passenger brakeman since 1911, retired last month.

Fred G. Doren, locomotive engineer with a service date of 1909, is retiring from service.

Carl Jacobson, locomotive engineer, wound up his service with the Road Feb. 1, after a railroad record that started in 1909. He is retiring at the age of 63.

Trainmaster Bob Schwichtenberg is back on the job following a siege in the hospital, and is now almost as good as new.

Ruth Phelps' time draft emporium has been brightened up with a "new" second-hand check protectograph, sent here by Paymaster H. D. Fletcher from Chicago. The old one was plastered up with adhesive tape to hold it together.

Charles Benjamin, locomotive engineer who has been retired since 1943, passed away recently at Alhambra, Calif.

We were all shocked at the sudden death of Roy Craig, Sr., Coast Division conductor. He was in passenger service, and taken suddenly ill on the arrival of the train at Tacoma was rushed to the hospital, but passed away the following day. Roy had seen service with the railroad since 1911.

Next to being young and pretty, the best bet is to be old and rich.

February, 1952

SEATTLE YARD

F. J. Kratschmer, Correspondent

Sympathy is extended to Yard Relief Clerk Charley Ingalls who laid his wife to rest on Jan. 7. Mrs. Ingalls had been ailing for the past 10 months.

Clerk Carl (Bus) Wohlers underwent an operation for appendicitis early in January. He is back on the job again, and at this writing is anxiously awaiting a new arrival in his family.

Andrew Cross, B&B carpenter at Seattle, retired Dec. 31 after nearly 43 years of service with the Road. Andy started to work during construction of the West End, on Apr. 1, 1909, at CleElum, and has been continuously employed in the B&B department. He saw the first Milwaukee train that came to the coast. He will retire to his home at 8838 10th Avenue, S.W., Seattle, and as he has never been back East since 1909, he contemplates taking his family for a trip to Illinois and New York soon to visit relatives.

Mrs. Donald Askew, wife of former storekeeper, entered a local hospital the early part of January for an operation. Glad to report she is out now and doing fine.

TACOMA

E. L. Crawford, Correspondent
c/o Agent

We are pleased to report an addition to our force in the person of Fay Clover, who has served as car distributor for the Coast Division for many years. He has been assigned as chief clerk in the Tacoma freight office due to the promotion of O. R. Powels to agent. Mr. Clover is an old time freight house employe and worked in various capacities prior to taking over the work in the chief dispatcher's office.

Depot Ticket Clerk Glen I. Russell and wife had as a recent guest Mrs. Travis E. Watkins, widow of M/Sgt. T. E. Watkins who was posthumously awarded the Congressional Medal of Honor for action in Korea. The parade ground at Fort Lewis was recently named in honor of Mrs. Watkins' husband.

Dorothy Clover, who has been on the extra list the past two years, has been assigned to the switch desk. V. O. Spann, who held that position for several years, has been assigned to chief demurrage clerk. Joe Johnson, formerly chief demurrage clerk, has been assigned to balance sheet clerk, while John Lucchesi who formerly held that position, bid in the job of outbound revising clerk.

John S. Gates, formerly of the outbound revising desk, has been assigned to chief revising clerk on account of the retirement of Al Goldsbrough Dec. 1.

Due to changes in the yard, R. D. LaHatt, who has been employed as baggage clerk, is now working as bill clerk. Frank Bushe, former holder of that position, is temporarily on the expense desk, and Hazel Gottlieb, formerly of the expense desk, is temporarily on the abstract and payroll desk.

Al Buhre, who had been working in the freight house for several weeks, is back on his regular job as checker in the warehouse.

A. Woodward, retired chief demurrage auditor, recently surprised the office force with a visit. He is in good health and enjoying his retirement.

SEATTLE LOCAL FREIGHT OFFICE

Elizabeth Gosha, Correspondent

Jewell Campbell of the OS&D section is getting his family settled in a new home which he recently purchased in the Bryant District of northeast Seattle.

Since the arrival of little Jami Lynn at the home of Mr. and Mrs. J. E. Hanning on Dec. 22, Bert and Genevieve Roberts are great-grandparents, the only ones in the freight office, and we might add, they look entirely too young for the role. Mrs. Hanning is their grand-daughter.

Vera Tuson of the cashier's office has been confined to her home for several weeks because of the temporary impairment of her sight. Maurene McDonald is filling the position of balance sheet clerk until Vera returns to work.

Assistant Agent Louis Weigand was called to Grand Rapids, Mich., in December because of the death of his father.

Sympathy is extended to James Barnes whose wife passed away Dec. 22. Mr. Barnes was employed at the warehouse prior to his retirement in 1946.

Mrs. M. D. Weistaner of the cashier's office has purchased a home in Seattle and will be joined by Mr. Weistaner as soon as they are able to move their effects from Raymond, Wash., where they formerly made their home.

A baby boy joined the Parson family on Dec. 2. He has been named Robert Lee. Bob senior is chief interchange clerk in the local office.

Seattle General Offices

Margaret Hickey, Correspondent
General Manager's Office

Charles G. Lovell, assistant electrical engineer at Seattle, retired Jan. 31. Thirty-five of his associates and friends in the White Building honored him with a luncheon at the YWCA banquet room on that day, and presented him with a Rolleicord camera, photography being one of his hobbies. Mr. Lovell came to the Milwaukee Road from the General Electric Company, Schenectady, N. Y., in 1918 as assistant engineer at Seattle. In 1931 he was transferred to the operating department as general foreman of overhead on the Rocky Mountain Division with headquarters at Butte, and on Aug. 1, 1936 he was transferred back to Seattle as assistant electrical engineer.

Bob Norman, secretary in the assistant to general manager's office, is now in the Navy, assigned to a mine sweeper at San Diego, Calif. His position is being filled by Mrs. Donna Fay Nelson.

Sympathy is extended to Charles G. Hanson, assistant general attorney, on the death

of his mother, Mrs. Alice Hanson, at Enumclaw, Wash., Jan. 27.

Mrs. Leah Oren is the new steno in the industrial department, filling the position vacated by Lois Sprague who has resigned.

Robert Van Gorder, treatment inspector in the purchasing department since 1922, passed away Jan. 31, after a short illness.

Chicago General Offices

OFFICE OF AUDITOR OF CAPITAL
EXPENDITURES

L. J. Hogan, Correspondent

Herbert J. Dow, retired assistant engineer, died at Santa Cruz, Calif., Jan. 18. He had a long and varied career in engineering and construction work. Born at Palmyra, Wis., in 1881, his first employment with The Milwaukee Road was in 1902 when he spent nine months with a party of engineers in the construction of a second main track between Brookfield Jct. and Watertown, Wis. Following a course in civil engineering at Ames College he was employed in surveys and construction for several companies and municipalities until 1907 when he re-entered the service of this company as a resident engineer on the construction of the Puget Sound extension until its completion in 1909, after which he was engaged in maintenance engineering on Lines West until 1913. He was then employed by various mining and construction companies and by the CB&Q until 1928 when he again returned to the Milwaukee where he was engaged in valuation work until his retirement in 1946. He is survived by his wife and son Robert.

The office has received a letter of appreciation from the Rev. William E. Scholes, director of Christopher House, a neighborhood

community center for underprivileged children located near the Fullerton Avenue office building, in acknowledgment of a donation made at Christmas time by the employes of this office who voted to forego the usual Christmas Eve coffee and cakes and to contribute to this worthy cause.

OFFICE OF AUDITOR OF EQUIPMENT
ACCOUNTS

Harry M. Trickett, Correspondent

A bridal shower was given for Margaret Saunders on Jan. 11, and she took her vows the following day with John Plunkett.

Gloria Fabish was honored with a shower Jan. 18, and married to John Williams.

Irv Steger started the year with a fall, resulting in a rib fracture, and on Jan. 29 underwent other surgery; confined at an Elmhurst hospital.

Understood Pvt. George Kullowitch had a four-day leave at Christmas, but time didn't permit us a visit. Expects to have 14-day leave in a few months and will see us before sailing overseas.

Stork showers were given for Sally Gansho on Jan. 4 and Jean (Barucca) Fenili on Jan. 25, at which time they resigned for the big event.

Sympathy was extended to Walter Barthels in the loss of his brother on Jan. 26.

There is a new ring on Marie Scharba's finger, and plans for her approaching marriage this spring.

PASSENGER TRAFFIC DEPARTMENT

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

A recent enthusiastic recruit to The Milwaukee Road Choral Club is George Schwandt of the GPA's office. George is looking forward to lending tenor support to this group in their engagements for the rest of the season, which runs up to summer. The Choral Club, as you know, cuts a wide musical swath hereabouts during the Christmas season, but are you up on what they do the rest of the year? As a matter of fact, they keep in vocal trim through appearances before lodges, church groups and fraternal organizations around town, and have provided the talent for a number of very worthwhile fundraising campaigns. On Jan. 23, for example, the Club sang for the Joyce Memorial Methodist Church. The program which is more or less representative, started off with several



LITTLE "RAILS". March 15 tax deductions in the Milwaukee Road family. Top, from left: Lowene, daughter of Chicago Terminals Switchman C. F. Jensen; Stephen Gene, son of Dispatcher Gene Bowar, Madison, Wis.; and Noreen, daughter of Yardmaster Glen Phillips, Bensenville yard. Left: Karen Elaine and little sister Mary Ann, children of H&D Brakeman John Perpich. Right: Jan, Lynda and Brenda Smith, Marianne and Ronald Boots, and Gerry Keating, grandchildren of Section Foreman George R. Smith, Anamosa, Ia. Jan's daddy is John Smith, section laborer at Anamosa.



sacred numbers, included some Broadway show music, a Slavonic chant, a pair of spirituals in the Fred Waring manner, and a novelty number, "The Syncopated Clock."

Harold Menke, formerly of Mr. Sengstacken's office and now a corporal in the Air Force, writes that he is stationed in an adjutant general's office up in "Seward's Folly"—as he put it. Harold's studious bent, is reflected in the letters he writes, which show an awareness of the geographical setting, climatic conditions and the social life of the nearby townspeople. He reports all this with a pleasant irony and humor that make his letters a pleasure to read.

Three recent additions to the passenger department are: Al Hanley, who is helping out in the PTM's office; Mike Joyce of Passenger Rate; and Bill Rosenberg, who has just joined the Monroe Street force.

Hanley is a recent arrival from the city by the Golden Gate, where he worked for the Southern Pacific in the auditing department. A larger occupational sphere beckoned him eastward. He has a rather off-the-beaten-track hobby. He finishes furniture, mirror and picture frames among other things, in gold or silver leaf. It's a very painstaking type of craft.

Mike Joyce of Passenger Rate has just set aside the olive drab for the second time. Mike, who put in his Army time at Fort Benning (1948-49), was attending college when, as a reservist, he was tapped again for duty. Just out in December, he is currently keeping up his studies (economics) via night school.

Bill Rosenberg recently transferred to the passenger department from our telegraph department, where he had been working for a year or so. Before that he attended Washburne School here in Chicago.

Bill Marsh of the reservation bureau believes in getting an early start on his vacation. He took the family out California way in January and reports they had wonderful days practically the whole time. They managed to elude all that catastrophic weather we've been reading about, and Bill had a fine visit in Los Angeles with Frank Kennedy, who was associated with the Chicago passenger department for many years.

CHORAL CLUB NEWS

Theresa Glasl, Correspondent

Our concert at Joyce Memorial Methodist Church on Jan. 23 was attended by a large and enthusiastic audience. Included in the program were "Oh What a Beautiful Morning" and "Oklahoma" from the popular musical of the same name, the "Syncopated Clock" and "The Orchestra".

The latter is a novelty number in which the chorus imitates the sound of musical instruments. Everyone goes through the motions of tuning up and then the violins sound off with a sweet melodious tone, which is picked up by the *doodly-doodly-det* of the clarinets. This is followed by a ta-ta-ta-da-da-da of the trumpets and the wail of the horns, and at last by the boom-boom of the kettle drums. Each instrument is introduced with a solo part, then all join in a final presentation. The number is amusing as well as unique, and Conductor Glenn Jorian, who has mastered the use of all these instruments, is kept busy.

Out of town guests at this concert included Mr. and Mrs. William G. Lloyd of



PAUSE THAT REFRESHES. Scene at a recent get-together of the general office forces in Seattle who were guests of Seattle Chapter of the Women's Club at a coffee party in the White Building. From left: Mrs. O. R. Anderson, Guy Montgomery, Bob Bigelow, Charles Reynolds, Mrs. R. O. Hawkins (president of Seattle Chapter), B. E. Lutterman, Miss Catherine Hutch, R. C. Sanders, Mrs. L. Wylie, Mrs. Sanders, Mrs. C. A. Peterson and Mrs. E. M. Marx. Mrs. Sanders was chairman of the affair, with Mmes. Wylie, Peterson and Marx assisting.

