

THE MILWAUKEE ROAD MAGAZINE

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



JANUARY 1952

JANUARY
1952

VOL. XXXIX
No. 10

THE MILWAUKEE ROAD MAGAZINE

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

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“... unless we
and without

A NEW

THE FOUR-CENT hourly cost of living increase in wages and salaries which became effective on Jan. 1 opened the new year

on a pleasant note for Milwaukee Road employees. At the same time it brought into focus matters of great importance which each of us, in his own interest, should understand.

This wage increase raises our railroad's yearly operating expenses by approximately \$3,200,000, and lessens the chance of the company doing for itself what the increase is designed to do for the individual employe—to keep the budget in balance. And yet the added wage may not seem very large to any one of us. It may even appear inadequate.

Here again I wish, as I have wished so many times before, that it were possible to discuss these matters with each of you personally and to adjust individual income according to individual effort, production and need. I am confident, however, that the impossibility of such an ideal situation is apparent to everyone.

I hope it is equally apparent that the entire course of wage and rule negotiations between our company and the various unions representing employes is similarly complicated. Unlike many firms whose personnel is represented by one, or very few, labor organizations, The Milwaukee Road finds that it must take into account the interests of 23 separate unions, its unorganized employes and its officer group in seeking a course which is at once harmonious and financially sound.

Each of the labor organizations brings to the bargaining table its own particular list of requirements, drawn up in the light of what it regards as the best

*understand each other we cannot cooperate,
cooperation we cannot survive."*

UNDERSTANDING for a new year

interests of its members. In dealing with these many requirements, your company is faced not only with financial considerations, but with the danger of *appearing* to show favoritism to some groups and to discriminate against others.

The solution, naturally, lies in the direction of compromise. The unions and their members frequently accept less than they feel is their due; the company usually finds it necessary to assume an added burden of expense which can be borne only by finding some device which will offset the increase in cost. The result frequently works to the disadvantage of some individual wage or salary earners.

In these and all of our dealings with one another from day to day we are faced with our greatest danger: We risk a breakdown of understanding between the groups which comprise the working force of our railroad. *Whatever else we do or fail to do as we earn our living together on The Milwaukee Road, we must always try to understand each other, for unless we understand we cannot cooperate, and without cooperation we cannot survive.*

The size of one's paycheck, and his employer's recognition of his worth are matters of first importance to all of us. I can appreciate that some Milwaukee Road men and women, feeling that our large and widespread organization has not given them proper recognition, have slackened their efforts. They may have felt by the same token that such a large company could continue to be a dependable source

of income regardless of what effort of their own went into it.

A discourteous remark to a customer, a damaged carload of freight, or an idle day at the office may seem like matters of small importance, but if these things do not have an adverse effect on the treasury from which our paychecks are drawn, it is difficult to say what would. I know personally of instances in which a thing as seemingly unimportant as a careless reply to a shipper's inquiry has meant the loss of thousands of dollars of revenue.

I sincerely believe that the person who follows the logic of these things will, sooner or later, find the security of position, the financial reward and the personal satisfaction that all men seek.

As we face into the year 1952 we see our relationships with one another against a background of uncertain business conditions. Since 1939 the Interstate Commerce Commission has granted the railroads freight rate increases approximating only about one-third the increases in material costs and straight-time wage rates. Milwaukee Road net income for 1951 is estimated to drop to less than two thirds of the 1950 net income, and prospects for 1952 show no promise of improvement at this time.

What The Milwaukee Road needs more than anything else in its struggle to solve these problems is the loyalty and understanding of every man and woman who looks to it for a livelihood.

We owe it to ourselves to do our best.

J. P. Wiley



BLOOD DONOR DAY at Galewood



Old stuff to Route Clerk Leon Christensen, a six-time blood donor. Taking the case history, Nurse Mary Pavletic.

THE urgency of the nationwide appeal for support of the Armed Forces Blood Donor Program currently being made by the American Red Cross brought a warm response from Milwaukee Road employees at the Galewood freight house in Chicago. Approximately 50 per cent of the force took part in a mass blood contribution at the station Jan. 4.

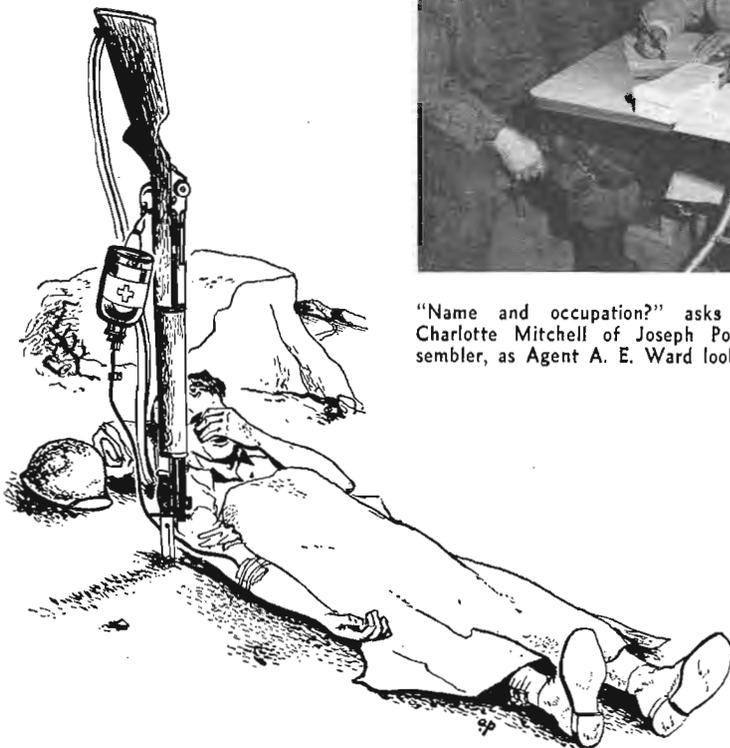
The critical shortage of blood created by the demands of the Korean campaign, as well as the vital need for stockpiling a supply of the life-giving fluid for civilian use in the event of atomic warfare or a national catastrophe, have made support of the Red Cross procurement program virtually a civic obligation. Many employees who volunteered were ex-servicemen or members of families with men in the armed forces.

The idea for the mass contribution was conceived by Dominick Zappia, checker on the station platform and a veteran of three years of service in World War II. Zappia secured the pledges of fellow employees and with the assistance of Agent A. E. Ward arranged to have a Red Cross blood mobile unit available at the freight house. The lunch room adjacent to the loading platform was cleared to accommodate the "bloodmobile" equipment with its staff consisting of a doctor, nurses and volunteer workers.

Medical histories of employees who donated blood brought to light a number of interesting records. Mr. Zappia, for instance, was revealed as a five-time donor. For Leon Christensen, route clerk, and John Socha, assistant general foreman, it was the sixth contribution and Roy Pries, stower, went on record with 14. The top honor was accorded to Chief Clerk R. E. Chalifoux, whose current donation was his 19th.



"Name and occupation?" asks Gray Lady Charlotte Mitchell of Joseph Pomykacz, assembler, as Agent A. E. Ward looks on.





"Temperature normal," Mary Pat Leahy, comptometer operator, is assured by Nurse's Aide Gladys Kuechenberg. Next in line, Clerks Bruno Lapinski and E. J. Lemke.



Who's scared? After that first little prick, something like a mosquito bite, blood giving is a practically painless procedure.



It's all over and Checker Dominick Zappia, the first man to be processed, receives his official donor's pin from Canteen Worker Elsie Kahn. Fellow employes stowing away hot coffee and doughnuts before going back on the job are, from left, Caller Marcus Callegos, Clerk Harry King and Laborer L. A. Wozniak.

January, 1952

interested in a

SCHOLARSHIP

for your son?

MILWAUKEE ROAD employes whose sons plan to enter college next fall will be interested in this early reminder regarding the J. T. Gillick Scholarship which will be awarded again this year to some young man from the railroad family. The award entitles the winner to \$600 annually for tuition and incidental academic expenses for four years of undergraduate study at a university or college of his choice.

Applicants for the scholarship who plan to enter college for the 1952 fall term must file the various papers in connection with application not later than June 30. Sons of Milwaukee Road employes and sons of deceased or retired Milwaukee Road employes are eligible to apply, provided the parent did not receive in excess of \$6,000 as compensation from the railroad company in the 12 months last past, and has worked for the railroad for two years.

Details regarding eligibility requirements and other conditions of the award will be furnished to each applicant. Please address all inquiries to Carl Kuehnert, Chairman, J. T. Gillick Scholarship Committee, 356 Union Station Building, 516 West Jackson Boulevard, Chicago 6, Ill.

Magazine Locates an Old Friend

A PICTURE of E. A. Johnson, retired Davenport, Ia., locomotive engineer, which appeared in the September, 1951, issue of The Milwaukee Road Magazine was responsible for the renewal of an old friendship. Following the publication of the picture, which showed Johnson saying good-bye to his switching crew as he left the Road after almost 50 years of service, he was greatly surprised to receive a letter from H. E. Cullen of Boise, Idaho, a cronie of his working days on the old C&CB Division in the early 1900's.

Cullen, who is retired and enjoying life in the good hunting and fishing country around Boise, wrote that he reads the Magazine every month to learn what's doing on the system and recognized Johnson's picture as that of his old friend. With a long memory for names and dates, he recalled experiences they had shared, anecdotes about fellow employes, and familiar landmarks on their run over the Bluffs Division. How they measured up after the passage of years is shown by the following:

"Dear Ernie," he wrote, "I congratulate you upon your nearly 50 years of service with the finest railroad in the

world. I too, from the time I was a young fireman in 1903, loved my job and the Road treated me well. It still does and I am proud of the fact that I contributed a little at least to its present high standing in railway circles. You are in this same category, as an old and faithful employe who has done much to place The Milwaukee Road second to none in the Northwest."

Reduced Furlough Fares To Continue

REDUCED furlough fares for military personnel traveling in uniform at their own expense have been extended to June 30, 1952 by The Milwaukee Road and other railroads. The announcement was made late in December by Earl B. Padrick, chairman of the Interterritorial Military Committee, which represents all railroads in the East, South and West. The reduction in fares was to have ended Jan. 31, 1952.

The round-trip reduced fares will, therefore, remain at the rate of 2.025 cents per mile or less, and are tax-exempt. They are good in coaches only, but include regular stop-over and baggage privileges.



It was a pleasure all around as Fireman Harold R. Sumner received his white pass from President Kiley in Minneapolis. L. W. Palmquist, superintendent of the LaCrosse & River Division, on which the act of heroism occurred, looks on.

Three Carnegie Medal Heroes Receive White Passes

FIREMAN HAROLD R. SUMNER of Minneapolis, who achieved fame last Oct. 26 when he was awarded a Bronze Medal by the Carnegie Hero Fund Commission, was honored by The Milwaukee Road with the presentation of a lifetime unrestricted railroad pass. The white pass permits Mr. Sumner and his wife and children to travel on any Milwaukee Road train at any time. President J. P. Kiley presented the pass and had Sumner as his guest at breakfast in his business car in the Minneapolis passenger station Dec. 6.

The Carnegie award was conferred on Sumner for whisking two-year-old Jimmy Decker of Winona, Minn., from the path of a locomotive last April. Jimmy, who had wandered onto the track, was sighted by Sumner from the cab of a locomotive moving in the opposite direction on a parallel track. The train, which was traveling at 30 miles an hour, was less than 10 feet away when Sumner, who had jumped to the track, seized Jimmy and lunged clear of the track to barely clear the train.

Reviewing these facts as he presented the pass to Sumner, President Kiley said: "We of The Milwaukee Road are grateful that there should be among us men such as you, who are instinctively

willing to sacrifice themselves to save others."

At the time it was decided to honor Sumner with a white pass, it was also decided to issue similar passes to two other Milwaukee Road men who received the Carnegie medal of honor. They are Section Foreman Roy A. Powers of Rockford, Ill., who in 1943 saved the life of an aged woman who because of deafness was unaware of her danger as she crossed a railroad track in



Fireman Wallace G. Johnson of Tacoma smiles as he receives his white pass and accompanying letter, presented by Superintendent J. T. Hansen of the Coast Division.

front of an oncoming train, and Fireman Wallace G. Johnson of Tacoma who effected a rescue under the same circumstances in 1947. Powers was seriously injured and confined to a hospital for many months. He was retired from the railroad last May on full disability pension.

Powers and Johnson were presented with their white passes on Dec. 6, the same day that Sumner received his pass from President Kiley in Minneapolis. Acting for President Kiley, Superintendent A. J. Farnham of the Madison Division made the presentation to Powers at Rockford and Superintendent J. T. Hansen gave the pass to Johnson at Tacoma. A letter from President Kiley extended his personal congratulations, as they had been extended to Sumner:

"The unrestricted annual pass we are presenting to you at this time is intended only as a token of the high regard in which we hold you for having performed an act of great heroism", it said. "In accepting it, you permit all of us on the railroad to express our admiration for the brave, unselfish motive that impelled you to risk yourself to save the life of a fellow human being—and we are grateful to God that in doing so your life was spared."



Superintendent A. J. Farnham of the Madison Division congratulates Roy A. Powers, retired section foreman of Rockford, Ill., who holds the white pass and letter from President Kiley.

He's March of Dimes Poster Boy

THE SYMBOL of the month-long March of Dimes campaign in Milwaukee County which was launched Jan. 2 is a sturdy two-year-old in cowboy costume. The gun-toter is little Michael Pritchard, son of Jesse Pritchard, a clerk in the



"Two Gun" Mike Pritchard as Milwaukee County's March of Dimes poster boy.

signal store at the shops in Milwaukee. Mike was chosen for the honor because he is a bright example of the fact that there is a way back from polio—he is the 30th person in medical history to be twice stricken with the disease and he has recovered from both attacks with no serious effects.

Mike's first bout occurred in September, 1950, when he was eight months old. The attack was the spinal type and almost three weeks of hospital treatment and countless more of home therapy were required to restore his strength. The Pritchards had just begun to breathe

easily when last Aug. 15 he began to run a high fever from which he quickly passed into a coma. Again it was polio, that time the bulbar type. Medical men were excited by the case, since it proved, they said, that immunity acquired through one type of polio does not provide immunity against another type.

As suddenly as the second attack began, it was over. Mike was brought home from the hospital and in a few weeks was his old mischievous self. At first his parents feared his hearing had been impaired, but when it became apparent that he could hear the ice cream man's bell above the din of the radio they realized there was no cause for worry. His eyelids had a tendency to droop also, but this condition has since been corrected.

The increased incidence of polio has made the 1952 March of Dimes a crucial one for the nation. Mike was one of 500 cases in Milwaukee County last year and the National Foundation for Infantile Paralysis met a portion of the cost of his care. As the local campaign got under way he was swept along on a wave of publicity. In the first week he had an audience with Governor Kohler at the executive mansion in Madison and a few days later entertained 75 young polio victims at a matinee of the ice show currently ap-

The Boys Watched Out

LETTERS from our patrons are constant reminders that every employe is a public relations representative. For instance, here is what Mrs. Harry Marthaler of Beaver Dam, Wis., wrote recently about Neal B. Andrews, operator at Columbus, Wis.:

"My father who is 82 years young left Columbus recently on one of your trains, en route to Chicago where he boarded a train to the coast, destination Huntington Beach, Calif. Under ordinary conditions I would have had serious misgivings about allowing him to undertake such a trip alone, but about two weeks before we contacted Mr. Andrews at the depot. Mr. Andrews got the tickets and made the arrangements in such a way that I never had one moment's



N. B. Andrews



Mike's first picture, with his parents on the occasion of his baptism, Jan. 29, 1950.

pearing at the Milwaukee Arena.

Incidentally, "Two Gun" Mike is related to well-rooted Milwaukee Road stock. His grandfather was a locomotive engineer; an uncle, Russell Pritchard, is a chauffeur; another uncle, Morgan Pritchard, is a purchasing agent; and Aunt Ruth Pritchard is stenographer to the mechanical engineer.

anxiety. He sent wires and messages all along the line so that dad was constantly under the care of one of the employes of your railroad. We will never forget his kindness. Your railroad is to be complimented on having such as he to serve your patrons."

It took a little persuasion to get Mr. Andrews' O.K. for the publication of this much of the letter. "I only made use of the facilities at hand", he said. "I knew of an old gentleman bound for Portage who got off the train in Milwaukee without his hat or overcoat in cold weather, and his folks were frantic until the Milwaukee police located him. I did not want this old gentleman to do anything like that, so I had the boys watch out for him. That's all."

The reputation of the railroads has been built on their strength, their safety and reliability.
Greenville (S. C.) News



what is A GIRL?

-- sugar and spice and
everything nice . . . is that
what little girls are made of?

LITTLE girls are the nicest things that happen to people. They are born with a little bit of angel-

shine about them and though it wears thin sometimes, there is always enough left to lasso your heart—even when they are sitting in the mud, or crying temperamental tears, or parading up the street in mother's best clothes.

A little girl can be sweeter (and badder) oftener than anyone else in the world. She can jitter around, and stomp, and make funny noises that frazzle your nerves, yet just when you open your mouth, she stands there demure with that special look in her eyes. A girl is Innocence playing in the mud, Beauty standing on its head, and Motherhood dragging a doll by the foot.

Girls are available in five colors—black, white, red, yellow or brown, yet Mother Nature always manages to select your favorite color when you place your order. They disprove the law of supply and demand—there are millions of little

girls, but each is as precious as rubies.

God borrows from many creatures to make a little girl. He uses the song of a bird, the squeal of a pig, the stubbornness of a mule, the antics of a monkey, the spryness of a grasshopper, the curiosity of a cat, the speed of a gazelle, the slyness of a fox, the softness of a kitten, and to top it all off He adds the mysterious mind of a woman.

A little girl likes new shoes, party dresses, small animals, first grade, noise makers, the girl next door, dolls, make-believe, dancing lessons, ice cream, kitchens, coloring books, make-up, cans of water, going visiting, tea parties, and one boy. She doesn't care so much for visitors, boys in general, large dogs, hand-me-downs, straight chairs, vegetables, snow suits, or staying in the front yard. She is loudest when you are thinking, the prettiest when she has provoked you, the busiest at bedtime, the quietest when you want to show her off, and the most flirtatious when she absolutely must not get the best of you again.



Left Above: Linda Kay with Danny, children of Dispatcher George Dean, Beloit, Wis.

Left Below: Bonnie and Bobbie Lindberg, daughters of Switchman A. S. Lindberg, Milwaukee.

Right: Kathy, Kristy and Mary Kay, daughters of Engineer W. P. Prindiville, Chicago, and granddaughters of Conductor W. H. Prindiville, Elgin, Ill.





Left: Joan Marie, Nancy Jean and Patricia Kay, daughters of Weighmaster P. W. Wood, Seattle.

Center: Debra Kae, daughter of Extra Dispatcher H. G. Teske, Mobridge, S. D.

Right: Mary Margaret, daughter of Agent R. J. Kemp, Mason City, Ia.

Who else can cause you more grief, joy, irritation, satisfaction, embarrassment, and genuine delight than this combination of Eve, Salome, and Florence Nightingale? She can muss up your home, your hair, and your dignity—spend your money, your time, and your temper—then just when your patience is ready to crack, her sunshine peeks through and you've lost again.

Yes, she is a nerve-racking nuisance, just a noisy bundle of mischief. But when your dreams tumble down and the world is a mess—when it seems you are pretty much of a fool after all—she can make you a king when she climbs on your knee and whispers, "I love you best of all!"

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

Photographs appearing on these pages were submitted in response to an announcement published in the October, 1951 issue.



Above: Mary Louise, daughter of R. R. Wetzell, chief clerk to general agent, Chicago.



Top Left: Jill Ann and Gay Ellen, daughters of Operator L. A. Dittmar, Milwaukee.

Top Right: Kenna Gene, daughter of Operator K. E. Brees, Mystic, Ia.



Bottom Left: Donna, daughter of Switchman R. A. Hedeman, Franklin Park, Ill.

Bottom Right: Judy, daughter of Section Foreman F. P. Kuklinski, Tomah, Wis.

Below: Joan, Ray, Jean and Kay, children of Storehelper C. J. Althaus, Miles City, Mont.



Above Left: Judith Grace, daughter of Car Inspector R. V. Hurst, Dana, Ind.

Center Left: Dona Jean, daughter of Steno Eleanor G. and Clerk W. C. Klar, Miles City, Mont.

Center Right: Karen Ann, daughter of Clerk H. M. Moreau, Green Bay, Wis.

Above Right: Anna, daughter of Engineer H. A. Cecchi, St. Paul, Minn.





John Paulus checks a wire reservation with Clerk Helen Hyde at the Milwaukee station. An average of 250 reservations a day are handled.

"Travelers attach more importance to friendly treatment by ticket office and train personnel than many suspect," says a . . .

After 42 years of answering questions of the traveling public, it's hard to stump John Paulus. Here he gives a hand to Information Clerk William Bartel.



The story of John Paulus, Milwaukee Road ticket agent in Milwaukee, appeared in the October issue of *The Pullman News*, as one in a series of "Personality Stories," and is reprinted through the courtesy of that magazine.—Editor

WATCH John Paulus at work for just a few minutes and you'll discover the reason he's had such a successful career as ticket agent.

Kindliness, courtesy, understanding—those are John's outstanding traits. That they add up to the kind of service rail and Pullman patrons like and appreci-

Milwaukee Road TICKET AGENT

ate is shown by the records of ticket sales at the Milwaukee Road station in Milwaukee, where John heads up a staff of 25 people as station ticket agent.

A ticket sale every two minutes 'round the clock is the average at the station ticket windows. Reservations run 250 a day. In his 34 years as agent, John or his assistants have sold many millions of miles of train rides.

"If all the tickets we've sold here were laid out I'm sure they'd cover quite a few acres of ground," John laughed.

John's station is a busy one, but the reason isn't only that there are lots of people in and around Milwaukee who want to ride trains. Part of the reason is John himself.

"We try to meet the patrons right," says the 62-year-old John. "We do the best we can for everyone. If there is a problem we explain it and usually work it out."

There's still another reason for John's success. Milwaukee and the neighboring

towns have many industries, large and small. These industries have traffic managers, sales managers and others who do a lot of traveling.

John knows many of them by their first names. Over the years he has won their confidence by making an extra effort to get them the reservations they wanted. During World War II this was often a tough job, but John always managed to come through.

"We never gave up," he said. "We might be turned down by one line after another, but somehow or other we always managed to get space of some kind so they could make their trips."

This attention to his patrons' interest is paying off now. Many of these business men call him direct when they want reservations.

Quiet, pleasant mannered John was born in LaCrosse, Wis., Oct. 8, 1888. He started his railroad career on The Milwaukee Road in his home town as yard office clerk in 1910. He wanted to be a telegrapher, but fate decided otherwise. He entered the ticket office at LaCrosse in 1913, and two years later was transferred to the Milwaukee city ticket office. In January, 1917, he went to Indianapolis as city passenger agent for The Milwaukee Road, and in April of the same year assumed his present position.

John says train passengers are a good deal more sophisticated than they used to be, and he thinks part of the reason is the large amount of traveling people did during the two World Wars, particularly during the last one. They want more in the way of comfort on trains, and of course they are getting it. As one indication of growing sophistication, John cites the fact that the sales of Pullman tickets at the Milwaukee Station have increased substantially during his career as a ticket man. They are now 10 times what they were in 1917. This gain is only partly accounted for by the growth of the city.

A man with all John's experience in meeting and talking with passengers ought to have a pretty good idea what rates highest among them in the way of passenger train improvements. John says air conditioning. All the other improvements count a lot, he admits, but if he were to mention one thing that rates tops, he'd take air conditioning.

John is also convinced that train travelers attach more importance to courteous and friendly treatment of them by ticket office and train personnel than many in these fields suspect. His own handling of patrons and his insistence

that all members of his staff do their utmost in furnishing a more personalized service to passengers or prospective passengers, serves as a shining example of his sound thinking in this regard.

John has seen a lot of changes in his time. Back in 1917 the trip to Chicago, 85 miles distant, took two hours and 15 minutes. Today's trains make the run in 75 minutes. The trip to Minneapolis, 336 miles, required 12 hours in the old days. At present, on a number of the trains, Minneapolis is only 5½ hours away. And of course the trains are absolutely up to the minute in service features and appointments.

John is an ardent fisherman, and whenever he can get away he's off to one of Wisconsin's numerous beautiful fishing lakes. On vacations he likes to

place. He's a combination carpenter, plumber, painter, electrician—almost anything you can name.

His eyes shine when he tells you about his family. There are two daughters, one of whom, Jane, lives at home with her parents. The other daughter, Betty, is married and lives in Detroit. Betty's daughter, Sue, 10 years old, is obviously the apple of grandpa's eye. Another member of the family is John Kruse, a nephew, who has been brought up from birth in the Paulus household. A third year student at Beloit College, young John was a national honor student in grade school and high school, and is winning honors in college, too.

Young John worked this summer for his uncle in the Milwaukee station ticket office. No, he isn't going into the



Little Sue, the apple of her grandparents' eye, is the center of this Christmas scene at the Paulus home. It includes daughters Betty and Jane and nephew John Kruse.



Proof of good fishing. This shows summer vacation catch of the Paulus family. Mrs. Paulus takes a good share of the credit for this impressive string.

go to the north shore of Lake Superior or far up in Canada. The picture of him on this page showing him with the mighty string of fish is good proof that he's an expert with the rod and reel.

He likes to golf, too, but outside of fishing perhaps his best-loved hobbies are his family and tinkering around the house. About five years ago he bought a new home and has been spending some of his spare time fixing it up. He's rebuilt the garage, redecorated the whole house as well as doing a lot of needed electrical and plumbing work around the

railroad business. He plans to be a teacher. But John, Sr., says that railroading—ticket selling preferred—is a mighty fine calling for any young man who wants a satisfying and interesting career. Under his railroad's retirement plan, John is up for retirement in three years. When that time comes he's going to spend a lot of time fishing and pursuing his other hobbies. It's a safe bet, though, that he'll be able to squeeze in a little time to visit the ticket office in Milwaukee station, where he has served so long and faithfully.

The Women's Club Spreads Good Cheer

DURING the holiday season just passed Tomah Chapter of The Milwaukee Road Women's Club handled the sale of Christmas Seals in that community for the second consecutive year. In addition to sending out 2,550 letters to people in that area, a committee directed by Mrs. Edwin Eirschele distributed posters and other advertising matter. Because of the fine work done by last year's committee, the laboratory services of the Wisconsin Anti-Tuberculosis Association were made available to the community throughout

1951, services whose value far exceeded the money raised through the sale of Seals.

The Tomah activity was outstanding among countless neighborly good will projects sponsored by the club during the weeks preceding Christmas. As usual, there were family dinners and parties for the children, but first consideration was for the shut-ins, the elderly, the friendless—in short, for all who might be overlooked at holiday time. The following is a brief resume of some of the programs carried out at various



All around the Christmas tree at the family holiday party held at St. Maries, Idaho. Approximately 118 were present.



The welfare committee of Perry Chapter preparing "good cheer" packages. From left: Mmes. Oliver Jensen (chairman), Amos Monthie, Frank Millard, Thomas Connell, W. S. DeLany, Benton Stitzel (president), E. A. Evans, Pat Ryan, George Clark and E. J. Wilms.



points on the system.

At Wausau and Sioux Falls all young men of local railroad families now in the armed forces were remembered with gifts, in addition to which Wausau Chapter collected a large supply of canned goods, jams and jellies to fill Christmas baskets for the needy. Avery Chapter also conducted a drive for home canned fruits, vegetables and preserves to distribute to elderly people and the sick. A house-to-house solicitation of members was made by a committee composed of Mmes. A. E. Morris, H. V. Utley, E. W. McKinnon and E. B. Williams.