Little Valley, N. Y., the parents of Evelyn Stoll, a member of the club, and Mrs. R. M. Burdge of Logansport, Ind., guest of pianist Alma Matthies.

Concerts are scheduled at Albany Park Methodist Church on Feb. 6, Endeavor Presbyterian Church on Feb. 20 and the First Methodist Church of Irving Park on Mar. 4.

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Wedding bells rang Jan. 12 for Lillian Mozinski of the material bureau who was married to Morton Michael, and for Ruth Ladwig, formerly of the paymaster's bureau, and Mike Schlee, paymaster's bureau.

Pat Watts of the "comp" bureau received a lovely engagement ring from John Maday Jan. 18.

Birdene Warner, formerly of the shop time-keeping bureau, gave birth to a baby boy Jan. 9. Don Carlson, of the B&V bureau, became the father of a girl Jan. 28.

Recent office visitors were Felicia Steffens, Pat Johann, Ray Blumenthal, Ed Sass and Eddie Villella.

We are sorry to report the sudden death of Ray Blumenthal's father and the father of Marie Tuemler, general bureau.

Frank Krause, of the audit section, left for the armed forces Jan. 23.

Hank Zimplemann of the B&V bureau underwent an emergency appendectomy Jan. 28. He is at St. Therese's hospital in Waukegan at this writing.

E. J. Belzer, former head of the payroll bureau died suddenly of a cerebral hemorrhage Jan. 4. We extend our sympathy to his family.

Installation ceremonies for new officers of Fullerton Avenue Chapter of the Women's Club were held Jan. 8 in the club rooms. Lillian E. Barry was installing officer, with Mary Maney assisting. The list of officers for the coming year is as follows: president, Norma Gunderson; first vice president, W. D. Stuebner; second vice president, Kittie McCants; third vice president, Mrs. Borgeson;

treasurer, Viola Zechlin; assistant treasurer, Anna Nasheim; recording secretary, Christine Steggers; assistant secretary, Grace Grall; corresponding secretary, Margaret Goodman; assistant corresponding secretary, Amanda Klank; historian, Mayme Hopkins; constitution and bylaws, Mathilda Nauheimer. The following were chosen for chairmen: good cheer, Ethel Block; assistant good cheer, Emily Dougherty; ways and means, Mrs. J. Browne; social, Mary Smith; refreshments, Ella Grobe; publicity, Cecelia Mansfield; house and purchasing, Olga Thall; assistant house and purchasing, Bernice Gerth; auditing, Theresa Zopf; receptionist, Lillian Hutchins; Galewood, Mae Graney.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

Nathan E. Smith, assistant engineer in the office of B. J. Ornburn, has joined the F.O.P.P. (Fraternity of Proud Papas). A daughter, Deborah Lynn, was born to "Smitty" and wife Anne on Jan. 14 at West Suburban Hospital, Oak Park.

Smitty also informs us that he had a letter from Lt. Col. Richard J. Coffee, formerly division engineer at Terre Haute, now stationed in Tokyo and points far east. Apparently the colonel has not been receiving *The Milwaukee Road Magazine* and he asks that we send him copies. That will be a pleasure, colonel, and we'll surely see to it that you get your copies regularly from now on. Incidentally, why not drop a line to this correspondent and let us know how things are with you. I'm sure your friends would like to hear about you. We will also furnish the colonel's address to anyone who would like to drop him a line. If any other serviceman or pensioner who is not getting the magazine, will let us know, we will also see that it is sent to that party forthwith.

Raymond C. Rust, automotive engineer in the office of C. E. Morgan, superintendent of work equipment and welding, was hospitalized for surgery Jan. 20 at Elmhurst Hospital. According to reports, he will probably be

laid up about three weeks.

Joe Kopec, bookkeeper in the office of W. G. Powrie, chief engineer, has returned to work after being hospitalized for about two weeks at Norwegian-American Hospital.

Harold M. Taylor, formerly designing detailer for Ed Burch, bridge engineer, has left the service of the company to take a responsible position in the chief engineer's office of the Pure Oil Co.

While conversing with Donald Ray Gabel, the new draftsman in the bridge department, and getting a little of his background, the following story came to light. It is one of those episodes that bear out the fact that "It's a small world after all." Don is a veteran of World War II, with five and a half years of service, nearly three years being spent in the Pacific Theater. He was a member of the 1st Cavalry Division and helped liberate the people incarcerated in the infamous Santo Tomas prison at Manila in 1945. After returning to the U. S., he attended Western Illinois State College until, as a member of the Reserve, he was recalled to service in 1950. As a staff sergeant he was sent to Fort Sheridan and remained there until discharged in November, 1951. So now the story begins:

While stationed at Fort Sheridan he met a soldier named Walter Farnes, member of a family which had been in the Philippine Islands prior to Pearl Harbor. The family consisted of four sons and two daughters and Mr. and Mrs. Farnes, Mr. Farnes being a broker in Manila. When the war started, one son was in the U. S., and another had gone to Canada and enlisted in the Royal Canadian Air Force. During the Japanese occupation Mr. Farnes was killed and the balance of the family was interned in the Santo Tomas prison. They were held there until 1945, when the surviving inmates were liberated by U. S. forces. The Farnes family eventually came to the U. S. and Walter enlisted in the Army in 1948 and was sent to Fort Sheridan. After he met Don Gabel they became fast friends, and a short time later Don met Constance Farnes, Walter's sister and one of the internees. Can you guess what happened? Correct; in October, 1951 "Connie" became Mrs. Gabel, and they are very happy. Why all this, you say? It just bears out the fact that "It's a small world after all."

Here is another interesting little anecdote: Raymond J. Smith, supervisor of motor cars at Tomah, bagged a fine 12-point buck at 7:15 A.M. last Nov. 17. It happened "this away": Ray devotes a lot of time to extra gang equipment on the railroad and apparently this pays off, as two spiking machine set off the track about a mile and a half west of Tunnel City were quite helpful in bagging the deer. Ray was on the top of a rock cut and spied the deer coming out of the woods near Rail Mill Superintendent Hilliker's farm. It headed across the Milwaukee tracks. Mr. Smith was too far away for a shotgun firing slugs, but here's where the spiking machines came to the rescue. The deer, on seeing the machines, changed course and headed straight for Mr. Smith. Taking careful aim, Ray fired into the deer's shoulder and the slug, coming out the side, broke a back leg and it stumbled into the snow. The deer scrambled up and tried to get away. Ray ran after him, firing another shot, but the snow being deep, he tripped and fell head first into the snow, at

the same time he dropped his gun and lost his cap. This last was almost a catastrophe. In the next 20 seconds he had to scramble to his feet, get the snow out of his eyes, clean the snow out of his gun and find his cap. The cap was a vital necessity, as the weather was real cold and Ray's hair is a bit on the "thin" side. However, he accomplished all these maneuvers and plunging after the deer fired the shot that put the magnificent buck down for the count. Ray intends to have the head mounted.

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Mary Lou Johnson and Carl Burgeson were married Feb. 2 at St. Nicholas Church, Evanston, Ill., followed by a reception in the evening at the Evanston Legion Hall.

Dorothy and Frank May are the proud parents of a son, Frank Walter, born Jan. 15. Marie and Jack Schultz are also very proud of their son, Donald Edward, born Jan. 18.

Joan Berns has resigned to live with her parents in Florida.

Rita Getty has taken a furlough because of ill health. Hank Koretke is back on the job after an enforced rest. Juanita Chambers fell and broke her wrist but is getting along fine now.

Stella Murphy drove to Florida with her sister and brother-in-law, intending to stay in and around Miami. Bob Rinaldi went to New Orleans for the Mardi Gras.

Roy Tiedje stopped in for a visit; said he thought he would be back Mar. 1.

Our star bowler, Ed Rumps, rolled up a total of 697 in a recent tournament, which gives him a chance to come into some top money.

Jack Stowell has resigned to go into the accounting business with his father.

AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

J. Harold Grove, rate clerk, and Frank E. Green, claim investigator, have both returned to work after being absent for several months due to illness.

J. F. Hogan, chief station accountant, spent his recent vacation in Seattle visiting his mother.

T. G. Skehan, PU&D clerk, enlisted in the Air Force and was inducted Dec. 27.

Sympathy is extended to Frank E. Carr, rate clerk, on the death of his sister.

Cpl. Bernie Rausch paid us a visit while home on furlough recently.

Mrs. Normalie Cerrone, formerly employed in the station accounting division, announced the arrival of a daughter, Kimberlie Louise, on Jan. 3.

Mr. and Mrs. James G. Aiello are rejoicing over the birth of a baby girl, Lucille Angela, born Jan. 4.

Mrs. M. B. Haley of the central station accounting bureau and Frank T. Poprawski of the suspense bureau have both taken a leave of absence.

We welcome Miss D. Wanst and W. Frank to our central station accounting bureau, W. F. Kiehl and B. G. Welzant to the record room force and John J. Komurka to the traveling auditor's staff.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Bill Enthof's recording bureau has been modernized with a completely new claim filing system equipped with "roller coasters," revolving tables and well upholstered chairs. These additions make it possible for the recording bureau to handle claims faster and with greater efficiency.

Leonard and Eloise Palla are the parents of William Herbert born Jan. 21. Candy distributed by "Len" was greatly enjoyed by everyone.

Gus Pearson announced recently that he is now an uncle for the third time.

Our sympathy is extended to Dorothy Zaddock on the death of her beloved sister.

Ethel Haynes and Art Slider vacationed recently in the balmy climate of Florida.

Kay Samar dropped in for a visit recently. Understand she is finishing school shortly.

Elmer George is very proud. Cheryl Lynn has two teeth. That's quite an accomplishment in six months.

Sgt. Robert A. Schlucter seems to be getting along well in Georgia and expects to move closer to home soon.

I & S M Division

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

Ed O. Post, retired B&B foreman, passed away Jan. 28. A son Clarence is employed as pump repairer at Madison, S. D.

Congratulations are really in order for Mr. and Mrs. E. H. Baarsch (fireman, Austin) on the birth of a daughter Jan. 1. She has the distinction of being the first baby



A VETERAN RETIRES. Assistant Engineer M. A. ("Mike") Bost who retired Jan. 31 is presented with a set of matched luggage by Division Engineer F. F. Hornig at a farewell party at Mason City Jan. 19. Mr. Bost started with the Road as a chainman on the old River Division shortly after graduating from the University of Minnesota in 1906. He is a veteran of construction work on the Coast line and prior to his retirement was in charge of track relocation at Chamberlain, S. D. The party was attended by approximately 75 Milwaukee Road people, including the family of his son Bob, an assistant engineer in the office of assistant chief engineer-structures, Chicago. (Mason City Globe-Gazette photo.)

born in Mower County in 1952 and will receive numerous gifts from various merchants, dairies, etc.

After 53 years of service, Conductor William R. "Sappy" Smith decided on Jan. 15 that it was time he had a real vacation and applied for a retirement annuity. Bill's friends and co-workers wish him many happy years of retired life. He will occupy his time with fishing, golf, gardening, and locating a future home in St. Petersburg, Fla.

Tom Burke, agent at Albert Lea, spent the week-end of Jan. 12 in Chicago, visiting his mother who suffered a severe heart seizure. He reports she is recovering nicely.

John W. Santers, retired pump repairer, has sold his home at Madison, S. D., and has moved to Dubuque, Ia., for the future.

Ben W. Bast, former cashier and extra clerk at Madison, S. D., passed away Dec. 26.

Harley C. Langdon died in a hospital in Colorado, where he was recuperating from wounds received in action in Korea. Harley worked as clerk and special officer before entering military service. His father, H. C. Langdon, Sr., who was employed as warehouse foreman at Faribault prior to his retirement, passed away suddenly on Jan. 14 after receiving notice of his son's death, and a double funeral was held for them.

Congratulations are in order for Switchman H. Q. Cochlin and wife on the birth of a son Jan. 5.

Employees who received their "greetings" from Uncle Sam are as follows: H. M. "Mike" Cochlin who left for duty with the Marine Corps on Jan. 7, and Norman B. Hildestad who entered Army service on Jan. 15.

R. D. Fahler, who had been on leave of absence, returned to work as agent at Ridge-way, Ia., Jan. 14.

A recent article in the Austin Daily Herald read as follows: "Capt. Warren P. Pauley, son of Mr. and Mrs. Peter Pauley, (engineer, I&SM First District who was also a captain in World War II) recently received his eighth Oak Leaf Cluster for meritorious achievement in Korea. Also the recipient of the Silver Star and an Air Medal, Captain Pauley reports to Ft. Leonard Wood, Mo. He served in Korea 12 months piloting a light liaison plane and was transferred to Japan Aug. 6 and returned to the United States Oct. 2, spending his leave in Austin with his wife and parents and in Alabama with his wife's family." Engineer Pauley has two other sons who are making names for themselves in the Air Corps.