Hundreds of cards were sent to retired employes of the Road, and flowers, baskets of groceries and holiday treats were distributed in hospitals and among needy families and shut-ins. Chapters which had welfare committees active in this work included, among others, the units at Green Bay, Sioux Falls, Council Bluffs, Savanna, Spokane, Seattle, Marmarth, Mason City, Mobridge, Tacoma, La Crosse, Madison (Wis.), Ottumwa, Sanborn, Tomah and Marquette. St. Paul Chapter sent baskets containing complete Christmas dinners to some families and fruit baskets to those who were ill.

Santa Claus made a number of personal appearances on the system, generally traveling by train. At Sanborn he called at the homes of employes where there were children and at the homes of retired employes and widows, leaving with the latter group gifts of cigarettes or candy. A similar program

Everyone gets a present at the La Crosse Chapter Kiddies party. Next, ice cream and cookies.

Miles City Service Club Stages Minstrel Show

THE Miles City Service Club broke out the lamp black and staged a minstrel show as the entertainment feature of its annual Christmas party. The party line report gave it the rating of the best production of its type ever presented at Miles City.

The prospect of a better-than-usual good time attracted some 600 employes with their families and guests to the party at the Eagles Hall the evening of Dec. 8. Service Club President J. D. Wagner made a curtain speech of welcome, and after that the show belonged to Interlocutor Jack McCourt and his company of darktown comedians.

Included in the blackface cast were Paul Mann, Bill Beach, Earl Winther, Dr. Lloyd Bowman, John Morgan, Clayton Evans, Parke Burns, Leonard Kirchoff, Al Gearey, Eddy Halverson and Chris Sieler, Jr. The straightmen were Art Davidson, Albert Kelm, Ed Gale, Darrell Goodspeed and Thurman Bankey.

The show featured the songs, monologues and humor of the typical old time minstrel. Stars of the program were the Messrs. Mann, Beach, Winther and Bowman, who were billed as "The Four Crows", Eddie Halverson and his guitar, and Chris Sieler as a jig dancer. Messrs. Beach, Mann, Bowman and Morgan also

gave solo performances. The song numbers included such audience favorites as "Pretty Baby", "Carolina in the Morning", "Under the Bamboo Tree", "Way Down Yonder in the Cornfield", "Ain't Dat a Shame" and "By the Light of the Silvery Moon". And lest anyone forget what the occasion happened to be, the curtain went down to the tune of "I'm Dreaming of a White Christmas".

Credit for directing the show went to Art Davidson, who was assisted by Joyce Tooke as accompanist. Claude O'Brien was manager and Ray Grant, Jr. was in charge of programs and make-up.

The balance of the program consisted of specialty numbers. Betty Lou Comstock, winner of the Custer County High School talent contest, played a piano solo and the Mincoff sisters, Dorie and Marie, sang. A sextet from the Sacred Heart High School also sang several numbers. Mrs. Joe Elzea was their accompanist.

At the conclusion of the stage show the hall was cleared for dancing and at 10:30 a lunch was served in the basement dining room. The serving committee included Sam and Pete Leo, Dan Tedesco, Corliss Yates, James Moyes and Al Perschillo.

The Service Club had the honor of repeating the show at the Miles City Veterans Hospital Dec. 12. It was the first stage show to be given in the new auditorium. The following evening a third performance was given at the State Industrial School.



Backstage with Paul Mann, Chris Sieler, Parke Burns and Bill Beach.

John Morgan undergoes a black-out at the hands of Ray Grant, Jr.



was carried out at Moberge.

Aside from these activities, the employes of the railroad were not overlooked in the good cheer program. Several chapters held open house before Christmas, serving sandwiches, cakes and coffee during the lunch period. Those on a large scale included the open house for employes in the White Building in Seattle and the buffet lunches served at Chicago to some 700 employes in the Union Station and 1,000 or more in the Fullerton Avenue accounting department offices.

Railroads use more oak crossties than any other kind. Oak ties accounted for 48 per cent of all ties passing through tie-treating plants during 1950.

The curtain goes up on Interlocutor Jack McCourt and the ensemble.



appointments

Mechanical Department

Effective Dec. 1, 1951:

J. H. Kervin is appointed master mechanic of the Rocky Mountain Division with headquarters at Deer Lodge, Mont., vice W. E. Brautigam who retired after many years of service. Entering Milwaukee Road service at Coburg, Mo., in 1938, Mr. Kervin subsequently became a machinist apprentice. He transferred to Milwaukee as a machinist in 1942 and in 1949 was appointed supervisor at Milwaukee, Nahant and Madison. He has been general foreman at Western Avenue, Chicago, since Mar. 1, 1951.

Traffic Department

Effective Dec. 16, 1951:

H. V. Page is appointed city freight agent at Chicago. Mr. Page started with the Road in the Fullerton Avenue accounting department in 1940. Following military service during World War II, he was employed in the office of assistant freight traffic manager, sales and service. In 1949 he was transferred to the freight traffic department office where he has served in various capacities.

Law Department



M. E. Sharp

C. G. Metzler

Effective Jan. 1, 1952:

C. G. Metzler, attorney, Chicago, is appointed assistant general attorney. Mr. Metzler, who graduated from Northwestern University Law School, has been with the Chicago office of the law department since August, 1948.

M. E. Sharp, attorney, Seattle, Wash., is appointed assistant general attorney. Mr. Sharp, a graduate of the Northwestern University Law School, entered the service of the Road in September, 1948, in Chicago. He was transferred

to the Seattle law department office in September, 1950.

Finance and Accounting Department



H. C. Johnson

R. H. Padgett

Effective Jan. 1, 1952:

H. C. Johnson is appointed auditor of expenditure, succeeding G. E. Engstrom who retired under the company pension plan. Mr. Johnson has been with the Road since 1922, starting as a special accountant in Chicago. In 1923 he went to Deer Lodge as division accountant and subsequently was appointed traveling accountant, Lines West. He transferred to Milwaukee in 1932 as assistant district accountant and in 1933 was promoted to district accountant. He has been chief disbursement accountant in Chicago since Aug. 1, 1940.

R. H. Padgett is appointed chief disbursement accountant, succeeding H. C. Johnson, promoted. Prior to entering Milwaukee Road service in 1926, as a special accountant at Deer Lodge, Mr. Padgett was employed by the Pennsylvania. On Nov. 1, 1944 he was transferred to Chicago as chief clerk to the auditor of passenger accounts and on Nov. 1, 1948 was promoted to assistant auditor of passenger accounts.



E. H. Sowle

A. B. Montgomery

A. B. Montgomery is appointed assistant auditor of passenger accounts, succeeding R. H. Padgett, promoted. Following some previous service with the American Express Co., Mr. Montgomery started with the Road in August, 1920, as a traveling accountant in the office of the auditor of expenditures. In 1935 he was appointed chief clerk to the auditor of expenditures, serving in that capacity until his present appointment.

E. H. Sowle is appointed auditor of machine accounting. His former position of supervisor of payroll taxes is abolished. Mr. Sowle entered the employ of the Road as a stenographer at the Tomah, Wis., shops in 1921. He was appointed accountant at Tomah in 1925 and in 1932 was transferred to the accounting department at Milwaukee. In 1936 he was appointed A.F.E. accountant and subsequently chief clerk to supervisor of payroll taxes in Chicago. He has served as supervisor of payroll taxes since 1946. The position of auditor of machine accounting is newly created.

Operating Department

Effective Jan. 1, 1952:

O. R. Powels is appointed agent at Tacoma, Wash., succeeding R. A. Grummel who has retired after nearly 50 years of faithful service.

Most Congressmen Once Wanted to Be Railroaders

DURING A recent interview with Congressman Pat Hilling of California over Radio Station WOL in Washington, D. C., Betty Bradly, the interviewer, asked the solon to comment on his boyhood ambition. "Betty," said the Congressman, "I think there's hardly a man in the Congress who didn't at one time want to be a railroad man. That was my original ambition. I still get a thrill out of seeing a train . . . I worked for a couple of years part time for the Southern Pacific Railroad as a telegraph operator . . . I'm afraid that a man can't really consider himself in politics today unless he climbs up in the cab of a locomotive, and puts on a hat and pulls a whistle."

G. E. Engstrom, Accounting Department Veteran, Retires

G. E. ENGSTROM, who has been auditor of expenditures in Chicago since 1935, retired Dec. 31. Associates in the Fullerton Avenue accounting department honored him with a banquet and as a testimony of their great regard presented him with a piece of woodworking machinery for his hobby workshop. Mr. Engstrom is one of Chicago's better known hobbyists, having achieved considerable fame as a maker of fine violins.

Starting in 1905, Mr. Engstrom worked for the Road intermittently during his school years and so it followed that after his graduation from the University of Iowa as a civil engineer in 1912 he became a full-time employe. He entered the engineering department where he served consecutively as draftsman, assistant resident engineer, resident engineer, assistant engineer and assistant engineer-track elevations, and also as pilot engineer on valuations.

In November, 1919, he was retained jointly by the engineering and accounting departments as assistant engineer on valuation and in April, 1924, was appointed assistant auditor of investment accounts. He was appointed assistant auditor of expenditures in November, 1927, and served in that capacity until he was promoted to auditor in April, 1935.

The years Mr. Engstrom spent with the Road saw many changes in railroad accounting methods. Mr. Engstrom was always a leader in the field and the system now in use on the railroad is a tribute to his ability and serious interest. He has a host of Milwaukee Road friends who wish him many years to enjoy his retirement.

E. C. Ablng

EDGAR C. ABLING, traveling freight and passenger agent at Denver, died unexpectedly Dec. 3 in St. Louis where he had gone to attend the funeral of a brother.

Mr. Ablng was born in St. Louis Apr. 7, 1888. Prior to coming to the railroad he was employed by the American Refrigerator and Transit Co. in St. Louis and by the Western Weighing & Inspection Bureau in St. Louis and Denver. He entered Milwaukee Road service Feb. 1, 1927 as chief clerk in the Denver office and was promoted to city freight and passenger agent in 1938. He had been traveling freight and passenger agent since July 1, 1947.

Mr. Ablng is survived by his wife, Rose, a daughter Rosemary in Washington, D. C., and a son, Paul Robert, who is with the Navy at San Diego; also three sisters in St. Louis.

C. E. Engstrom and a group of associates inspect the power saw which was a retirement gift from the account department friends. From left: H. D. Fletcher, paymaster; E. H. Sowle, auditor of machine accounting; H. G. Russell, assistant chief disbursement accountant; Mr. Engstrom; R. P. Kauppi, assistant auditor of expenditures; A. B. Montgomery, assistant auditor of passenger accounts; and H. C. Johnson, who succeeds Mr. Engstrom as auditor of expenditures.



G. V. Valley Heads Portland Passenger Men

GEORGE V. VALLEY, district passenger agent at Portland, Ore., has been elected president of the Portland Passenger Association to serve for 1952. Previously he had been on the board of directors. He has also been active in the association's committee work, serving last year as chairman of the entertainment committee.



G. V. Valley

Mr. Valley entered Milwaukee Road service as a ticket clerk at Madison, Wis., in August, 1938. He transferred to the Seattle city ticket office as cashier in December, 1941 and was made city ticket agent at Spokane in January, 1944. He was appointed to his present position in January, 1946.

The Portland Passenger Association was organized in 1924 by a Milwaukee Road employe, C. H. McCrimmon, who was traveling passenger agent in Portland at that time. Mr. McCrimmon served as president in 1924 and again in 1925. He is now retired and living in Portland.

Thank You So Much

THE FOLLOWING is a gracious "thank you" note received recently from a patron, Mary Sterling Horner:

"On a trip from Milwaukee to Beloit, riding the Southwest Limited, I left a box on the train. Discovering this when I reached home, I called the station agent (in Rockford, Ill.) at about 10:15 P.M. and somehow, by 8:30 the next morning, the railroad people had not only wired a message of my loss, but had the package at the Rockford station.

"Such service is outstanding and certainly appreciated by 'careless' passengers. Thank you so much. I'm certainly a Milwaukee Road supporter now."

GI FAVORITE. When O. R. Anderson, GPA, Seattle, answered the 'phone one morning not long ago, the caller identified himself as an Army private, Lewis Flax. He said he was speaking for himself and 35 other GIs who wanted to let him know that in all their traveling experiences around the country, nowhere else had they received the fine service they enjoyed on The Milwaukee Road.



Officers and other leaders of the association pose alongside the miniature Milwaukee Road train which served as a stage decoration. First row, left to right: Mrs. F. T. Ross, general chairman; L. R. Rosenbaum, agent at Franksville, Wis., secretary-treasurer; H. C. Cone, train dispatcher, Milwaukee, vice president; C. C. Ruthe, agent at Somers, Wis., president. Second row, left to right: M. A. Grenning, agent at Rondout, Ill.; L. M. Oskins, agent at Sturtevant, Wis.; A. D. Campnell, agent at Morton Grove, Ill.; and H. L. Honeman, agent at Deerfield, Ill., directors.

Station Employee Group Meets in Milwaukee

A GROUP of approximately 275 Milwaukee Road employes and their wives and friends were guests of the Blatz Brewing Company at a meeting of the Railroad Station Agents and Station Employes Association held in the Blatz Auditorium in Milwaukee on the night of Nov. 23. It was one of the best attended meetings ever held by the two-year-old association comprised of station personnel from various Milwaukee Road points in northern Illinois and southeastern Wisconsin.

Following a speaking program featuring brief addresses by C. C. Ruthe, president of the association and agent at Somers, Wis.; A. G. Dupuis, assistant public relations officer; and J. H.

Stewart, general superintendent, the entertainment program got under way with M. A. Grenning, agent at Rondout, Ill., serving as master of ceremonies.

The entertainment bill consisted largely of Milwaukee Road talent, including:

Robert Williams, 72-year-old retired LaCrosse & River Division telegrapher, who brought into play his years of experience as a professional circus clown and amateur violin maker for his act as a clown violinist.

Mrs. Charles Bean, pianist, wife of station agent at Tomah, Wis.

Harold C. Cone, train dispatcher on the Milwaukee Division, and M. A. Grenning, who combined their talents

in a hurdy-gurdy skit.