I & D Division

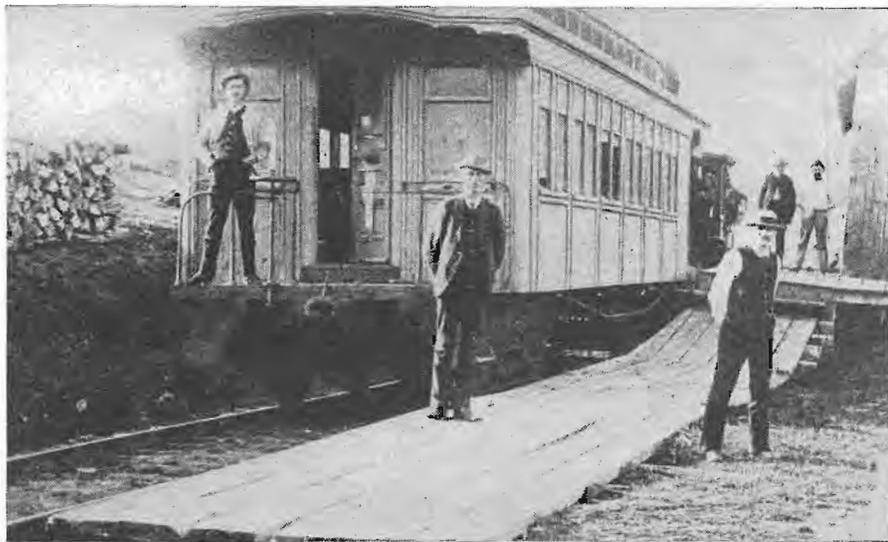
Karen B. Rugee, Division Editor
Superintendent's Office, Mason City

A new arrival at the Bill Lyddon home is Jan Wendee, born Dec. 30. Bill is employed in the engineering department at Mason City and Jan is the first child.

Sympathy is extended to Conductor Leo D. Mather, whose wife passed away Jan. 5 at Mason City following a long illness, and Frank Ryan, retired switchman at Mason City, whose wife passed away Jan. 22.

Mr. and Mrs. Walter G. EauClaire are the parents of a daughter born Jan. 25. They have two other children, a boy and a girl. Walter is employed in the car department at Mason City.

Funeral services were held in Mason City



OF OTHER DAYS. Early equipment on the Ontonagon & Brule River Railroad, a predecessor line of The Milwaukee Road in Michigan. The railroad was built in 1881 and acquired by the Milwaukee in 1893. The picture is owned by the Very Rev. E. A. Batchelder of Lake Geneva, Wis., a collector of railroadiana.

for Mrs. Charles Craven, widow of retired engineer, who passed away at Long Beach, Calif.

R. H. Conrad, DF&PA, and his wife have returned from a vacation trip to Chicago. They also visited Mr. Conrad's parents in Cedar Rapids and their son Bob in Pochontas.

Engineer E. A. Walter and his wife are vacationing in the South and Southwest. They expect to travel through 20 states, with a trip into Mexico.

Conductor Al Kirby and Switchman Bill Hart are making a tour of the South and Southwest by auto. If these southern gals are all they are supposed to be, wonder how much of the scenery Al and Bill will actually see.

New daughters have arrived at the homes of Leonard L. and Merrill C. Balek. There are two boys in Leonard's family and four boys in Merrill's family to welcome the baby sisters.

Conductor Lyell H. Holmes and his wife are vacationing in California at this writing.

Grace Moran, stenographer in D.F.&P.A. office, Mason City, is still confined to her home due to illness.

Conductor Edward G. Larson retired Dec. 1. Mr. Larson was employed as a brakeman Sept. 10, 1904, and promoted to conductor Oct. 13, 1909. In later years considerable of his service has been as a passenger conductor.

E. W. Winn has taken over the agency at Jackson Junction, Iowa. He was formerly employed as operator at Calmar.

Engineer Lou Walter celebrated his 65th birthday Jan. 26. Says he wants to work one more year so he can get in his 50 years of service.

Don Woodhouse, who is taking his basic training at Fort Knox, Ky., spent the New Year holidays with his parents, Mr. and Mrs. D. W. Woodhouse.

Worry is like a rocking chair. It will give you something to do, but it won't get you anywhere.

SANBORN-RAPID CITY

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

W. A. Peterson, a long time agent at Sheldon, is the new agent at Parker, S. D.

H. M. Davis is relieving at White Lake while Agent Hopkins is ill.

Conductor J. Robert Quass is getting along fine after a three-week stay in the hospital for an operation.

Oscar Andres, retired engineer at Mitchell, passed away Jan. 22. He was the possessor of a "gold" pass for 50 years of service with the Road.

Conductor T. J. McComish of Mitchell and George Soper are ill at this writing. We trust the boys will be up and out again soon.

B. J. Kirby is the new warehouse foreman at Rapid City.

SECOND DISTRICT

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

Bruce Bryant, telegraph operator now in military service, was at home on leave before going overseas. We hear he was the honor student in his graduating class at CIC school in Baltimore. We understand this is a very difficult course and many are not able to complete it, so to have finished at the head of the class is definitely a subject for congratulation.

It's a girl at the R. J. Harrisons, born Jan. 11.

Passenger Brakeman Frank L. Anderson and wife are taking an extensive southern and western trip, and from the cards received, they are really enjoying themselves.

Elmer and Mrs. Weiland are enjoying a trip to California. The Herman Mahnkkes are also on an extended western trip.

Conductor W. H. Bever and wife have returned from a trip through the East.

Mrs. Frank Work, wife of brakeman, is seriously ill in a Sioux City hospital at this writing.

Word has been received that Perl Lackey, retired engineer, has purchased a four-unit apartment in Bixby Knolls, Long Beach.

O. Erickson, retired engineer, and wife, have visited other retired SC&D folks in Long Beach.

Floyd G. Barr, veteran agent of Colman, S. D., who has been retired since 1947, sends the following greeting from Tucson, Ariz., to his old friends on the I&SM Division: "Friendship is one of the greatest compensations of living", he writes. "A friend cheers you in your triumphs, lends solace in your sorrows. A friend demands nothing, gives everything cheerfully. He shares his life with you, so that your life is more complete. As the new year begins, one remembers one's friends, both near and far. I hope that for you there will be happiness and sunshine and the warmest wishes that friend can extend to friend." Mr. Barr's address is Close-Inn Courts, 1521 S. 6th Avenue, Tucson.

Section Foreman William T. Clarke of Fedora, S. D., retired Dec. 15. He had been employed by the Road since 1909 and as foreman since 1912. With the exception of five years when he was at Bradley and Naples, all of his service was at Fedora. Will is well known in his part of South Dakota, as he came to Fedora in 1906 as a young man with his parents, Mr. and Mrs. William T. Clarke, Sr. He has made his home there nearly all of his life. At the present time he owns the former Prindle house, where he will spend his leisure time gardening and taking care of the lovely grounds.

Trans-Missouri Division

WEST

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

Miles City Service club elected the following officers to serve for 1952: J. D. Wagner, chairman; L. H. Rabun, vice chairman; Dave Shank, treasurer; and D. B. Campbell, secretary. The following new members were selected for the executive board: Sam Swanson, R. W. Middleton, Al Kelm, M. F. Gudmundson and Jack McCourt. Hold-over members of the board are J. D. Hilderman, D. C.

O'Brien, S. W. Nelson, Sam Leo and H. E. Holm.

At its January meeting, Miles City chapter of the Women's Club installed the following officers: Mrs. L. R. Kirchoff, president; Mrs. Ralph Jensen, first vice president; Mrs. Frank Spear, second vice president; Mrs. Darrell Goodspeed, treasurer; Mrs. L. H. Rabun, secretary; Mrs. S. E. Moss, corresponding secretary; Mrs. Custer Greer, recording secretary; and Mrs. E. B. Walters, historian. Committee chairmen appointed for the year were Mrs. J. T. Hayes, social; Mrs. A. W. Wickersham, constitution; Mrs. O. H. Bethke, welfare; Mrs. Duncan Finlayson, good cheer; Mrs. Ed Gale, ways and means; Mrs. John Gray Jr., membership; Mrs. Howard Sweeney, program; Mrs. S. E. Moss, refreshments; Mrs. C. H. Richards, publicity; Mrs. V. Cotton, auditing; Mrs. C. Shine, housing; Mrs. P. Leo, safety; Mrs. Vern Jones and Mrs. James Certain, telephone.

Mrs. Mary Catherine Cobb, wife of Conductor George F. Cobb, passed away Jan. 4 at a Miles City hospital after a long illness. Born Sept. 25, 1873 in Beaver Dam, Wis., Mrs. Cobb was married Mar. 2, 1897 in Milwaukee. The family moved to Ryegate, Mont., in 1909 and the next year came to Miles City, which has been their home ever since. Mrs. Cobb was past president of the Woman's Club, Milwaukee Women's Club and Emanuel Guild of the Episcopal Church. Funeral services were held at the Episcopal Church and the body was taken to Beaver Dam for interment. Mrs. Cobb is survived by her husband and two of their five children, a son, Sherman, of Miles City, and a daughter, Mrs. Martha Steinmetz; also two brothers, and two grandchildren.

Paul Biedrzycki has returned from reserve duty in the Navy to resume work as roundhouse clerk at Miles City. He was called back into service in September, 1950 and was most recently employed in transport service.

Miss Sally Marie Falkner, daughter of Mr. and Mrs. W. H. Whittier of Billings, Mont., and grand-daughter of Mrs. R. M. Douglass of Miles City, became the bride of William R. Shapton of Renton, Wash., in New York City, Dec. 28. The ceremony was read in the chapel of the Riverside Church. The couple

honeymooned at the Pierre Hotel in Bermuda. They will make their home in New York.

Mrs. Nellie Wagner died at the home of her daughter, Mrs. Maurice Smith, in Miles City, Jan. 23. Mrs. Wagner was born Mar. 16, 1876 and attended school in Montreal, Canada. After her marriage to Robert M. Wagner they came to Miles City in 1918 to make their home. Her husband, who preceded her in death in 1946, had previously retired from service on the railroad. Requiem Mass was said at the Sacred Heart church. Survivors include six daughters, Mrs. Frances Rodgers of Wayzata, Minn., Mrs. W. H. Kelly of Chambersburg, Pa., Mrs. Ted Erickson of San Diego, Mrs. Gerald Brower of Seattle, Mrs. Robert Ilsley of Great Falls, and Mrs. Maurice Smith of Miles City; two sons, Paul of Portland, Ore. and J. D., chief clerk to the division storekeeper at Miles City; and 19 grandchildren.

Earl Winther who was recently displaced at the roundhouse office at Miles City is the new clerk of the car department, replacing Jack McCourt who resigned.

Mr. and Mrs. L. V. Hinricks and their children, Gary, Wayne, Billy and Kay, recently returned from a month's vacation tour by auto. They traveled to the Atlantic seaboard where they visited Washington, D. C. and enjoyed the sights. After stops in Virginia and other southern states they traveled to Key West, Fla. Their return route took them to New Orleans, west to Texas and after a side trip to Mexico, home by way of Colorado Springs. We still had winter waiting for them.

Robert C. Lynam, service station operator and son of Baggage man Jim Lynam, was named the "Outstanding Young Man of the Year" by Miles City's Junior Chamber of Commerce for his work in helping to found and organize the Miles City Rural Fire Association. Bob is president of the organization for a term of three years. It was largely through his efforts that the fire association was able to purchase a new truck and with subscriptions and voluntary labor was able to equip it fully. The unit extends fire protection to the surrounding suburban and rural area.

Iowa Division

MIDDLE—WEST—DES MOINES

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

Conductor and Mrs. Carl Vodenik have a new grand-daughter born recently to Mr. and Mrs. Thomas Vodenik at the Lutheran Hospital in Des Moines.

Frank Keith, retired engineer, passed away Jan. 25 due to a heart ailment. Services were held at Perry and his remains were taken to Pomona, Calif., for burial.

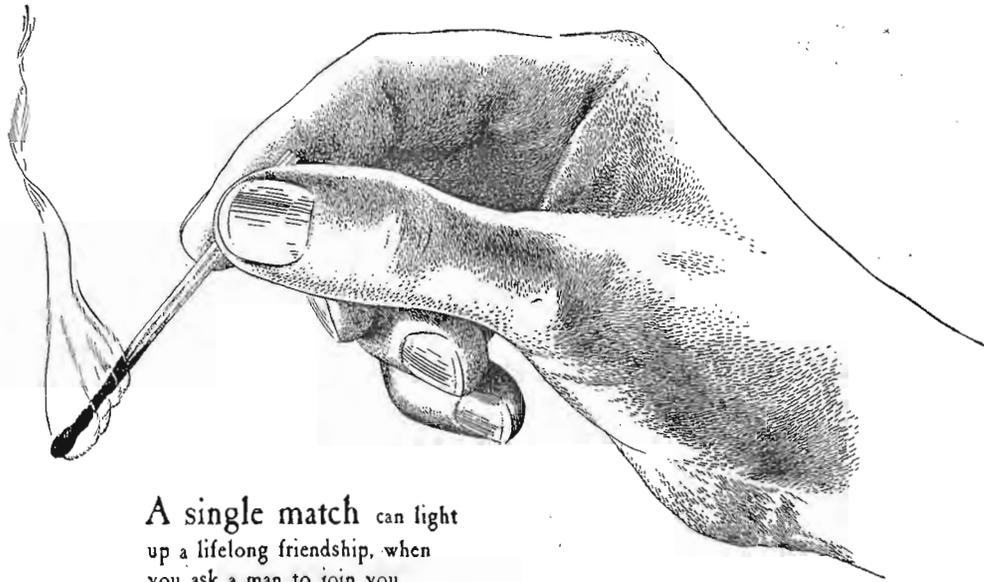
Cashier Don Dollathide was a patient at the Kings Daughters Hospital where he was treated for an eye infection. He is convalescing at his home at this writing. Glenn Guinn is assuming the duties of cashier during his absence.

Mrs. Ray Teasdale, wife of janitor-baggage man, is convalescing at home following surgery. Her condition is much improved.

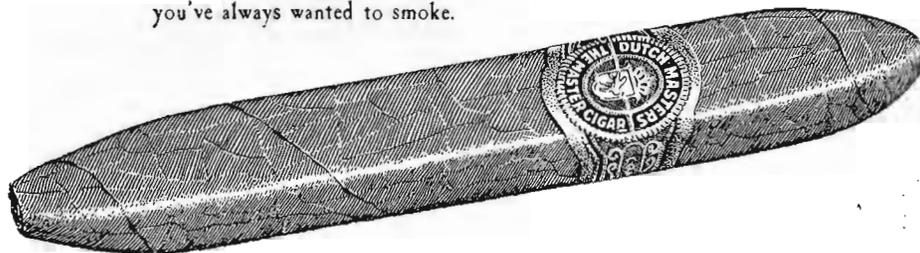
Frank Dow, retired conductor, was a patient at Mercy Hospital, Des Moines, following a heart seizure. He is staying at the



RETIRED RAILROADERS' DINNER. Scene at a recent dinner party given by Sanborn (Ia.) Chapter of The Milwaukee Road Women's Club for the town's retired railroad people. The honored guests shown here are, front row, from left: Mmes. N. S. Pippinger, Bertha McCullen, Dick Leemkuil, Alice Dick, Chris Leemkuil, Charles Glazier, William Pippinger (of Milford), Robert Whalen. Standing, from left: Conductor N. S. Pippinger, Baggage man Dick Leemkuil, Engineer Chris Leemkuil, Margarite Glazier, Engineer Robert Whalen, Conductor George Foote, Mrs. George Foote, Conductor A. K. Foote, Mrs. A. K. Foote and Conductor William Pippinger. With the exception of Conductor Pippinger, all of the men have worked out of the Sanborn terminal.



A single match can light up a lifelong friendship, when you ask a man to join you in a Dutch Masters — the cigar you've always wanted to smoke.



Dutch Masters Cigars

2 for 25¢ and up

home of his sister in Des Moines until he has recovered sufficiently to return to his home in Perry.

New on the retired list are Conductors Joe M. Reel, H. A. Boisen and W. R. Prettyman. Their friends wish them a long and pleasant retirement.

Mrs. Bert Cline, wife of engineer, is convalescing at home following treatment at the Kings Daughters Hospital.

William Simpson, retired conductor, and wife have been advised that they are now great grand-parents, a daughter having been born to Mr. and Mrs. Charles Cooper of Utah.

Congratulations to Engineer Henry Theulen who was recently married. Mrs. Theulen is from Savanna, Ill.

At the Jan. 13 meeting of Perry Chapter of the Women's Club, it was decided to divide the voting members into two teams, the Olympians and the Hiawathans, and a contest will be held for three months to see which group will turn out the most new members at the regular meetings. Mrs. James McClellan heads the Olympians and Mrs. Harold Shipley the Hiawathans. In April a dessert luncheon will be served to the winning group. The membership committee, headed by Mrs. Pat Ryan, has been advised that if it exceeds the quota of last year's enrollment of more

than 500, a turkey dinner will celebrate the occasion. The committee has been pledged support by John Phleger, Don Loftus, Tom Hanlon, Darrell Fisher, Everett Evans, J. D. Shea and Darrell Emerson.

EAST END

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

Edward Mullaley, chief telegraph operator in the Marion office who underwent surgery at the University Hospital in Iowa City Jan. 7, was recently removed to Mercy Hospital in Cedar Rapids. His son, Cpl. Michael E. Mullaley, with the armed forces in Germany, has returned home because of his father's critical illness.

P. J. Strennen was appointed to the position of yard clerk in Cedar Rapids Jan. 2.

On Dec. 28 Clifford Barnes retired from the position of carpenter in the bridge crew which he had held since May 22, 1923. He and Mrs. Barnes are sojourning in California for the winter.

Ticket Agent Charles Rowe, Marion, was off duty for several weeks because of illness. He was relieved by W. K. Allen, relief agent.

Section Foreman E. Huston and wife of Oxford Junction left Jan. 10 for Seattle. They will continue down to the coast to spend some

time in California before returning home.

S/Sgt. Edward E. Failor, son of Time Revisor W. E. Failor, was discharged from the Air Force Jan. 12 and returned to his home in Marion. He had been stationed at Scott Field, St. Louis.

Cpl. Richard L. Wink and wife recently spent a 10-day vacation with his parents, Pump Repairer and Mrs. E. L. Wink, in Cedar Rapids. Richard is in the Army Air Corps and is stationed at Manassas, Va.

At present M. J. Marchant is working the position of first trick operator in the Marion office; W. K. Hodgson the second trick and G. L. Straubinger on the third trick. Claire Behlings is working second trick at Cedar Rapids.

James Houstman, swing operator at Cedar Rapids, has his summons to go into service Feb. 11.

Ralph R. Mills and wife visited at Emmetsburg recently. Their daughter Rosamond is a grade teacher in the public schools there.

L. D. Smith, 76, retired locomotive crane engineer, died at his home in Marion Dec. 24 after a long illness. He is survived by his wife; three daughters, Gladys Ballard, Hazel B. and Marguerite; a grandson; and two brothers.

George Hennessey, retired roundhouse foreman, with his wife left for Los Angeles Jan.

LOCOMOTIVE:

FEED WATER HEATERS
(The Locomotive Water Conditioner)
BLOW-OFF EQUIPMENT
COMPRESSED AIR
RADIATION

(ALL-Cast Directional Finned
Aluminum Elements)
For
Interstage or Final Cooling

UNIT HEATERS

WILSON ENGINEERING
CORPORATION

122 So. Michigan Ave., Chicago

CARTER BLATCHFORD, INC.

80 E. JACKSON BLVD.
CHICAGO

RAIL JOINTS

Reformed and heat treated
to meet specifications for
new bars.

Still Greater

PROTECTION
for CARS and LADING

CARDWELL WESTINGHOUSE
FRICTION DRAFT GEARS

to absorb horizontal shocks
CARDWELL FRICTION BOLSTER
SPRINGS

to absorb vertical and lateral shocks

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

17. They will spend the remainder of the winter in Santa Barbara, Palm Springs and other California points of interest.

George A. Crabb, retired passenger and ticket agent, left recently for a warmer climate, heading for California for the winter.

Mrs. F. W. Houston, wife of retired general agent, had the misfortune of having a street car run over her leg in New Orleans where they are now living, but is recovering nicely and is up and around now.

COUNCIL BLUFFS TERMINAL

Floyd Parrack, Correspondent
East Yard Office

Switchman Ed McGill has hung up his lantern after 28 years at the Council Bluffs yards and has retired. He now will be able to travel wherever he pleases, to visit with old friends, or just sit back in his easy chair. Yes, think of the years he spent pounding the cinders, pulling pins, giving signals, hopping on and off box cars, on and off cabooses. Ed liked his work and he did it well. Red Underwood and Al Milbourn, on behalf of the switchmen, presented Ed with a handsome cash gift.

I understand Carman Nels Jensen's son, Nels, Jr., will be leaving for the Navy in the very near future.

Among the changes in the clerical personnel at the east yard office are the following: Frank Adrian, third trick clerk, now switching clerk at the freight house; Kenneth Marshall, now on the third trick, replacing Adrian; Bob Cronin, a new clerk, on the outside third trick job.

Dan Peters, top scorer for the Council Bluffs Blue Flames, now has the third trick operator's job regular. Former Operator Rungee is now at Coon Rapids. Herb Bode, who was on the extra board, now holds the relief job at Council Bluffs. Herb moved his family and trailer to Council Bluffs.

Every once in a while you run into a fellow who must have been born just plain lucky. Carman Bill Russ here at Council Bluffs is one of those fellows. Bill is a hunter, and during the pheasant season he shot quite a few birds. As if that was not enough good luck, he entered one of the tail feathers in a contest for long tail feathers that was sponsored by one of the Omaha radio stations. You guessed it, Bill's entry was the longest, and he is now the proud owner of a new shotgun and carrying case.

We are sorry to report the illness of Switchman Hollingsworth, and hope his stay in the hospital will not be long.

The new compressor house at the east yard is nearing completion, and I understand it will be in full operation very soon.



50-YEAR PARTNERS. George Reese, retired H&D Division Engineer, and Mrs. Reese who recently celebrated their golden wedding anniversary. George points out that after 50 years of sticking it out together, they are still smiling.

H & D Division

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

Marie Porter, agent at Westport, is in Texas at this writing, enjoying her vacation. She is being relieved by M. H. Heiser.

E. Mutschelknaus has been appointed agent at Virgil, S. D.

J. Huben was appointed agent at Milbank, S. D., following the death of C. W. Mayer.

L. K. Koffler is appointed agent at Big Stone City.

After many years of faithful service, Jim Thornton has retired. Jim was conductor on the West H&D for over 35 years. It is hoped he will have many years of "taking it easy."

Conductor and Mrs. Ed Chamberlain have returned from a month's vacation down California way.

Conductor and Mrs. Jack Allgier are California bound at this writing.

After more than 25 years of railroading, Chief Dispatcher R. D. Mathis and W. A. Smith at Montevideo, will go on the 40-hour week awarded the chiefs. Come next October or November, South Sand Lake is going to catch a bunch of slugs.

EAST END

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

The H&D Division learned with regret on the morning of Jan. 5 that Agent Charlie Mayer of Milbank had passed away after a heart ailment of short duration. Charlie was 74 years-old and had been with the Road 57 years. Mrs. Mayer passed away just a year

WEST COAST WOOD PRESERVING CO.

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

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

ago. "Bud" Mayer, dispatcher at Austin, and Warren, operator at Aberdeen, are both sons of Charlie. The Milbank newspaper referred to Charlie as "our genial and accommodating station agent," and that's the way his friends felt about him too.

Sympathy is extended to the family of Engineer J. C. Dudley who passed away Dec. 28, and to Engineer C. D. Leach on the sudden death of his wife.

At Wheaton, Section Foreman K. J. Anderson is getting acquainted with his new little daughter, Janet Marie.

Conductor Gatzmeyer is happy to report that his son, Sergeant Chester, has returned from Korea and has received his discharge from the Army.

Engineer L. F. Hewitt and Conductor Paul Meuwissen have both retired.

Engineer Oscar Sorby has received his 50-year "gold" pass and he and Mrs. Sorby are giving it a try by taking a trip to California to visit their daughter.

After being a familiar figure at the crossing shack at "Monte" for a good many years, Hans Oakland is retiring. He and Mrs. Oakland are going to keep busy weaving rugs, a hobby which has developed into a paying proposition over the years.

Hubert (Corbet) Hoen, former section foreman, passed away at his home at Cologne Jan. 23. He had worked at Wheaton for many years and since his retirement had made his home at Cologne. He was an uncle of Joe Hoen, pumper at Montevideo.