Charles Westerlund, violinist, proprietor of the Milwaukee Road barber shop in the Milwaukee Union Station.



J. H. Stewart, general superintendent, pays tribute to Milwaukee Road agents, describing them as key figures in railroad operation. He provided his audience with an interesting review of the traffic significance of the Milwaukee terminal area, and the engineering projects the Road has undertaken there as a means of providing still better service.



A. G. Dupuis, assistant public relations officer, addresses the group. He entertained his audience with personal recollections of his boyhood

experiences around Mont Clare station in Chicago where his father, G. F. Dupuis, now retired, was agent for many years.

Badges for the Experts



Jay Hormel, chairman of the board of Geo. A. Hormel & Co., shows his "Railroad Expert" badge to C. H. Rowley, superintendent of the I&SM Division at Austin, Minn.



President Kiley smiles approval as he examines Vice President Donald's badge identifying him as an Official Judge, "Special Class", in the 1951 National Barrow Show.

WITH appropriate ceremony and out-sized badges as the measure of their sincerity, officers of The Milwaukee Road and of Geo. A. Hormel & Co., Austin, Minn., recently exchanged official recognition of each other as experts in the other fellow's business.

It gets a little confusing, but the explanation may be worth the time of anyone interested in knowing how Lloyd Donald, operating vice president, came by the pig that hangs on his office wall. It happened this way:

A few months back, Mr. Donald and President Kiley were in Austin as guests of the meat packing company at the National Barrow Show. The day was given over to conversation regarding pigs and railroading, and in the course of things Jay Hormel, chairman of the Hormel Company board, announced that although he had never worked a single day for a railroad company, he knew how it ought to be done. Mr. Kiley promised him that suitable credentials would be

forthcoming.

Meanwhile, Mr. Donald's confidence in his ability as a judge of pigs mounted to the point where he confidently selected Pig No. 23 as being outstanding in a group of Poland China barrows. It later developed that Pig No. 14 took the blue ribbon, and Mr. Donald's No. 23 didn't even come close.

Shortly after returning to Chicago, Mr. Kiley forwarded a "Certified Railroad Expert" badge to Mr. Hormel, bearing the latter's name and the following inscription:

"I've never laid a tie or rail
Or made an engine run,
But I'm great to tell the railroad men
The things that should be done!"

Not to be outdone in a gag, Mr. Hormel forwarded to Mr. Donald, almost by return mail, an elaborate badge

in the shape of a pig. It proclaimed him to be an Official Judge "Special Class", National Barrow Show, 1951, and the sentiment went as follows:

"I cannot tell a gilt from a barrow
(From here they look the same);
I've never helped a brood sow farrow
(Iron horses are my game);
But I judge pigs with a cunning eye
(A ribbon goes to all).
I ask one question as a pig goes by—
"Will he make a good football?"

The exchange of "recognition" has been good for a lot of laughs in Chicago and Austin, and Mr. Donald has had his pig badge made into a beautiful plaque which hangs beside the door of his private office. It may be a little confusing to the first-time visitor, but it certainly lets him know that he's in the presence of a genuine expert.

how are we doing?

	NOVEMBER		ELEVEN MONTHS	
	1951	1950	1951	1950
RECEIVED FROM CUSTOMERS for hauling freight, passengers, mail, etc.....	\$22,850,323	\$23,046,071	\$244,485,307	\$231,343,507
PAID OUT IN WAGES	10,606,386	10,285,049	123,581,900	109,855,680
PER DOLLAR RECEIVED (CENTS).....	(46.4)	(44.6)	(50.5)	(47.5)
Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment insurance.....	596,274	582,754	7,163,688	6,659,901
PER DOLLAR RECEIVED (CENTS).....	(2.6)	(2.5)	(2.9)	(2.9)
ALL OTHER PAYMENTS for operating expenses, taxes, rents and interest.....	10,164,064	10,078,856	107,211,615	102,793,012
PER DOLLAR RECEIVED (CENTS).....	(44.5)	(43.8)	(43.9)	(44.4)
NET INCOME	1,483,599	2,099,412	6,528,104	12,034,914
REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:				
Number of cars.....	132,940	136,348	1,468,640	1,467,940
Decrease 1951 under 1950.....	3,408			
Increase 1951 over 1950.....			700	

Northwestern University Students Study Diesel Exhibit

AT THE request of members of the faculty of Northwestern University, the Milwaukee Road recently exhibited on its tracks in Evanston, Ill., what is considered the largest slow motion cut-away portable mechanical exhibit ever constructed. The display was a full size cut-away Diesel locomotive unit, 51 feet long and weighing 189,000 pounds. It was constructed by Electro-Motive Division of General Motors out of a regulations "B" or booster unit General Motors Diesel locomotive, which is one of the types in use on The Milwaukee Road.

The Evanston exhibit, which attracted large groups of students from the schools of mechanical and electrical engineering at Northwestern, was one of the most successful of several similar showings at university cities on the railroad.

The unit was so arranged that visitors could study the operation from the outside of the locomotive, as well as go inside for the close-up view of various parts of the machinery. It was possible to follow the flow of such materials as fuel oil, lubricating oil, air and water.

Representing the railroad at the exhibit were H. F. Bitz, Milwaukee Road agent at Evanston; Walter Marshall, assistant to superintendent of motive



H. F. Bitz (left), Milwaukee Road agent at Evanston, Ill., and Dr. Henry Crew, emeritus professor of physics at Northwestern University, alongside the exhibit. Dr. Crew is the author of many scientific books and articles, including "The Tragedy of Rudolf Diesel."

power; and Ted Mishefski, general road foreman of engines.

The highlight of the day was a broadcast by Radio Station WNMP which included a description of the exhibit and a discussion of locomotive power, past present and future, including its relation to general public welfare.



A general view of the exhibit and some of the students and other interested viewers.

Keeping In Touch

THE FOLLOWING is an excerpt from a letter recently received from P. X. Kennedy, retired agent of Montgomery, Minn.:

"I am happy to be on the mailing list of the Magazine, as it permits me to keep in touch with the 'goings on' without leaving my own home. The Magazine you are putting out suits me to a 'T'. The pictures and illustrations make the reading much more interesting and give one a chance to see a friend or two in print.

"'What Do You know?'—I like that one, a letter from the President, a story on railroading, information about improvements on the line, the recent 'What Is a Boy?' feature, pictures and stories of meetings, promotions, retirements, parties and so on, the 'How Are We Doing?' report—very informative—'How To Make Friends by Telephone', the Home Department—fine for the ladies.

"Retirement reports and the general news by departments and divisions give one an idea of just what is going on on this great railroad of ours. To we who are retired, this kind of news is very welcome since it serves to keep us in touch with the railroad we served so long."

Mr. Kennedy retired in 1945, having completed 46 years of railroading. He was born in a log house at Ottumwa, Ia., in 1877, before The Milwaukee Road was built through that section of the country. He was the Road's agent at Montgomery for almost 35 years.

It's For Her

A WOMAN'S view of traveling is conveyed by this small paragraph which appeared in The Bayard (Ia.) News recently, after the editor, Kenneth Robinson, and his wife returned from a trip to Chicago. Here's what Mary Louise Robinson had to say:

"Certainly did enjoy our ride on the Hiawatha of The Milwaukee Road. See the thing speeding through town and wish we were on it. Well, we finally were and enjoyed the comfort of a fine train. Always feel like the president of the road when in the diner. I can sleep anytime on a train, love to have the food and other accommodations with me, so train travel is for me!"

More than fifty railway companies in the United States were chartered, or include lines which were chartered, over a century ago.

The Milwaukee Road Magazine

Rails Called Strongest Force For United Europe

THE unification of Europe is now believed to be closer than ever before, thanks in part to the recent organization of the *Union Internationale Chemins de Fer* for the coordination of every phase of rail operations. The importance of the U.I.C., a kind of European Association of American Railroads, was explained by O. A. Rosboro, vice president of Vapor Heating Corp., at a press luncheon in Chicago on Dec. 19. Mr. Rosboro had recently completed a five-month tour of Europe and Africa.

Agreement for interchange of equipment between the railways of France and Germany has already been made, he pointed out, and many "international" trains crossing national frontiers are now operated. Track widths throughout the continent are standardized except in Spain and Portugal, where the gauge is wider. These two countries can interchange equipment and operate "through" trains, but travelers to and from France have to change trains at the Spanish frontier.

All European railroads are government owned and few are operating at a profit. It is interesting to note, however, that the dining car service operated

by Wagon Lits on all continental trains and within some of the countries, as well as the dining car service operating internally in Switzerland and some other countries, shows a profit.

Schedules of European trains are well maintained, and travel is heavy. Some railways give reductions for round trip tickets, and all except those in Switzerland punch tickets at the entrance to the train shed and take up the tickets as the passengers leave the train shed at destination. Seldom is an announcement made of the next station, which means that one must watch for the station name if he is to get off at the desired destination. This is particularly confusing in countries such as Belgium where station names are shown in more than one language.

All railroads in Europe are actively engaged in a genuinely cooperative effort to standardize time tables, equipment, and operations, Mr. Rosboro stated. The impact of this determined cooperation may well be the first and most powerful influence toward a united Europe.

It was the speaker's opinion that the train transport system of western Europe would be adequate in the event of war.

Promoted to Foreign Freight Association Posts

R. T. McSWEENEY, oriental traffic manager for The Milwaukee Road, was elected president of the Railroad Foreign Freight Agents Association of Chicago at a meeting on Dec. 17. At the same time, F. D. Basil, export and import agent for the Milwaukee, was elected a director for a two-year term. The membership of the association, organized five years ago, is confined strictly to persons whose work directly involves the supervision of foreign traffic.



R. T. McSweeney



F. D. Basil

Mr. McSweeney has been in the Oriental department 40 years and has held his present title since 1938. Mr. Basil has been with the company 30 years, almost all of which time has been

spent in export and import work. He has held his present title since 1943.

The purpose of the association is to promote a better understanding of foreign commerce; to develop closer relations with exporters, importers, brokers, freight forwarders, steamship agents, and those engaged in transportation; and to provide a forum for the discussion of problems and the creation of a better public understanding of the significance of foreign trade.

The old-time cattle thief now has a grandson who only pinches calves.

When the train arrived in Milwaukee 75 minutes later, he got his answer from Conductor Williams. Yes, Mr. Janke had been located and was very pleased—he had been looking forward to a very unhappy trip, indeed.

Dominic later received a note of thanks from Mr. Janke in which he said he would never forget the favor and from now on The Milwaukee Road will have his undivided patronage. A token of his gratitude was enclosed. Dominic's attitude toward the incident is best conveyed by his comment: "Finders, keepers? Not me, I like to sleep nights."

A Matter of the Best Policy

by F. J. Carney
Correspondent, Chicago

ALTHOUGH Dominic Odierno, reservation clerk in the Chicago Union Station, and William Janke of Spokane, Wash., have never met, there is every reason to believe that the latter will remember Dominic for years to come. Here's the story:

It had its start on a recent afternoon when Dominic was at his usual post in the station concourse checking coach passenger reservations on the Olympian Hiawatha. As he was putting the finishing touches to the job, he happened to notice a flat, book-type wallet lying on the check-in table. Finding no claimant among a nearby group of servicemen, he opened it. The contents made him whistle. There were two crisp \$100 bills and three 50's, and a blank check of the Old National Bank of Spokane bearing the name and address of William Janke.

With the Olympian Hiawatha about



Dominic Odierno checks a passenger reservation with Conductor Harry Williams.

to pull out, Dominic buttonholed Touralux Conductor "Red" Nolan and asked him to post train Conductor Harry Williams, who was already aboard, to look for Mr. Janke among the passengers.

HOW TO MAKE FRIENDS BY TELEPHONE

when telephoning . . .

TRY TO VISUALIZE THE PERSON

Speak *TO* the person at the other end of the line, not *AT* the telephone.



when telephoning . . .

SAY "THANK YOU" AND "YOU'RE WELCOME"

People know that courtesy on the telephone means courtesy in your business dealings. The use of such phrases is one way to smile over the telephone.

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



must be caring for your unmarried, dependent child under age 18. She must either have been married to you for at least three years or be the mother of your child. And, if she is not living with you, you must be contributing regularly to her support, or must have been ordered by a court to do so.

If you are a woman employe, you must be receiving a retirement annuity or pension; you and your husband must both be at least age 65; and, in addition, your husband must have been dependent upon you for at least *half* of his support at the time you retired.

Amount of Benefit

The amount your wife (or husband) will get will be equal to half of what your own retirement benefit comes to, up to \$40. (Most wives' benefits will be \$40.) However, her benefit will be reduced by the amount of any other benefit she may be entitled to receive under either the Railroad Retirement Act or the Social Security Act, except a wife's benefit under the social security system.

Also, your wife cannot get her benefit for any month in which yours is suspended, or for any month in which she works for a railroad or for her last non-railroad employer.

If your wife is 65 or older, she will continue to draw her benefit until you die. If she is under 65, she will get it as long as your child is unmarried, under age 18, and in her care. Of course, when she becomes 65, she may be able to qualify a second time.

If a woman has been awarded a wife's benefit, any widow's benefit to which she may later be entitled can never be less than the amount of the wife's benefit. It may, of course, be more.

retirement news

Benefits for Wives of Retired Employees

WHEN you retire on an annuity under the Railroad Retirement Act, your wife will also receive a benefit under certain conditions. If you are a woman employe, and your husband is dependent upon you, he, too, may be entitled to a benefit.

These benefits became payable for the first time in November, 1951 as a result of the recent amendments to the Railroad Retirement Act.

The wives of some 80,000 retired employes, who were on the Railroad Retirement Board's rolls when the amendments were passed, are able to qualify for the benefit immediately. *They must however, first file an application with the board and await decision.*

When Benefits are Payable

Before benefits can be paid to your wife, both you and she must meet certain requirements set forth in the law. You

must be receiving a retirement annuity or pension under the Railroad Retirement Act, and you must be 65 or older.