La Crosse & River Division

SECOND DISTRICT

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

Sympathy is extended to First District correspondent, K. D. Smith, operator at Portage, whose wife passed away recently.

Thomas Potter, Minneapolis passenger brakeman, died Dec. 29 due to a heart condition. He had been off duty two months. Age 54, he had 36 years of service.

Dispatcher E. J. Sainsbury received burns about his face recently when an oil burner at home exploded.

F. R. Springer, yard clerk for many years and clerk in the superintendent's office the past year, has been appointed assistant time revisor.

Ticket Clerk Ted Thorsen, LaCrosse, is back on the job after being away in January to undergo surgery.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

I want to thank all our friends and neighbors who were so generous and helpful during the illness and death of my wife, Frances Ruth Smith, age 52, who passed away Jan. 11 after a short illness due to virus pneumonia at Divine Savior's Hospital, Portage. Burial was in St. Mary's cemetery, Portage. I have a great consolation in my three daughters and a son; also nine grandchildren who survive, and all our friends who remembered us.

THIRD DISTRICT

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

Godfrey F. Paulus retired recently following 29 years of service. Mr. Paulus started in the car department, transferring later to the roundhouse where he worked as blacksmith helper, welder and on various other jobs. The last several years he has been relief crossing man at Wausau.

Fred Schmidt, who has been on leave of absence on account of his health since September, has retired. Fred had worked as a section laborer at Wausau and extra foreman since 1927.

E. R. Van Wormer, veteran conductor, has retired after 48 years in train service. For the past several years he has been conductor of the Wisconsin Rapids patrol.

Max Voeltzke retired on Jan. 1. Max had been employed in the freight house at Wausau since 1923 as trucker and delivery clerk.

A card received from Claude Williams, recently retired, indicates he and Mrs. Williams are enjoying themselves at Sarasota, Fla. Also enjoying a warmer climate at this writing are Conductor and Mrs. Frank Dodd who left by auto for Alabama and other points south.

Train Baggage man Fred Kerr and Mrs. Kerr have chosen Los Angeles for the winter. The Tournament of Roses parade at Pasadena on New Year's Day was enjoyed by them.

Victor Karbowski, retired section laborer, is spending the winter in Florida.

New Bennett, retired section laborer, will leave soon for Miami.

Mrs. Minnie Biringer, 82, passed away Jan. 11 at Tomahawk where she was visiting. Mrs. Biringer was married to the late D. O. Daniels, a pioneer conductor on the Valley Division, who died in 1939. She was married in 1943 to John S. Biringer, a retired conductor, who died in 1948. Since his

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

LAKESIDE FUSEES

**Fill the Bill
Safe Dependable Efficient**

**LAKESIDE RAILWAY
FUSEE COMPANY**
Beloit, Wisconsin



EDWARD KEOGH PRINTING COMPANY

*Printers and
Planographers*

732-738 W. Van Buren St.

Phone: Franklin 0925

Chicago, Illinois

PROMPT AND EFFICIENT SERVICE

MARSH & McLENNAN

INCORPORATED INSURANCE

231 SOUTH LA SALLE STREET • CHICAGO 4, ILLINOIS

Chicago
Detroit
St. Louis
Indianapolis

New York
Boston
Washington
Pittsburgh

San Francisco
Los Angeles
Seattle
Portland

Minneapolis
St. Paul
Duluth
Phoenix

Cleveland
Columbus
Buffalo
Havana

London
Vancouver
Montreal
Toronto

Time Is Our Business

CHAS. H. BERN

Union Station Bldg. Chicago, Illinois

MILTON J. HEEGN

29 E. Madison Street Chicago, Illinois

H. HAMMERSMITH

332 W. Wisconsin Ave.
Milwaukee, Wis.

Official Watch Inspectors
for

The **MILWAUKEE ROAD**

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

Always at Your Service

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

Three Forks Creamery Co.
THREE FORKS, MONT.

THE IMPROVED FAIR

LONG LIFE

THE P. & M. CO.

CHICAGO NEW YORK

death she had made her home in Milwaukee with a daughter, Mrs. Louise Durkee.

J. Hugh Morrison, retired conductor, passed away Jan. 6 at Holy Cross Hospital, Merrill, where he had been a patient since suffering a stroke Dec. 24. Following his retirement and until his recent illness Mr. Morrison had made his home with a daughter, Mrs. Achbrenner, on a farm in the town of Scott, Lincoln County. Besides Mrs. Achbrenner, he is survived by two other daughters and five sons.

Nelson Frizzell, former extra train dispatcher on the I&D Division, has been assigned third trick dispatcher on this division.

Twin City Terminals

MINNEAPOLIS PASSENGER STATION

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

We did it again! That's the refrain in the Twin City Terminals as the news came out that for the second year in succession our division achieved first place in the Safety Contest. This means that we have permanent possession of the safety trophy which now graces Superintendent Wilson's office, and have the pleasure of looking forward to the "Victory" party which will be held in the near future.

James U. Kent, retired M&B clerk, passed away Jan. 21. Sympathy is extended to his relatives.

The depot cat which we reported last month as having adopted Assistant Chief Clerk Mike Ahern has gone back to the basement. Understand that the cat couldn't stand Mike's pipe.

ENGINEERS, FIREMEN AND SWITCHMEN

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

Sympathy is extended to Passenger Fireman Bill Moe, L&R Division, whose wife passed away just recently.

Sympathy is also extended to Passenger Engineer Del Harris, River Division, whose



AT EASE. A recent picture of the Merrill R. Tyners at home in Minneapolis. Mr. Tyners, a veteran Twin City Terminals yard conductor, retired recently after 44 years of railroad service. He had been with the Road 39 years, almost all in switching service at South Minneapolis.

wife passed away a short while ago.

We are happy to report that Stub Godin is back to work after a long illness.

Chief Caller Al Down suffered a stroke and has been absent from work for quite some time.

As this goes to print, we may have lost one of our Minneapolis switchmen, Melvin Nichols, to the Minnesota State Highway Patrol. Already fitted out with the uniform, Melvin is waiting for his call to duty.

On Jan. 16 your correspondent had the privilege of passing out cigars to celebrate the birth of his fifth child.

Bert Swanson, retired yard conductor, passed away Jan. 1. Sympathy is extended to his family.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

It is with deep regret that I report the death of our general agent, Roy A. Burns, the details of which appear elsewhere in this issue. I found it difficult to write, for it seemed I was writing about a stranger rather than my friend for the past eight years.

Funeral services were held at the Pilgrim Lutheran Church, of which he was an active member, and interment was in Sunset Memorial Park. At the cemetery, as the final prayer was spoken, a train whistle echoed across the countryside—a fitting salute to a man who loved railroading as Mr. Burns did.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Ray Harle, formerly helper on the light repair track, is now Corporal Harle with an Infantry battalion stationed in Germany.

Maj. Richard T. Weatherall and family visited recently in Minneapolis at the home of his brother, General Car Foreman W. J. Weatherall, and with his father, J. C. Weatherall. He will be with the Army Medical

The Milwaukee Road Magazine

Corps at Ft. Sam Houston, Tex.

Foreman Floyd M. Manser of the Light Repair has a new grand-daughter, born Jan. 11 to Mr. and Mrs. Robert Manser.

James C. Weatherall, foreman of inspectors at Minneapolis train yard, retired Jan. 1, due to disability. He had been with the Milwaukee since 1913.

Welder Victor Nelson retired last Dec. 11. He had been unable to work for a year, due to illness. He started with the Milwaukee Apr. 1, 1910.

Carman Ole Bjornsvik retired Jan. 1 following 45 years of service. Carman Theo Julseth who had 43 years of service, also retired Jan. 1.

Amun Kittilstad, oiler in Minneapolis train yard for many years, retired Dec. 11. He started to work for the Milwaukee Apr. 22, 1911.

Helper Ernest Troedson retired Jan. 1, following eight years of service with the Milwaukee.

We welcome Mrs. Winifred McCarthy, employed temporarily as clerk in the store department office at Minneapolis shops.

Sympathy is extended to the family of John E. Upson who passed away Nov. 23.

H. R. Campbell, formerly car foreman at St. Paul repair track, was transferred to Minneapolis train yard as foreman of inspectors, replacing J. C. Weatherall, retired. Car Foreman A. J. Demmers, formerly shop foreman at Minneapolis, succeeds Mr. Campbell at St. Paul. This is really a convenience for each, as Mr. Campbell lives in Minneapolis and Mr. Demmers in St. Paul.

ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent
Sibley St. Freight House

Harry Carr returned to his duties at the St. Paul freight office Jan. 21 after serving a "stretcher" with the Navy.

Bob Medinger, son of Matt Medinger, has accepted a position as chief clerk in the general agent's office at Denver. Bob was demurrage clerk here before leaving Jan. 16.

E. P. McLarnon's wife passed away. The funeral was held Jan. 21.

If you folks have news you would like to see printed in our magazine, please furnish me with the information, for although I know what is going on in the freight office, I don't know what's going on in your particular department. Thanks.

As they tell it at lunch, what you missed on television last night is exactly what you should have seen.

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Sandra Marie put in her appearance at the Alan Brodin home on Jan. 25. Alan says this makes him fourth in the house now—first his wife, then Sandra, then the dog and finally Alan.

Dave Egerton of the traffic department is leaving for Naval duty. His hitch will be for two years. He expects to be stationed at Wold Chamberlain Field, Minneapolis. He will be home nights and week ends—isn't life in the Navy wonderful! This will make Don Wickstrom reconsigning clerk, and Warren Stewart tracing clerk. Johnny Hemingson, from the local freight, will be messenger.

Al Lakemann paid us a visit recently and showed us some photography he has been doing as a hobby. Al is different. Instead of going south for the winter, he went west—to Moberge, S. D.

Leda Mars went to Chicago on a recent week end to attend an R.B.W.A. meeting about the purchase of a residence for retired railway business women.

Vacations in the Local Freight have started. The first to go was George Holter who is at this writing in Los Angeles, Calif.

A "thank you" letter for the Christmas box was received from Pfc. Donald L. Anderson, stationed in Korea. He starts the letter, "Greetings from the land that God forgot about". Need more be said?

D & I Division

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

Our magazine notes were "lost in the shuffle" last month, so some of the news appearing in this issue is of December vintage.

Assistant Traveling Engineer and Mrs. W. J. Brossard, Ottumwa, are very happy over the arrival of a daughter, Constance Ann, on Dec. 17. The grandparents are the J. L. Brossards of Minneapolis and the Deneen Bogues, of Savanna.

Mrs. Emma Follett of Savanna and H. G. Theulen of Perry, engineer on the Iowa west end, were married in Clinton, Ia., Dec. 19.

Mrs. Howard Kline, mother of Agent Lloyd Kline of Kirkland and Oscar Kline of Madison, Wis., passed away at her home in Mt. Carroll during January.

An off-duty inspection of a freight train running extra at Richland, Ia., on Jan. 12 earned a citation for Agent W. E. Ferrell. It happened that he noticed a hot wheel on a

OVER \$250,000,000 PAID IN BENEFITS
ALL DEPTS.

Best
for all on the
Milwaukee Road

There are
no assessments
at any time



OLDEST,
LARGEST, STRONGEST

company of its kind in America writing
Accident & Sickness Insurance for
railroad men, with automatic premium-
pay privileges.

Ask Our Milwaukee Road Agent
or Write



Continental

CASUALTY COMPANY

General Office: Chicago

BUCKEYE

CAST STEEL PRODUCTS
FOR RAILROADS

Truck Side Frames

Truck Bolsters

Couplers

Yokes and Draft Castings

Miscellaneous Car Castings

Six-and Eight-Wheel Trucks

THE
BUCKEYE STEEL CASTINGS CO.
COLUMBUS 7, OHIO

Specialties

DELICACIES FOR THE TABLE

Frozen Foods, Cheese, Poul-
try, Game, Fruits and
Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

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.

WALTER BLEDSOE & COMPANY

THE

Nalco

SYSTEM

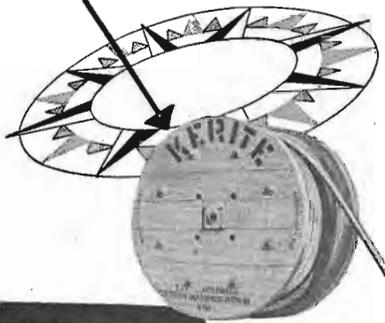
RAILROAD WATER TREATMENT

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

NATIONAL ALUMINATE CORP.

6216 West 66th Place • Chicago 38, Illinois

around the clock—
 all over the
 compass



KERITE

guards the
 right-of-way
 in vital
 signal service

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
 AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION

GENERAL MOTORS CORPORATION
 LA GRANGE, ILLINOIS, U. S. A.

rear car as the extra passed and got a signal to the men in the caboose. The train was brought to a stop one mile east of Richland and a closer inspection disclosed that about 40 per cent of the wheel had broken off. There is no doubt that his prompt action averted an accident.