Your wife must also be 65, or she

our safety score

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

Month	1951		1950		Percent Increase or Decrease	
	Fatal	Rep. Inj.	Fatal	Rep. Inj.	Fatal	Rep. Inj.
January	68	39	+ 74
February	1	49	...	31	...	+ 58
March	2	57	1	37	+ 100	+ 54
April	...	34	...	34
May	1	40	...	32	...	+ 25
June	...	36	...	39	...	- 8
July	...	38	1	45	- 100	- 16
August	1	46	2	43	- 50	+ 7
September	...	39	1	42	- 100	- 7
October	...	36	...	45*	...	- 20
November	...	45	2	45	- 100	...
December	1	50*	1	40	...	+ 25
TOTALS	6	538*	8	472	- 25	+ 14
Casualty Rates	.08*	7.45*	.11	6.63	- 27	+ 12
*Estimated						

What We Should Know About Burns

WHILE wartime casualties make shocking front page news, burns are daily taking an equal toll in civilian life. Every year some 8,000 Americans die from fires and burns. The fatalities number only about one tenth of the men, women and children who are severely burned but survive.

Minor burns are as common as colds, yet few people have learned the rudiments of first aid treatment. Knowledge of emergency burn treatment may save the life of a neighbor or a fellow employe in day-to-day living. Should we ever be subjected to atomic attack, it might well become the greatest single factor in saving thousands of lives.

The effectiveness of hospital treatment often depends on the first aid which precedes it. Physicians define a burn as an open wound which requires immediate attention to ease pain and prevent infection. A generally accepted "rule of three" is recommended for first aid:

1. Cover fine mesh gauze with petroleum jelly and place directly on burns. A prepared sterile petroleum gauze dressing may also be used.
2. Bandage firmly, but not so tightly as to affect circulation.
3. Call a physician immediately if the burn seems deep or covers a wide area.



Vaseline petrolatum gauze dressings, developed for the Army, now are available for household and industrial use.

Gauge the seriousness of the burn. A first degree burn reddens the skin, a second degree burn raises blisters, a third degree burn chars the flesh. In the case of major burns, the one administering first aid should not attempt to cleanse or dress the burns or even remove clothing. Cover the patient with a clean sheet or towel and rush him to the hospital. Facial burns, even though small, are particularly difficult to dress and should also

be left to professional treatment.

Usually the doctor applies a sterile petroleum jelly gauze dressing to the skin. This special dressing, developed during World War II at the request of the Army Surgeon General, combines the three-fold purpose of all burn treatment: soothing the pain with petroleum jelly, excluding air from the wound, and protecting against infection.

Physicians usually leave bandages in place from six to 14 days. Rest is now accepted as one of the major curative elements in burn treatment. The film of petroleum eases the pain and keeps the bandage from sticking to the injured area, important because removal of the dressing does not reopen the wound and subject it to the danger of infection.

How not to treat a burn has become as important as the proper technique. Researchers caution against the use of medicated ointments, sprays, cold tea, butter and similar nostrums. Chemicals contained in them may be absorbed into the system with harmful results.

A well stocked home medicine cabinet is the key to carrying out recommended first aid burn treatment. It should contain white petroleum jelly, gauze pads and two kinds of sterile fine-meshed bandages—one of petrolatum, the other dry. With these aids at hand, the first aid-er can quickly bring comfort and protection to the burn sufferer.

An Old House or a New One?

LIVING space is your "most necessary" luxury today, especially if you have several children. What, then, should you buy, an old house or a new one? Those with average incomes, according to a recent article in *Better Homes & Gardens* magazine, will find that the big old house, even if it does not resemble the house of their dreams, is worth shopping for.

A Veterans' Administration official pointed out recently that after World War II thousands of ex-GIs rushed to buy shiny brand-new minimum houses. Six years and three youngsters later those same houses are bursting at the seams. The rose-covered dream cottage for two

has taken on many of the unpleasant aspects of a jail cell. Most of these families would have been money ahead today if they had bought the old house, complete with its drafts and cracked plaster, but with plenty of floor space.

There are disadvantages to the old house—unexpected repairs, replacement of major mechanical equipment and so on. But these are outweighed by the harsh economic fact that if you don't have a sackful of ready cash you almost need a fairy godmother to build a new house.

What is the alternative? Why not put your energy and available cash, as you come by it, into bringing an old house up to date? Such an operation, you say could cost you more in the long

run and you may end up with less to show for it.

Then why bother? In the first place, you immediately have a tangible, existing house for your lending agency to appraise and advance mortgage money on. Second, you have shelter from the day you move in. You don't have to double up with relatives or continue paying rent.

Most important, your work can go on as rapidly or as slowly as your funds and energy permit. You can do much of the remodeling yourself. Your satisfaction with a home depends on the love and care you lavish on it, the deep-rooted permanence it gives your family. There's where the value of an old house goes up!

Wait and Get an Ulcer!

ARE YOU that person who puts off making dental appointments? Do you neglect to order coal, oil, before the supply runs out? Do bills gather dust on your desk? Should your fire insurance policy have been renewed last month?

In short, are you a habitual procrastinator?



If you are, your dilly-dallying may be causing you unnecessary emotional distress. Since few of us read medical journals, what you might *not* know is that it can also produce physical symptoms.

That people too often create their own difficulties is the opinion of Dr. Frances Bush, psychiatrist and author of a forthcoming book on the dire results of dilatoriness ("Don't Do It Now—Wait! And Get Ulcers!"). From a survey of patients, she lists the most likely circumstances which are put off with the ultimate result of emotional and physical disturbance.

There are people who imprudently stall that dental visit. The dentist might be a sympathetic fellow, but he can't save a neglected tooth or lessen the attendant suffering or expense.

"Ulcer symptoms are more numerous during the winter months", says Doctor Bush. The man who delays buying his

anti freeze and finds a frozen radiator some snowy morning is a possible reason for this fact. He can't use the car, his repair bill is enormous and his agitation is terrific. He's probably the one who forgot to put in his storm windows before pneumonia set in.

Men who neglect to have that fire or theft policy renewed have plenty of opportunity to join the estimated 10 per cent of U. S. males afflicted with ulcers. Bills are another bugbear. They pile up, and every time the doorbell rings the heart goes pit-a-pat. Is it a collector or the sheriff? Deferring payment certainly doesn't ease either the mind or body.

Here are some typical "procrastinator's nightmares":

1. Do you wait until Mar. 14 to make out income tax forms?
2. Is your lower drawer filled with uncompleted handiwork, such as half-knitted socks and mittens?
3. Do weeds ruin your garden?
4. When the lights "blow" are you without extra fuses?
5. Do unwritten letters "hang heavy over your head"?
6. Are you habitually late for appointments?
7. Do you wait until exam day to "cram"?
8. Is moth-proofing one of the chores



you shunt aside?

9. Do neglected small repairs grow into major troubles and expense for you?

10. Are you lax about social and business responses?

11. Do you dilly dally about getting ready and packing for an expected trip?

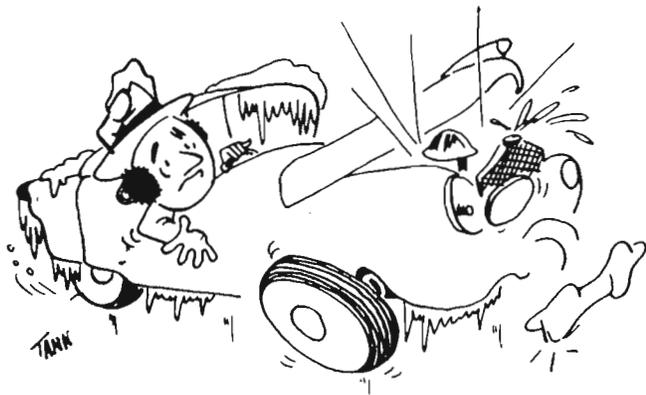
12. Do you "never have anything to wear" because you stall mending and ironing?

13. Are you harassed by accumulated cleaning chores?

14. Are you often ashamed of your straggly locks?

15. Do you neglect to visit your sick friends?

Five "yes" answers is a good average for efficiency; if the answer is "yes" to 10 or more you are leaving yourself open for tensions, frustration and—maybe—ulcers.



retirements

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

CHICAGO GENERAL OFFICES
 ENGSTROM, GEORGE E.
 Aud. of Expenditure.....Chicago, Ill.
 MEYER, CECILE B.
 ClerkChicago, Ill.

NEWCOMB, JULIA M.
 Bureau HeadChicago, Ill.
 TURNER, WALTER H.
 Tel. OperatorChicago, Ill.
 WALDER, GEORGE H.
 Chief Purch. Officer.....Chicago, Ill.

WILLIAMS, LAWRENCE B.
 WaiterChicago, Ill.

CHICAGO TERMINALS
 DASKALAKIS, STEVE
 Sec. LaborerBensenville, Ill.

DIXON, WILLIE
 LaborerChicago, Ill.
 HAVERT, CHARLES A.
 Loco. EngineerChicago, Ill.
 HUTCHESON, NORBERT J.
 Frt. HandlerGalewood, Ill.
 IDEN, JACOB C.
 Truck ForemanChicago, Ill.
 JORDAN, ROBERT C.
 Night Rndhse. Foreman... Bensenville, Ill.
 KNOLL, STEPHEN F.
 B&B Iron Worker.....Chicago, Ill.
 LA RUE, FRED H.
 Machinist Bensenville, Ill.
 MARIK, FRANK A.
 Loco. EngineerChicago, Ill.
 NEBLUNG, JOHN C.
 BoilermakerChicago, Ill.
 PETERSON, ALWYN
 SwitchmanChicago, Ill.
 POHLMAN, WILLIAM L.
 Asst. Genl. Frt. Foreman... Galewood, Ill.
 PRIBAN, JOSEPH M.
 Bridge TenderChicago, Ill.
 RICHARDSON, WILLIAM
 Flue CleanerChicago, Ill.
 ROBERTSON, CHARITY
 Car CleanerChicago, Ill.
 SCHULTZ, LOUIS H.
 Car Inspector Bensenville, Ill.
 SIEGLER, WILLIAM H.
 StowerChicago, Ill.

COAST DIVISION

ABRAHAMSON, CHARLES
 Ex. Gang Laborer.....Seattle, Wash.
 ALKIRE, GEORGE C.
 B&B CarpenterTacoma, Wash.
 GOLDSBROUGH, ALFRED
 ClerkTacoma, Wash.
 HAGERTY, CHARLES S.
 SwitchmanTacoma, Wash.
 HOFFMAN, GODFREY
 Sec. LaborerRalston, Wash.
 McMILLAN, HUGH
 B&B CarpenterTacoma, Wash.
 STENBY, EARL
 Ex. Gang Laborer.....Tacoma, Wash.
 TUIKOLA, MATT M.
 Ex. Gang Laborer....Cedar Falls, Wash.

DUBUQUE & ILLINOIS DIVISION

BOWMAN, JOHN E.
 Oper. & Towerman.....Byron, Ill.
 CAMPBELL, ROY T.
 SwitchmanMarquette, Iowa
 CARMICHAEL, HARRY P.
 Loco. EngineerSavanna, Ill.
 DORNBUSH, GARRETT
 Ex. Gang Laborer.....Fulton, Ill.
 HANLIN, JOHN P.
 Loco. EngineerOttumwa, Iowa
 HARTLEY, WALTER S.
 ConductorDubuque, Iowa
 HOVEY, VINE B.
 BrakemanSavanna, Ill.
 JENSEN, JENS R.
 SwitchmanSavanna, Ill.
 JOBE, JOHN L.
 Loco. EngineerOttumwa, Iowa
 KLEIN, JOHN
 B&B CarpenterBellevue, Iowa
 POHL, WILLIAM
 BoilermakerMarquette, Iowa
 VANDERPOOL, JAMES A.
 Sec. LaborerBraymer, Mo.
 WASHBURN, HERBERT L.
 Loco. EngineerSavanna, Ill.



TRANS-MISSOURI PASSENGER CLUB. William Wallace, assistant passenger traffic manager (third from left, first row) spoke on the subject, "Passenger Men Are People Too", at the Dec. 11 meeting of the Trans-Missouri Passenger Club in Omaha. "Good passenger service", he reminded his audience, "is good public relations, and good public relations brings business to the railroads." Also shown are W. E. Bock, retired general agent passenger department, Omaha (at Mr. Wallace's left); C. A. Henkens, present CAPD at Omaha (second from right), and some of the club officers.

HASTINGS & DAKOTA DIVISION

BROOKSHIRE, CHARLES A.
 Agent & Tel.....Prior Lake, Minn.
 GEAREY, HERBERT A.
 StowerAberdeen, S.D.
 GUNDERSON, GEORGE O.
 Train Baggage man... Minneapolis, Minn.
 HANSON, CARL L.
 Loco. EngineerMontevideo, Minn.
 PHELPS, LESLIE L.
 AgentAmbercrombie, N.D.
 THORNTON, JAMES L.
 ConductorAberdeen, S.D.

IDAHO DIVISION

BROWN, WILLIAM F.
 Sec. ForemanElk River, Idaho

IOWA DIVISION

BLAISDELL, HARVEY A.
 BlacksmithPerry, Iowa
 BLAISDELL, LEWIS A.
 LaborerPerry, Iowa
 CERVANTES, FRANK
 Sec. LaborerCedar Rapids, Iowa
 CRUISE, HOWARD
 B&B CarpenterMarion, Iowa
 HUMMELL, WILLIAM T.
 BrakemanMarion, Iowa

IOWA & DAKOTA DIVISION

DELANEY, JAMES L.
 SwitchmanMason City, Iowa
 JENNINGS, ANDREW J.
 CarmanSioux City, Iowa
 MCGUIRE, PETER E.
 ConductorMarquette, Iowa
 POWELL, HENRY A.
 Sec. LaborerMapleton, Iowa
 SCHRADER, HERMAN F.
 Sec. LaborerRudd, Iowa

SCHUSTER, WALTER A.

Sec. ForemanRudd, Iowa
 TAYLOR, ELMER L.
 AgentHawarden, Iowa

LA CROSSE & RIVER DIVISION

BERKHOLTZ, OTTO H.
 CrossingmanPewaukee, Wis.
 CALHOUN, ARCHIE E.
 ConductorMinneapolis, Minn.
 HILLSON, ANDREW A.
 MachinistTomah, Wis.
 HUBBARD, ALBERT J.
 Train Baggage man... Minneapolis, Minn.
 KASTEN, ALBERT W.
 Car InspectorWausau, Wis.
 LITTLE, EMMETT P.
 AgentIrma, Wis.
 REED, MERRILL G.
 StorehelperTomah, Wis.
 TESKE, JULIUS E.
 B&B CarpenterPortage, Wis.
 TUCKER, GEORGE A.
 TinsmithTomah, Wis.
 TUTTRUP, EDWARD
 ConductorMilwaukee, Wis.
 VAN GILDER, WILLIAM F.
 AgentMosinee, Wis.
 WILLIAMS, CLAUDE N.
 Train DispatcherWausau, Wis.

MADISON DIVISION

ARNOLD, GROVER C.
 AgentBlack Earth, Wis.
 BATES, JOSEPH A.
 Loco. EngineerJanesville, Wis.
 BROST, HERMAN J.
 Loco. EngineerMilwaukee, Wis.
 CERNY, JOHN
 LaborerJanesville, Wis.

HIGGINS, JAMES C.
 B&B Carpenter Madison, Wis.
 HOLCOMB, CLAYTON H.
 Brakeman Janesville, Wis.
 LUCHSINGER, JACOB O.
 Brakeman Janesville, Wis.

MILWAUKEE DIVISION

BUNYEA, EUGENE C.
 Conductor Hilbert, Wis.
 GOHR, RICHARD J.
 Warehouseman Channing, Mich.
 HINKLEY, AUSTIN C.
 Conductor Iron Mtn., Mich.
 KANGAS, ANDREW A.
 Sec. Laborer Champion, Mich.
 STEINBRENNER, FRED
 B&B Foreman Belmont, Wis.
 ZARMSDORF, WILLIAM
 Custodian New Holstein, Wis.

MILWAUKEE TERMINALS & SHOPS

BROWN, GEORGE A.
 Genl. Car Supervisor Milwaukee, Wis.
 CASEY, THOMAS P.
 Loco. Engineer Milwaukee, Wis.
 DERFUS, GEORGE A.
 Clerk Milwaukee, Wis.
 HURLEY, DANIEL J.
 Air Brakeman Milwaukee, Wis.
 JULIS, JOHN
 Ex. Gang Laborer Milwaukee, Wis.
 KELLEY, JAMES D.
 Machinist Milwaukee, Wis.
 KLEWEIN, JOHN
 Painter Milwaukee, Wis.
 LONG, JAMES R.
 Tel. Foreman Milwaukee, Wis.
 MACE, ADOLPH A.
 Crossing Watchman Milwaukee, Wis.
 McGRATH, EDWARD L.
 Timekeeper Milwaukee, Wis.
 MacMICHAEL, SHELDON
 Machinist Milwaukee, Wis.
 McNEIL, EDWIN C.
 Loco. Engineer Milwaukee, Wis.
 MILLS, FRANK G.
 Draftsman Milwaukee, Wis.

THE COVERS

SNOW-WISE it was one of the worst Decembers on record in the Chicago and Milwaukee areas. Repeated snows, beginning mid-month and coming to an almost paralyzing climax on Christmas Eve, left The Milwaukee Road and other railroads in the area with a tremendous job on their hands. But, as the cover pictures indicate, they cleared the track and carried the Christmas load.

The front cover shows the yard at Elgin, Ill., while the snow removal was still in process, and the back cover is a typical scene, taken at Roselle, Ill.

MRZLJAK, JOHN
 Ex. Gang Laborer Milwaukee, Wis.
 PHEBUS, DRURY H.
 General Storekeeper Milwaukee, Wis.
 POTYRALA, CHARLES C.
 Carman Milwaukee, Wis.
 SCHMIDT, JOSEPH F.
 Asst. Signalman Milwaukee, Wis.
 SCHULZ, ARTHUR H.
 Switchman Milwaukee, Wis.
 WALLERMAN, WILLIAM J.
 Clerk Milwaukee, Wis.
 WILLARD, HENRY M.
 Laborer Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

CARVER, MAMIE E.
 Steno. & Clerk Harlowton, Mont.
 FATH, ORA A.
 Sec. Laborer Great Falls, Mont.
 HAFFEY, RAY F.
 Machinist Avery, Idaho
 NAGAE, JINZO
 Ex. Gang Laborer Three Forks, Mont.
 O'NEILL, JOHN C.
 Conductor Harlowton, Mont.
 SCHULTZ, HARRY P.
 Lead Boilermaker Harlowton, Mont.

TERRE HAUTE DIVISION

DUNCAN, CLIFFORD T.
 Hostler Bedford, Ind.
 MARTIN, JOHN
 Painter Terre Haute, Ind.
 SCHWARTZ, WILLIAM L.
 Carman Terre Haute, Ind.
 SUTTON, WALTER E.
 Hostler Bedford, Ind.

TRANS-MISSOURI DIVISION

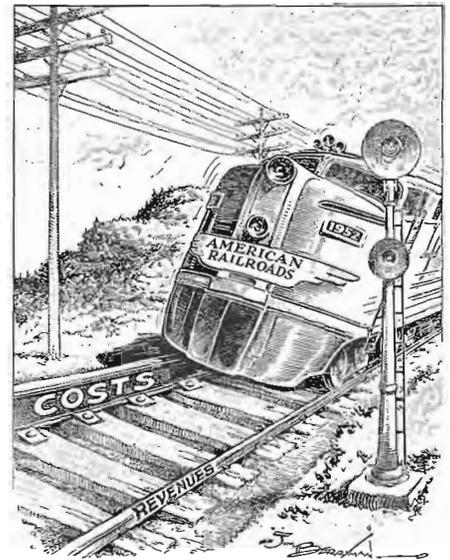
PATCH, JOE
 Mach. Helper Miles City, Mont.
 PERSCHILLO, ADAM
 Mach. Helper Miles City, Mont.
 REINHARDT, ADOLPH
 Mach. Helper Miles City, Mont.

TWIN CITY TERMINALS

BRIGGS, ALFRED
 Pipefitter St. Paul, Minn.
 MAY, CHARLEY E.
 Sheet Metal Worker St. Paul, Minn.
 MULHERIN, JOHN
 Carman St. Paul, Minn.
 NELSON, VICTOR E.
 Welder Minneapolis, Minn.
 TARMANN, VALENTINE
 Carman Minneapolis, Minn.
 THOMPSON, SIMON P.
 Carman Minneapolis, Minn.
 TYNER, MERRILL R.
 Switchman Minneapolis, Minn.
 WALLNER, MARTIN
 Carman Minneapolis, Minn.

A young and nervous clergyman was about to preach his first sermon. He stood in the vestry fingering his collar and wondering if his hair was tidy. Noticing that there was no mirror on the wall, he whispered to the verger, "Could you get me a glass?" "I'll do my best", said the man. The clergyman waited patiently. "I managed to get a whole bottle", said the verger on return, "by mentioning your name."

BOTH RAILS MUST MATCH



What Do You Know?

1. What does EXW (followed by a numeral) on the sides of box cars mean—extra wide, extra weight, or extreme width?
2. Which costs more—an all-steel caboose or an all-steel 70-ton box car?
3. In railway language, what is a "cinder dick"—a railroad detective, a locomotive fireman, or a freight conductor?
4. How many small wheels does a 4-8-2 (Mountain type) steam locomotive have—four, six, or twelve?
5. If a railway bridge has six spans of 80 feet each, how many abutments does it have—two, six, or twelve?
6. In railway language, what is a land monument—(1) a marker indicating section limits, (2) a monument used to mark an historic site on the railroad, or (3) a marker used to define the limits of the right-of-way?
7. What publication contains passenger train schedules for railroads throughout the United States—*Railway Age*, the *Official Guide of the Railways*, or *Traffic World*?
8. In what state is located America's oldest cog railroad—Colorado, New Hampshire, or Pennsylvania?
9. What is a hot-hole car—(1) a car used at steel mills for transporting hot ingots, (2) a car next in line for repairs, or (3) a car in the dumping machine at a port terminal?
10. What is a track apron—(1) a canopy over a station platform, (2) a track along the waterfront edge of a pier or wharf, or (3) a garment worn by track workers to protect their clothing.

(ANSWERS ON PAGE 42)

about people of the railroad

Terre Haute Division

TERRE HAUTE DISTRICT

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

Our sympathy is extended to Dispatcher Harry Edwards and Mrs. Edwards in the death of her mother at Seymour, Ind., Dec. 10; also to Carman John A. Graam in the death of his father at Bedford, Ind., on Dec. 17.

Sympathy is also extended to the family of our operator, Hugh Burns, who passed away suddenly at Bedford on Dec. 17.

Charles W. Pearce, retired division storekeeper, and Mrs. Pearce left Terre Haute in December for a two or three-month visit in California.

John Pearce, son of Chief Clerk Fred Pearce, cabled his parents in December that he had arrived safely in Germany. He is a corporal with the Infantry. The Pearces spent Christmas in Tulsa with their son Frank who is a chemical engineer with the Stanolind Company.

Richard Pettus, who is an airman with the Navy, has returned to Corpus Christi after spending a 30-day leave with his mother, Mrs. Francis Pettus of the Rea Building.

Dwight F. Milljour, operator at Webster, Ill., has retired after 44 years of service.

Mrs. M. F. Ernhart has been in the hospital for surgery and is now reported to be well on the way to complete recovery.

Noah Hamilton, section foreman at Linton, retired in November after a long period of service.

WEST CLINTON AREA

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

"Leigh Ann" is the name of the daughter born to Brakeman and Mrs. Elwood Endicott Dec. 21. Engineers Earl Cook and T. R. Endicott are the grandpas.

Conductor W. O. Reynolds, on No. 82 Dec. 15, found a broken rail about six poles north of the switch at Starr, with about 18 inches of rail gone. Thanks to "Slim" for his watchfulness.

Conductor J. C. King was in the Paris hospital in December for an appendectomy. We are glad to report he is improving.

Virginia Parker, roundhouse caller, returned the first of the new year after a month's illness.

Conductor Don Clark retired in December on account of disability. He is the father of Brakeman George Clark.

During the cold weather in December Brakeman Harry Earl took his big fur coat and went to the south end of the division to work. Our next report of "Bo" will probably be from Florida.

Yard Clerk William Hewitt was in a Terre Haute hospital for surgery the latter part of December.

Cpl. Mary Young, of the U. S. Women Marines, was home with her parents, Brakeman O. A. Young and wife, during the holidays.

Conductor Carl Ditto is in the market for a TV set—but it *must* be a good one.

Yard Clerk Warren Hutson is now somewhere in California, training for the Marines.

Jack Turpin, retired brakeman, of Alvin, Ill., visited at West Clinton in December.

Tommy Gish, Jr., son of Section Foreman H. T. Gish, was in the hospital during the holidays. We are glad to report that he is improving.

A card from H. J. Kutch, retired conductor, and wife, now of Hot Springs, Ark., was received at Christmas.

Retired employes who called at West Clinton recently were Agent M. H. McCandless, Brakeman Fred Stewart and Freight Inspector Carl Averitt.

Carman Clarence McPheeters had a nice Christmas—but his cat and dog pushed over their Christmas tree.

Chicago Terminals

GALEWOOD

Norma Gunderson, Correspondent

Mae Grancy, report clerk, decorated the office with a beautiful plant due to first winner from Galewood office in the railroad Benefit League.

Herman Hanson, claim clerk, took a leave of absence to spend the holidays in California.

The girls at Galewood office presented Emily Young, Tillie Bloom and Pauline Wamsley, who have been ill for some time, with a pretty gift at Christmas.

Ann Zenger, PU&D clerk, was presented with her first grand-daughter, Carole Gene, on Christmas Eve.

Harry Brown, rate clerk, retired Jan. 4, having 34 years of service.

BENSENVILLE

Dorothy Lee Camp, Correspondent

News arrived just in time for this issue of the Magazine from Switchman Frank Urbanowicz, now in the Navy, that he would be spending New Year's Eve in Los Angeles. Frank wanted to wish a Merry Christmas and Happy New Year to his old buddies.

Dave O. Dickinson, retired switchman, writes from 1547 Ala Wai Boulevard, Honolulu, Hawaii, that poinsettias and other flowers were blooming there at Christmas time, the temperature was 77 and the water 79 degrees. He's willing to share some of the sunshine with any friends who care to travel to that wonder land.

Santa Claus really got around Christmas Eve. This year he even included the new Diesel house at Bensenville and visited the fellows who were keeping the wheels turning while the rest of us had fun at home. Diesel horns were blown to welcome Santa, and everyone enjoyed the touch of Christmas. Tommy Myers got a surprise when Santa dug down in his bag and found a gift for him. Santa Claus? You've probably guessed it—Joe Camp. After 20 stops to visit children, he finished the evening with old friends on the railroad.

Idaho Division

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

Malden Chapter of the Women's Club entertained the past presidents and members on Dec. 7. A Christmas lunch was served. Of the 20 members present, seven were past presidents. The club also held election of officers with Mrs. Wayne Ferrer elected president to succeed Mrs. Harold Broyles; Mrs. Jack Scanlon, Jr., secretary;



IN THE BAG. Engineer Arthur Murawska of River Grove, Ill., and sons exhibiting a two-day bag of ducks and pheasants. From left: Art Jr., Art Sr., Bill and Jim. Art Sr. has been an avid sportsman since 1914 when he was a fireman on the Superior Division around Channing, Mich. Now Mallard Meadows Farm near Bartlett, Ill., provides him with the limit every year.

Mrs. Charles Hankins re-elected treasurer; Mrs. Mark Buerger, first vice president; and Mrs. Burrell Trowbridge, second vice president.

Engineer Charles Mahoney underwent an operation recently and is now recovering at home.

Engineer Jack Scanlon, Sr. is recovering following a severe attack of "flu".