SECOND DISTRICT

Cecelia Kelsey, daughter of Conductor Ira Kelsey, Preston, Minn., was killed instantly in an auto accident in Davenport in December, while riding with her fiance, Don Paulsen, also of Davenport. Funeral services were held in LaCrosse. Roadmaster N. F. Kelsey and family of Savanna attended.

QUAD-CITIES AREA

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

Mr. and Mrs. Jack Giddens announce the arrival of a baby daughter, Martha Robin, on Nov. 29.

The Milwaukee Road bowling team is really rolling them now, having won 17 out of their last 21 games, putting them in fourth place. H. A. Merrill is in second place in the league individual high game with a 237. The team has second place for high 3-game series and third place for single game.

THIRD DISTRICT

Word has reached us of the death of William H. Janes, retired switchman of Kansas City, Mo., in Long Beach, Calif., last Oct. 11.

Agent and Mrs. Baum, Port Byron, are the proud parents of twin boys born Jan. 31.

Lawrence Vernon McDaniel, machinist at the Kansas City roundhouse, died at his home in Independence, Mo., on Christmas

Day, following an illness. He was 63 years of age and had been with the Road since 1906. Mr. McDaniel was born in Adrian, Mo., and had been a resident of Greater Kansas City 45 years. He was a member of the Raytown Masonic Lodge and the Raytown Christian Church. Surviving are his wife, Mrs. Velma Heryford McDaniel; a son, Paul H. of Connecticut; a sister, Mrs. Lena Polshow; and a brother, John A. of Los Angeles.

On Feb. 2, following the end of his run on the Southwest Limited at Davenport, Conductor J. W. Le Bow retired, having completed over 50 years of service. Starting in the yards at Marion, Mr. Le Bow spent much of his time as a brakeman in freight service on the Kansas City Division. He subsequently became a freight conductor and eventually passenger conductor. He leaves a fine safety record, and his friendliness and many courtesies will long be remembered by fellow employes and passengers on his run. Conductor Le Bow has a family and lives in Ottumwa. Asked what his future plans are, he replied, "I've got a little work to do in my basement, and I would also like a good chance to beat the age of 85."

Due to the fact that No. 25 had engine trouble as it reached Powersville, Mo., the morning of Jan. 24, Agent Blackman had unexpected company for breakfast. While another engine was being fired up at Ottumwa to continue the trip, the 18 passengers went into the depot to keep warm. Agent Blackman, who lives over the depot, showed the true spirit of hospitality by providing breakfast for the whole crowd!

Rocky Mountain Division EAST END

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

Engineer William Whitehead is at St. James Hospital in Butte at this writing to undergo an operation.

S/Sgt. Donald McKinnon, with his wife, visited recently with his parents, Mr. and Mrs. L. C. McKinnon, before going to Helena where he will be stationed for recruiting service.

Agent Harry Rector is enjoying a two-week vacation at this writing. Operator B. G. Morse is acting agent in his absence.

Brakeman L. Plette is back to work after being ill for six weeks.

Engineer Charles Guiot and Mrs. Guiot are enjoying their vacation at this writing by touring some of the southern states.

Engineer Mark Elliott is spending a couple of months in California.

Conductor H. W. Kilpatrick and Mrs. Kilpatrick are visiting their daughter in Long Beach, Calif., at this writing.

Engineer H. O'Donnell is back to work after taking his wife to Glenwood Hills Hospital in Minneapolis for treatment.

Engineer and Mrs. Rexroat and sons have returned home from an extended trip through the South.

Brakeman Al Dorsey had the misfortune of spraining his ankle recently and had to be relieved at Deer Lodge.

Engineer Percy Roberts is enjoying a vacation at this writing; also Brakeman Lamach, Brakeman Burns (who is working passenger between Deer Lodge and Harlowton) and Brakeman Rushton.

FISH and OYSTERS

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

W. M. Walker

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



STILL LIFE. What the well dressed vacationist is wearing this season at Acapulco, Mexico, modeled by Willard Kinast, clerk at Fowler Street station, Milwaukee. The boa constrictor neckpiece was harmless, he says, just a pet.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Mr. and Mrs. Carl Spencer of Missoula announce the arrival of a baby girl born Dec. 22. The young lady was named Nadine. Carl worked in Lewistown as yard clerk for many years before transferring to Missoula.

Conductor George Baumgartner has returned from an extensive vacation trip to Minneapolis, Chicago, Tacoma, Spokane, and Bremerton. He spent Christmas at Spokane with his daughter, Mrs. Edwards, and New Year with his son Tommy and family at Bremerton—Tommy is a sailor. At Tacoma he visited Mr. and Mrs. Ballard—Mr. Ballard use to be a brakeman on the Northern Montana. While at Spokane he visited with Riley Joiner, former Lewistown chief dispatcher, and Tony Breneau.

We were saddened to hear of the sudden death of Conductor John Markey who passed away with a heart ailment at Harlowton while on his passenger run on trains 117 and 118. John started as a brakeman on the North Montana Sept. 27, 1924, and had acquired a host of friends in the community. He loved to hunt and fish and Mrs. Markey usually accompanied him on his hunting trips. John was an expert fly fisherman and had no trouble in filling his basket. Fishing was no doubt his favorite sport. Mr. Markey was a veteran of World War I. He was taken to Miles City for burial.

Please forgive me for being late in reporting the marriage of Fireman William Foshag to Mary Carey of Butte. William is the son of the late Engineer Barney Foshag, Sr.; also nephew of Engineer William Foshag now running passenger between Lewistown and Great Falls. The Foshags were married in the St. Patrick's Church in Butte. John Carey, brother of the bride, was best man, and Mrs. Ray Boecher matron of honor.

Some of the locals in the hospital the past month were Brakeman Bill Gwin, Yard Clerk Dale Middleton, Brakeman George Jakes and Conductor Jack Christie.

Our new chief dispatcher, A. W. Wickersham, started his duties here Jan. 28. He is taking the place of Riley Joiner, transferred. Mrs. Wickersham and their four boys will be here as soon as they find a place to live.

Milwaukee Terminals

FOWLER STREET STATION

Pearl Freund, Correspondent

Many old-timers will remember William Griffin, carload rate clerk who has been retired the past 14 years. William passed away Jan. 4 following a month's stay at St. Luke's Hospital and a long illness.

Sympathy is extended to our co-worker Mahlon Gilbert on the death of his father Jan. 25. Mr. Gilbert is survived by his wife, one daughter and five sons.

John Krohn is back at his job as yard clerk at the PM dock, following his recent illness.

Lynn Marie Nowak's well timed advent into this world was an hour before midnight, New Year's Eve. She is the daughter of the John Nowaks, her mother being the former Kathleen Allison, clerk on the mail desk.

Gene Cary dropped around to visit with friends at Fowler Street during a recent 12-day furlough. He has spent 16 months to date at Fort Sill, and is acquiring plenty of typing practice in the office there.

Saturday, Jan. 26, will be a day for Joe Wuerl to remember, since it marks the occasion of his engagement to Miss Florence Brain. Joe left Fowler Street to take up yard clerk duties at Chestnut Street.

Newest name on the roster is that of Geraldine Forchette, messenger. She claims Chippewa Falls, Wis., as her home town.

Fred Coerper, rate clerk inbound department, has taken a leave of absence. Frank Schlosser, head rate clerk, also expects to desert the inbound department for an early vacation, and with very pleasant things in mind, such as a trip to Mexico. He hasn't

Lee UNION MADE
OVERALLS
AND OVERALL JACKETS

**SANFORIZED
GUARANTEED**

**For Longest Wear On
Any Job . . . Buy LEE.**
Satisfaction Guaranteed or
your money back.

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

WORLD'S LARGEST MANUFACTURER
OF UNION-MADE WORK CLOTHES

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

Youngstown Steel Door Co. & Camel Sales Co.

332 S. Michigan Ave.
Chicago

—OFFICES—
The Arcade
Cleveland

—PLANTS—
Hammond, Indiana • Youngstown, Ohio

500 Fifth Ave.
New York

UNION REFRIGERATOR TRANSIT LINES

4206 N. Green Bay Ave.,
Milwaukee 12, Wisconsin

**Complete
Banking Service**

at

13 Convenient Offices



**FIRST WISCONSIN
NATIONAL BANK**

of Milwaukee

Established 1853

Member Federal Deposit
Insurance Corporation

quite erased traces of his Florida tan from last year.

Mary Pruitt has reported back to work none the worse for her serious accident in December. Brother Hanks Pruitt is out of the hospital, but with fractures still to be cared for.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

We will all be happy to see Switchman Frank Niessen, the champion fisherman of Okauchee, who was scheduled to be back on the job Feb. 15. Frank has been off since last September recovering from an operation on his heel but is now fit as a fiddle and ready to switch.

Art Reiss, retired yardmaster, sends greetings to all the boys from Tacoma, Wash., where he now lives. He is an ardent fisherman and is enjoying catching the big ones. It is garden planting time in Tacoma, he says, and he will have to leave the fishing to push the rake.

Dick Caswell, retired switchman, who now lives in San Diego, Calif., was in Milwaukee for the wedding of his daughter Audrey who was married Feb. 2 to Switchman Robert Hass. Robert was inducted into the Army on Feb. 11. Dick wants to take this means of expressing his gratitude to all his railroad friends, and in particular his old friends in the North Avenue crew, who were very kind to him during his long convalescence after a serious accident. His address is 3036

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

Webster Lumber Company

2522 Como Ave., West
St. Paul, Minn.



Art Reiss, retired yardmaster of Tacoma, Wash.
For details read the Muskego yard news.

Juan Street, San Diego 10, Calif., and he would be happy to hear from the boys.

Yardmaster Ernie Crystal has headed for the south and an extended vacation trip through Florida.

The Shops column carries the story of Car Foreman William Stark's retirement, but we at Muskego want to say our little bit, and that is that we're all going to miss Bill a great deal when he isn't around.

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

Dick Steuer, Correspondent
Chestnut Street Station

Three young women from this district attended the meeting of the Railway Business Women's Association in New Orleans, La., recently. They are Carol Keller and Lois Habersat, clerks at North Milwaukee, and Ollie Yerman, billing clerk at Chestnut Street. The occasion was the first annual dinner of New Orleans Chapter of the association. A 17-car special was run by the Illinois Centrol out of Chicago to handle the party who attended.

The honor of taking the last vacation of 1951 goes to Steno-Clerk Phyllis Kowalski. The first to leave on vacation in the new year was Clerk Mary McCormick, who spent two weeks in January at Janesville, Wis., helping the folks a bit.

Pneumonia caused Cashier Max Woelfl to be absent the past month. However, we are happy to report that he is out of danger and should be back with the gang when the Magazine goes to press.

Bob Neumann has been handling the clerical duties in Blatz yard since Mary Briski left the Road. The job is on bulletin at this writing.

Up North Milwaukee way, Ed "Lefty" Eckhart continues to have car trouble. Yard Clerk McCagan ran across him just recently—Lefty's car was stalled, and the boomer, it appeared, was having radiator trouble again. With hood up and head thrust close to the motor, Lefty couldn't see why the cooling system wasn't working, since the car was winterized for 30 below zero.

Since Yard Clerk Kenny Stelzel has been reported as hunting with bow and arrow, it has occurred to us that we have not heard of the success of this venture. Prior to this, Kenny was strictly a "gun" hunter.

A note of good cheer concerns Billing Clerk Bette Whitford. Bette, who has been stranded on the south side of town for some time, found an unrented flat on the north-east side and moved before her landlord could say "Jack Robinson."

**OPERATING 161
MOTOR TRUCKS
TRACTORS AND
TRAILERS**

**RECEIVING
and
FORWARDING
POOL CAR
DISTRIBUTORS**

ESTABLISHED 1880

P. D. Carroll Trucking Co.
CHICAGO, ILLINOIS

Chicago Terminals

UNION STREET

Florence La Monica, Correspondent

John Wagner, foreman at House 3, is still confined to the hospital. Pete Torenko, checker in House 2, and George Meros, fork lift operator in House 3, are confined to their homes on account of illness.

Sympathy is extended to the family of Ed Bull, checker in House 2, who passed away suddenly, to Pat Brogan in the loss of his brother, and to Charles Moser and Louis Rosenmayer in House 8 who recently lost their mothers.

Harry Imm thanks everyone who remembered him with cards and calls during his recent hospitalization.

On Jan. 19 the nuptials of Katherina Rola Sloncen, daughter of Ed Sloncen, over and short clerk, and Richard X. Sullivan, son of Judge Harry Sullivan of Skokie, were held at Our Lady of Perpetual Help Church in Glenview. Breakfast was enjoyed at Elliotts Pine Log Cabin in Skokie and a reception was held in the evening at the Roosevelt Field House in Glenview. After their honeymoon in Wisconsin the young couple will live on Prairie Street in Glenview.

John Horn, tracing clerk, expects to live permanently in Whiting, Ind. At present he is staying with his in-laws, due to the fact that Mrs. Horn is confined to a hospital with a heart condition.

After many months of weary search, I have finally found an apartment. We are as cozy as a bug in a rug and want to thank all our co-workers and friends for the interest they showed in us.

SLEEPING & DINING CAR DEPARTMENT

Marie Keys, Correspondent

Miss Laura B. Honeycutt, from Dallas, Tex., and N. E. Frank, who has been working as a steward for the Milwaukee since May, 1945, were quietly married in Chicago last Oct. 18.

Word has been received that William (Slugg) Nolan is on his way home from Korea in the rotation program of the armed forces. It is expected that he will reach Chicago in March.

Andrew Gilmore started to work as a waiter for our company in July, 1912, and continued in that capacity as an exemplary employe until retirement in October, 1951. Mr. Gilmore

visited the office recently.

Sleeping Car Conductor Z. Rapacki, who has been stationed in Florida several years, contacted the office when in Chicago on an unexpected leave and expressed his anticipation of being discharged in the near future.

Sympathy is extended to the family of Porter Samuel Bell, who passed away Jan. 29 and to Porters B. Martin and C. L. Thomas upon the deaths of their mothers.

Congratulations to Chef C. E. Harris upon the birth of his son Jan. 29.

It is sincerely hoped that Waiter A. H. Dent, Porters E. McKissick and Price Collins and Inspector F. K. Duane, who have been ill, will soon be enjoying good health.

John Ransom, waiter in charge, has availed himself of the facilities of the Mayo Clinic.

We regret to report that Chef E. J. Morch is still laid up at this writing, due to the automobile accident which occurred in December.

GALEWOOD

Norma Gunderson, Correspondent

Rate Clerk Harry Brown retired Jan. 4 and was presented with a purse along with the best wishes of the employes at Galewood office.

The Royal Neighbors helped Frances Mason, chief telephone operator, celebrate her 25th wedding anniversary by giving her a surprise party on Jan. 7.

Raymond Kropp has taken over the position of rate clerk formerly held by Harry Brown.

Herman Hanson, report clerk, reports having a grand time in California.

Mary Heslich, telephone operator, spent her recent vacation in St. Petersburg, Fla.

New employes in the office are J. D. Hamill, auto mail clerk, Ruth Wealer, clerk, and Jeanne LoDestro, comptometer operator.

Chief Sealer William Giblin, one of the old timers of the freight house force, passed away Jan. 15.

The wife of Foreman Emil Rackow is confined to Wesley Memorial Hospital at this writing, due to an operation.

William Pohlman, retired assistant general foreman, visited the boys on the platform Jan. 30.

Leon Christensen is the new assistant general foreman on the platform.

Frank Chirchirillo is the route clerk in the office of Assistant Agent Barney Pobloske.

The Milwaukee Road Women's Club is making its 1952 membership drive. If you



Eliminate equipment damage with economical, corrosion-free DEARBORN cleaners

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

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

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

Please note our new address

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

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

T-Z "Clingtite" Dust Guard Plugs
MW Journal Box Lids

T-Z Tender Hose Couplers

T-Z Smoke Preventer Nozzles

T-Z Boiler Washout Plugs

T-Z Blow-off Valve Mufflers

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

T-Z Railway Equipment Co.

8 So. Michigan Avenue

Chicago, Illinois



SOLID FUELS OF REAL MERIT

REPUBLIC COAL & COKE CO.

General Offices: 8 S. Michigan Avenue, Chicago 3

Branch Offices:

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

EAT ANYTHING WITH FALSE TEETH

If you have trouble with plates that slip, rock and cause sore gums—try Brimms Plasti-Liner. One application makes plates fit snugly without powder or paste, because Brimms Plasti-Liner hardens permanently to your plate. It relines and refits loose plates in a way no powder or paste can do. Even on old rubber plates you get good results six months to a year or longer. **YOU CAN EAT ANYTHING!** Simply lay soft strip of Plasti-Liner on troublesome upper or lower. Bite and it molds perfectly. *Easy to use, tasteless, odorless, harmless to you and your plates. Removable as directed. Money back if not completely satisfied. SEND NO MONEY.* Order a \$1.25 package to reline one plate. Pay your postman when he delivers. Or send money now and save C. O. D. charges. Sample of plate cleaner FREE. Also available at leading drug stores. PLASTI-LINER COMPANY, Buffalo 11, N. Y., Dept. 59-A.



BRIMMS PLASTI-LINER
THE PERMANENT DENTURE RELINER

CREOSOTED
MATERIALS

and

COAL TAR
PRODUCTS

Republic Creosoting Co.
Minneapolis

AIRCO

PRODUCTS and SERVICE

for

GAS AND ELECTRIC WELDING

HAND OR MACHINE GAS CUTTING

FLAME CLEANING, FLAME HARDENING

CAR SCRAPPING AND RECLAMATION



AIR REDUCTION

Chicago • Milwaukee • Minneapolis • Seattle

General Offices: New York 17, N. Y.

Offices in Other Principal Cities

have not already joined, talk to Mae Graney who is membership chairman for Galewood. This is a welfare club and its good work is well known among fellow employes who have been helped in the past and those who are being helped at present.

Any one interested in a 1950 Hudson four door sedan fully equipped, see Harry King at Galewood.

Margaret Klein, comptometer operator, home on leave, announces the birth of a daughter, Margaret Gloria, on Jan. 27.

BENSENVILLE

Dorothy Lee Camp, Correspondent

"Deacon" Freeman, night chief rate clerk at Bensenville, says his "little Henry J." is no more. Poor little car came to a sad end just before Christmas when "Deacon" got stalled in the snow. The next time he heard about it, highway police notified him it had caught fire and burned.

Illinois Division Conductor Harry Boaz celebrated his birthday Jan. 17 in Savanna with the help of Conductor Dale Guthrie. Illinois Division Conductor Gordon T. Peterson also celebrated with a big birthday party on Jan. 20.

Special Officers Don Elz and Harley Edmonds have been comparing notes on the tricks their parakeets can perform. The two talented birds are a real joy to everyone who has stopped in to watch them.

Illinois Division Conductor Ernie Ray was off about eight weeks due to the illness of his wife. Mrs. Ray is now at home and mending nicely.

Clerk Wally Grosnick has a new two-tone blue Riviera Buick.

Robert Scorza, ice house PFI man, and wife Thelma have a cute little tax exemption who arrived just too late for last year's deduction. Baby Janice Lynn arrived on New Year's morning. There is a little brother, Robert Allen, 5. The Scorzas are a real railroad family, with uncles Phillips and Erving both clerks for the Milwaukee.

Raymond Moduy, former Milwaukee Road switchman, was killed Jan. 11 in an accident at Fargo, N. D. He had been married just six months.

Idaho Division

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



R. F. Breitengross

Agent R. F. Breitengross performed his last service for the Road Jan. 2 when he retired at Lind, Wash. Mr. Breitengross' service began in June, 1895, at Fond du Lac, Wis., as baggage-man, bill clerk and operator; then to Hartford, Wis., in 1899 as operator.

From then until

1904 he worked at South Byron, Woodland and Winneconne as agent. He moved to Washington in 1909 to serve as agent at Thorp and in 1911 to Lind where he served as agent until this date. Mrs. Breitengross worked with her husband as operator from 1913 to 1940 when she retired. Many of their friends and fellow railroaders helped the Breitengross' celebrate their golden wedding anniversary in 1948. We extend to this railroad couple the best wishes for many happy years in which to enjoy their retirement.

Passenger Conductor Clyde MacAuley passed away Jan. 22 from an illness of several months. "Mac" had been on the job until October. His railroad service dated back to 1899 on the C&CB and NP roads and on Lines East for the Milwaukee, until March, 1909, when he came to the Idaho Division. He just recently received his "gold" pass and 50-year button for his services on The Milwaukee. Spokane had been his home for 44 years. He is survived by his sister, Mildred, and a brother, W. H., both at the home; also a sister, Mrs. M. M. Conell, in California. Mr. MacAuley was a member of the El Katif Shrine, and had just received a life membership to the Masonic Lodge after 50 years in that organization. Pallbearers included F. B. Beal, A. T. Titus, C. A. Olson, C. F. Allen, Harry Miller, Joe Anderson (all retired railroaders), Ray Falk, H. L. Linehan, George Louiselle and Mel Thorsen (who represented the El Katif Shrine).

Word has just come to us that Passenger Conductor Roy Craig passed away Jan. 24 from a heart seizure. He worked between Tacoma and Spokane, making his home on the coast.

Mr. and Mrs. W. A. Snure have returned from Denver where they spent more than a month at the bedside of their son Bob who was injured in a B-29 crash over that city Dec. 3. Mr. Snure reports that Bob has improved somewhat.

W. J. Keenan, Jr., son of Chief Clerk Keenan of the freight office in Spokane, who graduated from Gonzaga University last June has accepted a position with the Goodrich Rubber Company and is now located at Akron, Ohio, with his family.

L. J. Nelson, son of Carman N. J. Nelson, is with the armed forces, and Nels reports he has landed in Korea.

Carman Al Dubois retired Jan. 12, following a sudden illness. He came to work here about five years ago. "Frenchy" in his youth lived in Canada and played hockey. It still must be his favorite sport as we see him quite regularly at the local games.

Carman Harvey W. Duncan returned to work in January.

Carman George W. Perry died from a heart seizure while working Jan. 29 at the Union Station. Surviving are his widow and four children; also his mother, four brothers and three sisters. He had worked for the Milwaukee about a year and a half but had previously worked on other roads in Spokane. Fellow carmen served as pallbearers.

Engineer Charles Mahoney had a relapse from a recent operation and was returned to the hospital. He is improving again.

Mrs. Scanlan, wife of Engineer Jack Scanlan, Sr., suffered a broken ankle recently in a fall.

Mrs. Hattie Melhuish, mother of Machinist Orlie Melhuish of Othello and Mrs. O. A. Burns of Malden, fell and fractured her hip in December. She is getting along very well at Sacred Heart Hospital.

I can now report that F. J. Russett was able to have a cast removed from his leg, but will remain in the hospital for some time longer with arm and head injuries.

John Johnson, recently retired section foreman, passed away at the hospital recently from coronary thrombosis. He had no relatives in this country, having come from Greece.

P. L. Hays, retired, and Mrs. Hays are visiting at Downey, Calif., planning to be gone several weeks.

Agent C. A. Altwater has decided to retire after many years of railroading. His last station was at Cusick, Wash., which was closed the latter part of December. Mr. Altwater came to the Milwaukee in May, 1943. He plans to do some traveling and then return to his home at Cusick and do a little farming. We wish him good luck.

W. E. Ross, who served as division engineer on the Idaho Division during the war, was a visitor at that office recently. He is now working on a railroad construction project in Montreal, Canada.

Terre Haute Division

WEST CLINTON AREA

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

Operator Don Fish started the New Year right, for on Jan. 1 he saw a brake beam down 39 cars from the engine on No. 82. A message was sent to head end in at Preston, and an accident was averted. Conductor L. W. Todd was in charge of the train.

Sgt. John Vrabic, 27, died from injuries received in an automobile accident Jan. 3. Funeral services were held Jan. 7, with burial at Roselawn near Terre Haute. John had been a brakeman on this division since 1943.

Mrs. George Lentz, wife of West Clinton car inspector, is improving from a fall near her home in Terre Haute in which she received a broken arm. The Lentzs are former residents of St. Bernice.