Joe Blond, son of Operator A. A. Blond, spent some time in the hospital following an operation. Also heard that George Gaub, retired clerk, was in the hospital recently.

C. F. Allen, retired roadmaster, was in and out of the hospital for an operation before we knew about it. He says he is feeling good. He received a letter recently informing him of the death of Paul Leistner of Kirkland, Wash. Mr. Leistner retired as a B&B foreman.

Conductor C. F. McAuley has been off work for several weeks at this writing due to ill health.

Lucky people who had vacations during the Christmas holidays included E. M. Hoyt of the division engineer's office, who spent his

time with folks around Detroit, Mich. Estelle Nolting, stenographer in the division engineer's office, also vacationed at home during the holidays.

Mr. and Mrs. W. A. Snure (retired chief clerk, Spokane agent's office) received the bad news of their son Bob being in the B-29 crash at Denver on Dec. 3. Bob received serious head injuries besides several broken bones. The Snures are still in Denver at this writing, anxiously watching their son's slow improvement. Bob is with the Air Force at Denver, where his wife and three children are also living.

W. T. O'Reilly, retired, has been ill again and is now at home, able to be up and around part of the time.

The retirement of Chief Dispatcher F. B. Beal became effective Dec. 25. We wish him much good luck and happiness in his leisure days ahead. Mr. Beal worked on Lines East from October, 1910, to December 1917, when he came to Spokane. Here he served as car distributor, train dispatcher and in October, 1943, was made chief upon the retirement of P. L. Hays. Mr. Beal gave generously of his time and support whenever called upon, serving as chairman and vice chairman, and usually on the decorating committee at Christmas, for the Milwaukee Service Club.

R. E. Joiner comes from Lewistown, Mont., to take over the duties of chief dispatcher. Mr. Joiner is no stranger in Spokane, having worked here during the war years.



LAW DEPARTMENT RETIREMENT. Friends in the Chicago Union Station honor Miss Gertrude W. Schoyer, chief clerk in the law department (seated, center), at a retirement banquet Dec. 27. The law department force gave a luncheon in her honor Dec. 21. Miss Schoyer had long been a valued member of the department because of her intelligence, industry, and her interest in her work and in railroading. She retired before she would be required to under the Pension Plan in order that she may enjoy a long-planned residence in Southern California.



CAROLERS. The Milwaukee Road Choral Club pictured during one of the series of six Christmas programs it presented in the Chicago Union Station Dec. 20, 21 and 24. This year marked the choral group's 13th annual performance for holiday travelers in the station. Appearing here with the ensemble are Director Glenn Jorian and Mrs. Alma Matthies, accompanist.

Chicago General Offices

OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Christmas brought its usual vacation trips. Betty Jenk visited her future in-laws at Antigo, Wis., Marian Reiter broadcast "Auld Lang Syne" over station WMAM at midnight New Year's Eve in Marinette, Wis., Mitzi Mutert acquired a tan in West Palm Beach, Bessie White visited her brother in Pittsburgh, Anne Doran went to Rockford, Elizabeth Miller was in nearby Freeport and Marilyn Scholle and her husband went "Back Home in Indiana".

You'd think diamonds were a dime a dozen the way the men give 'em away. Naldo Rostan placed one on Marie Scurto's finger. Teena Severs became engaged to Lee Wegener and announced the wedding will take place Apr. 26. Dorothy Thomas shone like the diamond Robert Wagner gave her.

Ruby Dunaven has returned from a leave, looking and feeling much better.

Dottie May has gone into temporary retirement while waiting for the littlest May.

Cora Blodgett, retired, formerly of the typing bureau, passed away Dec. 19.

Martin Bauer, who is now a baker in Hammond, Ind., stopped in for a visit recently and John L. Hanson remembered us with a Christmas card from Baltimore.

Gus Rohde and Len Meyer are capitalists since each received a \$1,000 award. The line forms to the right to touch them for luck and a five spot.

Florence Wiggins is congratulated on her appointment as head of the computing bureau.

Vic Quaritsch left the Road recently to become associated with the Globe Glass Co.

OFFICE OF AUDITOR OF CAPITAL EXPENDITURES

L. J. Hogan, Correspondent

Martha Prestin, head typist and corresponding secretary of Chicago Chapter of the Railway Business Women's Association, attended a meeting of the association in New Orleans Jan. 5-6.

The December ice and snow took their toll when Bodell Huss of the investment bureau slipped and fell, sustaining a broken arm.

T/Sgt. Thomas Johann, U.S.A.F., son of Joint Facility Examiner J. F. Johann, now completing his seventh year in the service, is home on leave. He was recently assigned to Elgin Field, Fla., following more than five years of duty in Hawaii, the Philippines and Japan.

Ed Klug, retired equipment engineer now residing in San Bernadino, Calif., was a visitor to this office just before the holidays.

Basking 'neath sunny skies during the holidays were Head Accountant Bill Cusack, vacationing at Lakeland, Fla., and Assistant Engineer Harry Stansbury, at Lake Charles, La.

OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

After a long illness, Louise Sherden passed away on Dec. 8. We all mourn her loss, as she had been with us for several years. We received a nice letter from her family expressing appreciation for the many kindnesses extended during her illness.

Sympathy was also extended to John Meyer in the loss of his sister; also to Sally Carpenter whose father passed away in December.

Stephanie Steck was honored with a stork shower on Dec. 31 when she resigned to await the blessed event.

FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Everyone greatly enjoyed the office Christmas party, which provided plenty of ice cream, cake, coffee, sandwiches and miscellaneous goodies. The Christmas committee did a fine job and the party will not be forgotten easily. Jim Dietz and Anna Nasheim were glad to take home the door prizes. All leftover cake, cookies, etc. were taken to Christopher House, home for children.

Mr. and Mrs. John H. Andrews enjoyed Christmas with their family in Seattle.

Alice Hansen went home to Grand Rapids, Mich., for Christmas and was almost stranded by the snow.

Mr. and Mrs. Clarence Johnson paid a brief visit to their son in Boston. Understand Clarence was to act as Santa Claus.

Lydia Panek and Marie Horatt dropped in for a brief visit recently. Although Marie is feeling much better she must continue to rest at home for a while.

Margaret Ericson was married to Knute Anderson Dec. 26, at Messiah Evangelical Lutheran Church, Chicago. Helen Braun was her attendant.

Rudy Levey and family recently acquired a new Ford.

Marian and John Hunt are the proud parents of a baby boy born Dec. 19. The little fellow has been named Kevin John.

Received a note recently from Sgt. Bob Schlueter. The Army is keeping him busy on



SALES SESSION. The Schlitz Brewing Company was host at a buffet supper in its Brown Bottle in Milwaukee to the passenger department personnel of The Milwaukee Road in Milwaukee and Madison on Dec. 18. Also present for the semi-annual sales meeting were the following passenger traffic officers shown left to right, first row: C. F. Dahnke, assistant general passenger agent, Milwaukee; R. A. Klotz, assistant to passenger traffic manager; William Wallace, assistant passenger traffic manager; Harry Sengstacken, passenger traffic manager; R. F. Johnston, general passenger agent; and A. W. Dreutz, assistant to general passenger agent, all of Chicago.

tactical problems, although he has had opportunities to visit Florida occasionally.

Walter Flynn has resigned to join the armed forces.

We welcome James and William Oligney to the Milwaukee family.

Ruth and Joe Ballin recently moved into their new Georgian home.

Among the Christmas cards received by the office were those from our good friends E. H. Suhrbier and family, Lydia and Jay Goodenough, Marie and Walter Anderson, Betty and Bob Post, Helen Wierzbicki, Bob Schlueter, Charlotte Hannan, John Kuptz and Mr. and Mrs. R. Gubala.

PASSENGER TRAFFIC DEPARTMENT

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

Word comes along the party line that Margaret Seymour, who headed up the information bureau in Mr. Hitzfeld's office during World War II, recently had the experience of becoming a grandmother three times at one fell swoop. Her son Bob became the proud father of triplets—two girls and a boy. Although he is now with a marine equipment company in San Mateo, Calif., you may remember that Bob was formerly a Milwaukee Road boy, doing a turn in our city ticket office, the city freight office and later in the purchasing department. Three! Wow!

On a less spectacular scale, City Passenger Agent Doug Keller became the smiling dad of Kristine Mary; date, Dec. 8.

New Year, 1952, brought back from the

wars Ray Peters, formerly of City Ticket, who has just wound up a 17-month tour of duty with the Navy and is now dropping anchor for a while in Passenger Rate. Ray, who did a hitch (1943-1946) as a machinist's mate in the southwest Pacific, was recalled to active service and assigned to an aircraft carrier. The highlight was a four-month cruise through the Mediterranean from Gibraltar to the Bosphorus. It was quite a thorough trip, touching all the big North African ports of call and places like Syracuse, Malta, Crete, and getting as far inland as Athens and Rome (via American Express Co.).

Jim Crosby, ex-assistant in Mr. Sengstacken's office now a PFC in the Marines, was in town on leave over the holidays. Crosby has been down San Juan-Puerto Rico way for the past several months, assigned to Special Services. "Special Services" covered a miscellany of duties, such as putting out a regimental newspaper and serving as a disk jockey for the armed forces radio network. However, he has now been tapped for overseas duty, and is on his way to Camp Pendleton, Calif. Crosby, who is 22, single, athletic, and looks like a handsome version of James Cagney, would like to correspond with "eligible young women"; permanent address to be obtained from this correspondent at an early date.

A fanatic is a person who can't change his opinion and won't change the subject.—New York Times

AUDITOR OF EXPENDITURE'S OFFICE

Betty Melnikoff, Correspondent

Wedding bells rang on Dec. 8 for both Evelyn Goeddeke of the "comp" bureau and Neil Boyle of Bill & Voucher.

We extend sympathy to Ernie Uggla of the material bureau on the recent death of his wife.

Catherine Binder of the bookkeeping bureau has been in the hospital with a leg infection. She is home at this writing and feeling much better.

Arnold Frantz, the farmer from Deerfield, retired Dec. 31. He received a \$50 bond from his friends and co-workers. At the time of his retirement he was employed in the "stats" bureau.

The Dec. 11 meeting of the Women's Club was attended by 150 members. There was a Christmas party with a tree and a grab bag gift for all. Entertainment was furnished by The Milwaukee Road Choral Club under the direction of Glenn Jorian.

Marie Nixon, who spent her recent vacation in Arizona and California, brought back word of Ada Curtis, former Fullerton Avenue employe. Ada now operates a trailer park in Benson, Ariz. (Mountain View Trailer Park and Motel, P.O. Box 543, 114 W. Fifth Street), and wants to be remembered to her friends. Marie reports that the trailer park is a fine vacation spot—up-to-date cabins, reasonable rates and a wonderful climate.

CHORAL CLUB NEWS

Theresa Glas, Correspondent

Although we have several new members, we would like to see a few more donning robes in the men's section. If you like to sing, join us in Room 364 in the Union Station any Monday evening.

Our three little mascots, Judy Hines and Janice and Denis Arendt, wearing maroon colored robes, were kept busy distributing Christmas greeting cards among the hundreds of spectators and travelers during the



WHAT IS A DADDY? Why, he's a horse, of course! And if you don't believe it, just ask Penny and Billy, or their mount, Conductor Bill Micklus of the East H&D. Bill says he works whenever he gets a run—otherwise he wouldn't get any rest at all.

Christmas programs we presented in the Chicago Union Station on Dec. 20, 21, and 24. At noon on Dec. 21 the chorus of the Burlington Lines, under the direction of Austin Garrels, joined our group with director Glenn Jorian and several carols were sung in front of the large Christmas tree in the main waiting room.

We were all happy to see Bob Weber at our luncheon on Dec. 20. Hope he will be back in the bass section before long.

Some members recently received letters from Merle Buchholz, a former member of the tenor section, who was transferred to Davenport. Merle has been missed the past few months and we all wish him a happy and successful New Year on his new job.

The members of the Chicago-Fullerton Avenue Chapter of the Women's Club, at their meeting on the evening of Dec. 11, were entertained by the Choral Club with a program of Christmas music.

Although inclement weather prevailed on the evening of Dec. 17, a concert we presented for the Sauganash Community Church was well attended. A pleasant social hour was provided for our group.

During the noon hour on Dec. 19 the Choral Club entertained the Y.M.C.A. board of directors and representatives of the Kiwanis and Rotary Clubs in the gymnasium of the Division Street Y.M.C.A., the occasion being their annual Christmas banquet. We received a very warm welcome from this receptive audience.

The grand ballroom of the Palmer House was crowded to capacity for the program our group presented before the members of the National Business Teachers Association at their annual banquet the night of Dec. 29. Before proceeding to the Palmer House, the members gathered in the Women's Club room in the Union Station for a dinner, which had been planned by Bruce Mitchell of our bass section. On this occasion the newly married Mr. and Mrs. Gustave Palmquist were guests of honor.

Our first concert in the New Year was sponsored by Joyce Memorial Methodist Church on Jan. 13.

ENGINEERING DEPARTMENT

Bruce J. Mitchell, Correspondent

B. J. Ornburn, assistant chief engineer-structures, was exceptionally happy during this Christmas season. His son, Lt. Benedict J. Ornburn, Jr., Corps of Engineers, was home with the folks for the holidays. The lieutenant also made the rounds in the office and we all enjoyed meeting him.

Edith Kohl, secretary to K. E. Hornung, architect, spent the Christmas holiday with her folks at Tomah, Wis.

Ed Tomasik, draftsman in the bridge department, has returned to work after surgery and hospitalization.

Otto Mueller, assistant engineer in the office of Assistant Chief Engineer H. B. Christianson, journeyed to Scranton, Ia., for the holidays to visit the "in-laws." He was accompanied by Mrs. Mueller and his young hopeful John Frederick.

Gerry Schwichtenberg, clerk in the general roadmaster's office, spent his vacation in California. Gerry was away during the Christmas holidays and was certainly surprised when he landed in Chicago to find that we

really had a "White Christmas." (And how!)