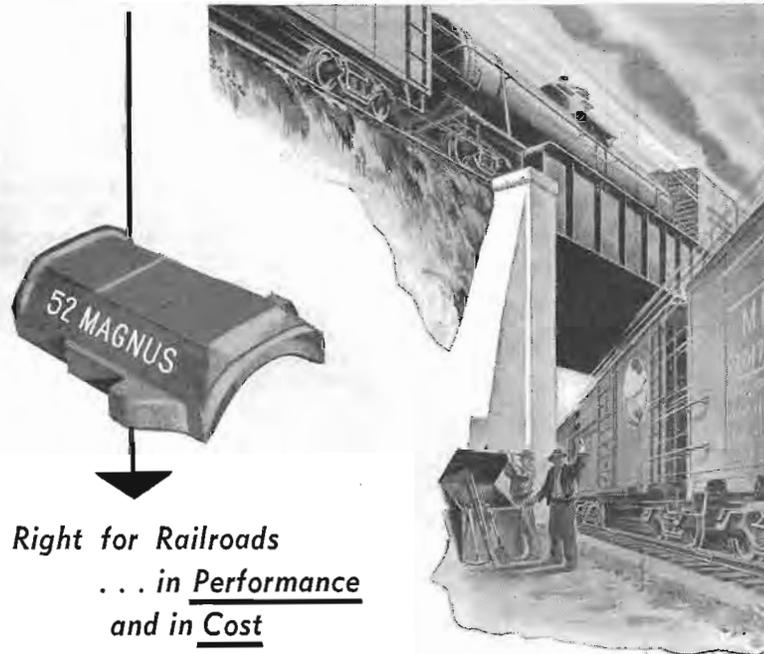
Pvt. Francis W. Hutson, former yard clerk, will appreciate a card from his friends. His new address is 1242760, Marine Corps,

partment, is in Carle Memorial Hospital at Urbana, Ill., at this writing.

Mrs. R. T. Davis, wife of general yardmaster, is in Carle Memorial Hospital at Urbana, Ill.

No wonder Conductor Walter Chambers wanted to go back to his old home town, Elnora. He wanted to show off that new

Here's Why the Nation's Freight Rides on SOLID JOURNAL BEARINGS



With on-line rolling stock, freight or passenger cars, 5 to 10 million trouble-free car miles with solid-type bearings is an often accomplished fact. And what about interchange? As standards of maintenance and inspection are improved, "on line" performance will be approached with interchange equipment. Just as important, the low-cost solid bearing makes possible the very lowest per diem interchange rates for car rental. That's vital to railroads because from 50% to 80% of the cars you operate are foreign, and necessary

standby time keeps them idle 21 hours a day.

Dollar for dollar, you just can't beat solid-type bearings for railroad rolling stock. You can take the biggest loads and make the fastest schedules. You save up to 1500 pounds per car . . . and get the smoothest ride on any standard truck. Be sure to get your free copy of "The Facts About AAR Solid Journal Bearings". Just write a post card or letter to Magnus Metal Corporation, 111 Broadway, New York 6; or 80 E. Jackson Blvd., Chicago 4.

(Advertisement)

Recruit Dept., San Diego, Calif.

Jack Chambers, one of the four sons of Conductor Walter Chambers, in the armed forces, is back in the States with an injured shoulder received in Korea. Jack was employed in the car department before going to help clean up Korea.

Chauffeur Ben Douglas, of the store de-

Plymouth.

Mrs. Guy Kelley, widow of late yardmaster, is in a Terre Haute hospital for surgery.

F. H. Hunnicutt, car oiler, was ill in January.

Carman Clarence McPheeters became quite a chef while his wife was away on a visit



WINTERTIME DOWN SOUTH. The Frank Tarpleys of Whitewater, Wis., at their winter home in St. Cloud, Fla. "Ma" and "Tarp" raise a variety of tropical fruits. Mr. Tarpley is a retired cashier.

during the holidays. Fried, boiled, roasted, broiled, and scalded chicken, fried oysters, etc., was a mere chore for him. Wonder what was said when Mrs. Mac came home!

Fishing began officially Jan. 15 when G. M. McBain, retired conductor, Yard Clerk Ray Williams and Car Inspector Earl Mullen invaded Brouillets Creek. They had to build a fire on the bank, but they say fishing was good.

TERRE HAUTE DISTRICT

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

Mrs. Harry Paton, wife of our office engineer, who was in the hospital several weeks during the latter part of December, returned home on Jan. 5 and is much improved. Harry's daughter, Carole Barclay, who is living at home while her husband is with the military forces in Korea, has received word that her husband had been promoted to sergeant. He has been in Korea for about five months.

Our congratulations to Dispatcher William Grandstaff and Mrs. Grandstaff who have a brand new baby boy since Jan. 14. They have named him Jeffrey.

Michael Buttorff, section laborer, who has worked in the vicinity of Kurtz, Ind., for the past 30 years, is retiring.

Carman Lennes Brown, who retired in 1935, and wife, are spending the winter with their daughter in California.

A. L. Burt, retired office engineer, and Mrs. Burt are spending the winter, as usual, in Miami.

"Doc" Craig, retired conductor, is again in Mexico for the winter. He is spending the early part in Cordoba, but is going to Guadalajara for the balance.

H. A. Brown and G. F. Lundwall, retired clerks, are spending the winter with relatives in California and Florida respectively.

Locomotive Engineer John R. Grimes and Switchman C. J. Frakes and their wives are vacationing in Florida at this writing.

Several of the Rea Building employes, including your correspondent, called on Mr. and Mrs. Ed A. Tippy during the holidays to view their Christmas tree display. This

display started as a hobby 10 or more years ago and has become more elaborate each year—it is something which must be seen to be appreciated. Probably 100 lights are used on the tree and the buildings, boulevards, etc., in the 10 square feet below it. About 400 feet of wire are used in the operation of the lights. There is also an electrically operated train under the tree, all controlled from an adjoining room. It takes the Tippys three or four days to assemble this display. Make it a point to visit the Tippys during the next holiday season, and I am sure you will find the visit well worth your time. Mr. Tippy is a B&B carpenter and lives at 1232 Ohio Street.

Madison Division

SECOND DISTRICT

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

Mr. and Mrs. Frank Wiley celebrated their 50th wedding anniversary down on the South Line Dec. 11, at the home of their daughter, Mrs. Charlotte Prentice, assisted by their son and wife, Mr. and Mrs. Fremond Wiley. Mr. Wiley retired Dec. 1, 1944, from Scarboro, Ill., where he and his wife had made their home in the depot for 31 years. Before he retired he had been with the Milwaukee for 40 years. He now resides in Paw Paw, Ill. Charlotte is now station agent at Roxbury, Ill.

Capt. Dave Somers, son of Yardmaster W. E. Somers of Rockford, recently spent a few days with his parents while on leave from the Army.

FIRST DISTRICT

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

E. W. Vass, retired agent, and Mrs. Voss of Mazomanie celebrated their 57th wedding anniversary at their home Dec. 26.

Conductor George C. McCue, 53, passed away recently at Mercy Hospital, Janesville, following a brief illness. He had undergone surgery and was seemingly well on the road to recovery when his death occurred. He is survived by his wife and four sons—John at home, Lowell and Dean in the Navy, and James of Madison.

Storekeeper and Mrs. Frank Dempsey of Madison are grandparents again. A son, Donald Allen, was born to Mr. and Mrs. Frank Dempsey Jr. on Nov. 10 at Manitowoc.

Patricia Pyre, of the freight department at Madison, is wearing a beautiful diamond solitaire on the left hand. Understand a June wedding is the plan. William P. Crowley of Madison, Wis., is the lucky man.

Rae and Bob Scherneck are receiving congratulations on the birth of a grandson, Louis Francis Genter III, who arrived at the home of Joy and Louis Genter on Dec. 19.

Paul Kingston, retired conductor, and Mrs. Kingston are vacationing at Palm Beach, Fla., at this writing. Conductor and Mrs. Henry Day of Madison are vacationing at points in Texas and New Mexico.

Assistant General Superintendent F. R. Doud and Mrs. Doud are the grandparents of a third grandchild—a son James David, born to Mr. and Mrs. James D. O'Connell of Milwaukee on Jan. 27. Mrs. O'Connell was Barbara Doud.



Burnett Randall

as passenger conductor on the west end—Madison to Marquette.

Mrs. Ollis Johnson of Madison has gone to Los Angeles, Calif., to visit the James T. Gloneks.

Mrs. William Warren is confined to the Madison General Hospital at this writing.

Ethel and Harold Cushman of Madison have gone to Florida for two months. Mrs. Grace Warnecke is filling the vacancy in the freight department while Ethel is away.

Telegraph operator J. J. Komurka is on a leave of absence, having accepted a position with the auditing department.

Al Moore, retired section foreman, is recuperating at his home following an illness.

Fred Bird, retired engineer, passed away at a Stoughton hospital Dec. 27. Mr. Bird retired in January, 1947.

Sympathy is extended to Oscar Kline, retired dispatcher, on the recent death of his mother. "Ookie" was called back from Los Alamos, N. M., where he had gone to visit his daughter's family, the Leslie B. Seeleys.

Freight Caller Thomas Mills, of the Madison freight department, passed away at a Madison hospital on Dec. 1 following a short illness.

Mrs. Edwin Lueck, wife of cashier of the Janesville freight department, died at Mercy Hospital on Jan. 12 following a short illness. She was an active member of The Milwaukee Road Women's Club and was treasurer of Janesville Chapter at the time of her death.

J. J. McCarthy, retired yardmaster of Janesville, died recently at Mercy Hospital following a brief illness. Mr. McCarthy retired in August, 1949.

Answers to "What Do You Know?"

1. An overheated journal.
2. Mountain.
3. Coal.
4. Approximately 300 miles—288 to be exact.
5. Number of axles.
6. Approximately 40—44 to be exact.
7. A part of a rail joint.
8. "999".
9. Yes; every mile of railroad includes at least a mile of main track but it may also include passing sidings, way switching tracks, spur tracks and yard tracks.
10. Rails connected by copper wires to carry electric current.

THE LONG AUGUST NIGHT WAS HOT—but not as hot as the bitter fighting that raged about Agok, Korea, in the Naktong River area. Sergeant Kouma, serving as tank commander, was covering the withdrawal of infantry units from the front. Discovering that his tank was the only obstacle in the path of an enemy breakthrough, Sergeant Kouma waged a furious



nine-hour battle, running an eight-mile gantlet through enemy lines. He finally withdrew to friendly lines, but not until after his ammunition was exhausted and he had left 250 enemy dead behind him. Even then, although wounded twice, he attempted to resupply his tank and return to the fighting.

"A withdrawing action is not my idea of how Americans should fight," says Ernest Kouma. "If we must fight, let's be strong enough to take the offensive. In fact, if we're strong enough, we may not have to fight at all. Because, nowadays, *peace is for the strong.*"

"So let's build our strength—to keep a strong America at peace. You can help by buying Defense Bonds—as many as you can afford. It's far less painful to build for peace than to destroy in war. And *peace* is what you're building when you buy Bonds."

M/Sgt. Ernest R. Kouma



Medal of Honor

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. 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 United States Defense Bonds now!

Peace is for the strong...
Buy U. S. Defense Bonds now!

The U. S. Government does not pay for this advertisement. It is donated by this publication in cooperation with the Advertising Council and the Magazine Publishers of America.



THE MILWAUKEE ROAD MAGAZINE

Chicago, Milwaukee, St. Paul and Pacific Railroad Co.
516 West Jackson Blvd.
Chicago (6), Illinois



SAYS PAT TO MIKE. Michael Pritchard, two-year-old son of Jesse Pritchard of the signal store at the Milwaukee shops, whose story appeared in the January issue of this magazine as the March of Dimes poster boy for Milwaukee County, teams up for the Red Cross fund drive with Milwaukee's movie celebrity, Pat O'Brien. The film star and young Mike were snapped in O'Brien's room at the Schroeder Hotel.



CARNIVAL BEAUTY. Miss Carol Luser, majorette of the Milwaukee Hiawatha Service Club band, costumed as "Miss Hiawatha" for her appearance at the St. Paul Winter Carnival in January. She placed among the first 10 in the national drum major and majorette contest held at Minneapolis in connection with the event.



REAL SPORT. These two fine does were bagged by a party of Bensenville (Ill.) yard sportsmen on a hunting trip at Thessalon, Ontario, Canada. Posed with the guide (left) are Engineer Ralph Biladeau (center) and Yardmaster Bob Lewin.

DOWN AT THE DEPOT. Train time at La Crescent, Minn., about the year 1909. Ed Hurley, who has been agent at La Crescent since 1906, identifies the train as Dubuque Division No. 3 and the line-up as follows (from left): Engineer John Baynes; expressman, name not known; Baggage man James B. Donald (father of L. F. Donald, vice president-operations); Conductor Will A. Cutting; Agent Hurley; extra telegrapher, name not known; Brakeman Harry Bliss. The hat check worn by the party between Conductor Cutting and Agent Hurley identifies him as a passenger and the man in the background is George Hofer who still lives at La Crescent.



MR. AND MRS. When Corp. John Gillen returned recently from Korea for a visit with the home folks in Preston, Minn., he brought along a bride, the former Mariko Kubota of Tokyo. Before Gillen entered the Army he was an operating department employe at Preston. The newlyweds will make their home in Dubuque where Gillen expects to return to railroad service after his military discharge. (Rochester Post-Bulletin photo.)