A Christmas card from Dwight E. Patton, assistant engineer at Aberdeen, S. D., conveyed wishes to the office; also from Mrs. Patton and his newly arrived son and heir, Jeffrey. "Pat" was recently transferred to Aberdeen from Mr. Christianson's office.

Helen Suerth Zechlin, secretary to E. E. Burch, bridge engineer, traveled to Detroit during the festive season to attend the christening of her new nephew, Thomas Walsh, Jr. The "young 'un" is the son of her sister Harriet, now Mrs. Thomas J. Walsh of Detroit. Harriet was formerly a clerk in the bridge department under B. J. Ornburn.

Mary Lou Morrill, former secretary to B. O. Johnson, office engineer, stopped in with her son Richard to visit with her former associates. Rita Denz Minella, former stenoclerk in the chief engineer's office, also stopped in for a visit, accompanied by her daughter Patsy. Patsy promises to be a beauty contest winner, as her mother was.

Elwood W. Bartlett, clerk in Mr. Ornburn's office, whose drawing was the cover for last month's Magazine, has certainly hidden his light under a bushel. It was a surprise and pleasure to find we had such a distinguished artist in the engineering department. "Bart" informs us that this work is only an avocation, and he really enjoys his hobby. Self-taught, he has been doing this work for 20 odd years and has exhibited it in many places, including the National Academy of Design in New York. The Library of Congress and the New York Library own some of his handiwork.

The engineering department would like to thank W. H. Penfield, retired chief engineer, for the crate of oranges he sent "the boys." This is an annual occurrence and his kind thoughts are appreciated by his former associates.

H & D Division

EAST END

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

Agent Bill Beck at Odessa has been elected mayor of that municipality. He attributes his landslide to the efforts of his section forces who really put on a campaign. His uncle, Foster Beck, has just declined to run for another term as mayor of Correll.

Engineer George Norsving and his wife enjoyed a nice vacation over the holidays with their daughter Ramona, who is employed at Washington, D. C. George and Ruth took in the sights around the capitol and expected to visit New York City before returning to Montevideo.

Brakeman B. J. Kreiner and his wife recently celebrated their 30th anniversary. On Christmas Eve George Reeve, retired engineer, and his wife celebrated their golden anniversary.

The cheese which Conductor Hi Johnson recently received from Denmark was much enjoyed, and Hi passed out samples. His daughter sent it while on a visit. Even the little mechanical mouse arrived in good shape.

If Fred Burdick, retired engineer, doesn't quit ballyhooing about the nice weather out in San Diego, there won't be many people left up here in the ice box. The Wisners are heading that way, and the Oscar Sorbys, Steve Brophys, Herman Fandreys and others too numerous to mention.

L. D. Phelps, who has been agent at Abercrombie for a long time, has retired and is succeeded by D. J. Clark who has been agent at Christine. Ed Thielke replaces Don Clark. Lloyd Curfman has bid in at Prior Lake, replacing C. A. Brookshire who has retired.

Claude Williams, who formerly dispatched at Montevideo, finished up his Milwaukee service at Wausau, Wis., Dec. 1. He will enjoy his retirement in that city.

Engineer Carl "Par" Hanson has retired. He plans to get some use out of his "gold" pass now.

At this writing Engineer John Kane is at Northwestern Hospital and George Gundersen and Joe Dudley are both ill at their homes. Agent Charlie Mayer is recovering at his home at Milbank. Fred Vanderlick has also been receiving treatment at Northwestern Hospital.

MIDDLE & WEST

R. F. Huger, Correspondent
Operator, Aberdeen

A Christmas greeting in the best manner possible was received by Mr. and Mrs. Steve Menzia (coal shed foreman), Roscoe, S. D., when they had notice from the War Department that their son Conrad was a prisoner of war. This was the first word they had since hearing that he was missing in action in February, 1951.

Keith Nystrom, dispatcher at Aberdeen, took the balance of his vacation over the Christmas holidays, being relieved by W. L. Mayer at Aberdeen and G. L. Weis at Montevideo.

M. L. Porter, agent at Westport, is on vacation at this writing, being relieved by G. T. Behl.

The Christmas tree in the passenger station at Aberdeen was decorated through the cooperation of the following: Mary Karr, Mary Hatten, Helen Harvey, Evelyn Hubbs, Gladys Nentl, Pat Chamberlain, Esther Allgier, Betty Wertz, Emma Maketsky and Golda Ziegler. A vote of thanks go to them for a wonderful job.

Pvt. R. D. Cornell, former H&D operator, was home on furlough recently, looking about 10 pounds better and in the pink of condition.

Milwaukee Shops

OFFICE OF MECHANICAL ENGINEER
AND SUPT. OF CAR DEPARTMENT

Harold Montgomery, Correspondent

It was a very happy Christmas indeed for Emma Kereszczinski, seamstress in the upholstering department, when her son Kenneth came home from Korea after being away for quite a spell.

Joe Hebein retired as a cabinetmaker Dec. 31 after serving 38 years. Joe has only one thing on his mind for the coming years—fishing, fishing and more fishing.

John Schnell has forsaken the cold and snow of Milwaukee for the nice "Rose Bowl" climate of California—vacationing.

Al Groth likewise took a short vacation trip to St. Ansgar, Ia., over the holidays. Yep, it's Albert's home town.

Ernie North was welcomed back after his absence due to railroad business in Deer Lodge, Mont. I understand there was more snow in Milwaukee than out Montana way?

Allan Hanson left the Road's employ Dec. 1 to take over a job elsewhere. A pouch of silver and a plaque signed by fellow employes



SERVICE CLUB SEND-OFF. Scene at the fourth annual retirement party held recently by Unit 14 of the Hiawatha Service Club at North 30th Street headquarters in Milwaukee. Approximately 175 were present. Above, seated left to right: John Sultz, chairman of Unit 14; Mrs. Sultz; Mrs. Edward Schuettler; Mr. Schuettler, vice chairman; Mrs. Ray Cary; Mr. Cary, secretary-treasurer.

Below: J. J. Dombrowski, superintendent of Milwaukee terminals (left), welcomes the retired employes who were guests of honor. From left: Engineer F. Brady, Engineer H. Durr, Switchman T. Marshall, Engineer T. Casey, Switchtender T. La Barbera and Engineer J. Dunn.



together with best wishes in his new venture send him on his way.

Clare Wilson stopped in to say hello and wish all a merry Christmas and a happy new year.

C. E. Brophy and William Reitmeyer just got in under the wire with the last week of the old year as "vacation leftovers."

Edith Hamann is back again after a short leave of absence. Sorry to report the death of her father during that time. Edith underwent an operation and came through in grand style.

Best wishes are extended to Gordon Parks, shop schedule engineer of the locomotive department, on his retirement Dec. 31. Gordon started railroading in 1909. A farewell gift of a wrist watch was presented by fellow employes at a party given at the North Avenue freight depot. He and his wife will hereafter be at home in Sarasota, Fla.

LOCOMOTIVE DEPARTMENT

Leone Schneider, Correspondent

A hearty welcome to Jessie Hemsey who

is helping out while Betty Larson is recuperating after an operation. Betty is a steno-clerk in the SMP office.

At the same time that Betty Larson was at the hospital a fellow employe, SMP Clerk Harry Borchardt, was also hospitalized. Harry will remain at the hospital a little longer and then will have to spend some time at home. If any of you would like to visit with him, he would like to hear the news of the day.

Foundry Laborer John Badell has been very ill and had several blood transfusions. The latest report is that he is on the road to recovery.

Congratulations to the Daniel Browns on the arrival of son James. Daddy is a laborer in the foundry.

The majority of us know Mrs. M. Krueger, and welcome her to our group. She is the assistant treasurer of our Credit Union.

Elizabeth Skrbac, employed at the Milwaukee Hospital, is a daily visitor of Harry



BEST WISHES. O. G. Campbell (second from left), Madison Division conductor, receiving the Certificate of Recognition issued by the Road with its best wishes on the occasion of his retirement after 44 years of service. Looking on are, from left: L. E. Martin, general agent, Rockford, Ill., L. A. Fiorello, Rockford freight office employe, and Glenn Greenwood, rate clerk.

Borchardt who is a patient there. Harry says she certainly puts a bit of sunshine into his long day. Elizabeth is the daughter of Foundry Foreman Paul Skrbac.

Shop Schedule Engineer Gordon Parks bids us goodbye and will take life easy with Mrs. Parks in Florida. We asked him to think of us when we are freezing and digging our way out of the snow.

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Debra Marie Hohner is the new daughter of John Hohner of the Diesel store; arrived Dec. 3 at Mt. Sinai Hospital.

Henry Toohey, former chief clerk to the general storekeeper among various positions, called at the shops Dec. 4. Despite his 68 years he and his wife are building a new home at Kiel, Wis. They also have a summer home at Minocqua. Henry looked in robust health.

A letter from August G. Kosiboski stated that he has moved to 469½ First Street at Manistee, Mich. He will be glad to hear from his old friends.

Ronald M. Hackbarth, formerly in the iron house, left for military service Nov. 15. His address, which will be furnished on request, is at Fort Belvoir, Va. He visited the shops during his Christmas furlough and said he would like to hear from his former co-workers.

CAR DEPARTMENT—OFFICE AND SHOP SUPERINTENDENT

Vincent O. Freihoefer, Correspondent

Jacob Schweitzer, lead paint mixer, presented his family with an extra special Christmas present—a new home, which they moved into just a couple of days before Christmas. You can be sure the Schweitzer family had a very Merry Christmas.

Sympathy is extended to George J. Bilty, general foreman, whose only son, Pvt. James C. Bilty, age 24, was killed in action in Korea on May 19, 1951. Burial services for Private Bilty were held at the Schmidt & Bartelt Funeral Home in Milwaukee Jan. 4. Members of Milwaukee Road Post No. 18 of the American Legion attended.

The writing of this article was delayed until the arrival of my son, who was born Dec. 28. Two other proud fathers are Alvin Osten, blacksmith, whose son was born Dec. 18, and Dominic Albanese, whose daughter was born Dec. 24.

Wedding bells rang at the home of Cliff Rammelt, assistant wood mill foreman, on Dec. 1 when his daughter Mary Ann became the bride of Alvin Klonowski. Also recently

married was Catherine Margaret Healey, daughter of Carman John Healey, to Ens. Joseph Francis Bennett.

On the retired list: Daniel Hurley, steamfitter, who retired on Dec. 7 at the age of 62 after serving 34 years with the Road; John P. Schulist, air brakeman, Dec. 17 at the age of 66; Ernst Krumnow, blacksmith, on Dec. 13 at the age of 62; and Henry Willard, laborer, on Dec. 1.

Madison Division SECOND DISTRICT

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

The air was blue at the Beloit freight office Nov. 27 after Jack Bouchard, general clerk, passed the cigars. Mr. and Mrs. Bouchard became the parents of a daughter, Linda Kaye, Nov. 26.

Oscar Brown, retired switchman of Racine, and wife, have left for California where they will spend the winter.

Mrs. W. P. Hyzer, wife of chief clerk at Rockford, went all the way to Los Angeles recently to welcome their ninth grandchild.

Rose Condon, retired cashier who spent the holidays in Cleveland with her daughter, now plans to take the rails to Arizona to visit her son. These retired people sure have the life.

The annual Christmas party sponsored by Beloit chapter of the Women's Club was held Dec. 16 and, as usual, was a great success.

Twin City Terminals MINNEAPOLIS PASSENGER STATION

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

Ran into Frank Rogers, retired chief clerk, recently, swinging along with a spring in his step and a glint in his eyes. He explained that the spring and glint were due to just having become the grandfather of twin boys, born to his daughter-in-law and son Pete.

Walt Zahradka, formerly at Minneapolis and now chief clerk to superintendent at Butte, was a Christmas week visitor. Walt claims his weight is now down to 180, a mere shadow of his former self.

Baggage Agent Harry Gee reports a bigger volume of Christmas mail handled through Minneapolis this year than ever before.

Chief Carpenter's Clerk Dick Allard spent the Christmas holidays with his parents in Chippewa Falls, Wis. He reports that they will celebrate their 55th wedding anniversary Jan. 26.

Emma Falder, secretary to division engineer,

took her vacation over the holidays, spending a week end in Chicago and the balance of the time with relatives in Decorah, Ia. We understand that she encountered a 10-inch snowfall in Chicago, which would be about like jumping out of the frying pan into the fire.

Effective at 4:00 P.M. Dec. 20, the new centralized traffic control system was placed in service between Chestnut Street, St. Paul, and South Minneapolis. All concerned report that it is working out fine and is a big help in the movement of trains on the Short Line.

One of the cats from the depot basement has wandered up into the superintendent's office and adopted Assistant Chief Mike Ahern. It must be his kind face.

ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent
c/o General Agent

Christmas came on Dec. 14 to Mr. and Mrs. Dick Carlson—the day their dream came true, the final adoption papers were signed and they took their little boy home. On the 16th the baby was christened Kent Carlson, and we believe it would be difficult to find two happier people than the Carlsons. It was a long wait, but it seems to have been worth it.

On Nov. 16 a young lady named Kay Elizabeth joined the household of Mr. and Mrs. Ray Gilbertson. Ray, formerly ticket seller in the St. Paul city ticket office and now in the same position in Minneapolis, sent the birth announcement to his former co-workers, and Stu Olsen forwarded it to me. Thanks, Ray and Stu, for your contribution to the "baby edition" of 1952.

ENGINEERS, FIREMEN AND SWITCHMEN

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

Sympathy is extended to the relatives of Joe Dudley, retired H&D Division locomotive engineer, who died Dec. 28. Mr. Dudley was with the Road 39 years.

Sympathy is extended to Passenger Engineer Cleon Leech of the H&D Division whose wife passed away Dec. 28.

L&R Division Fireman Harold Cecchi reports the death of his mother, Mrs. Cecchi. She was also the mother of Herb Cecchi, machinist helper in the Minneapolis roundhouse.

Dan Kearns, L&R Division locomotive engineer, who was hospitalized for some time, is recovering at his home.

L&R Division Engineer Stub Godin, who was given many blood transfusions during his recent illness, is now confined at his home.

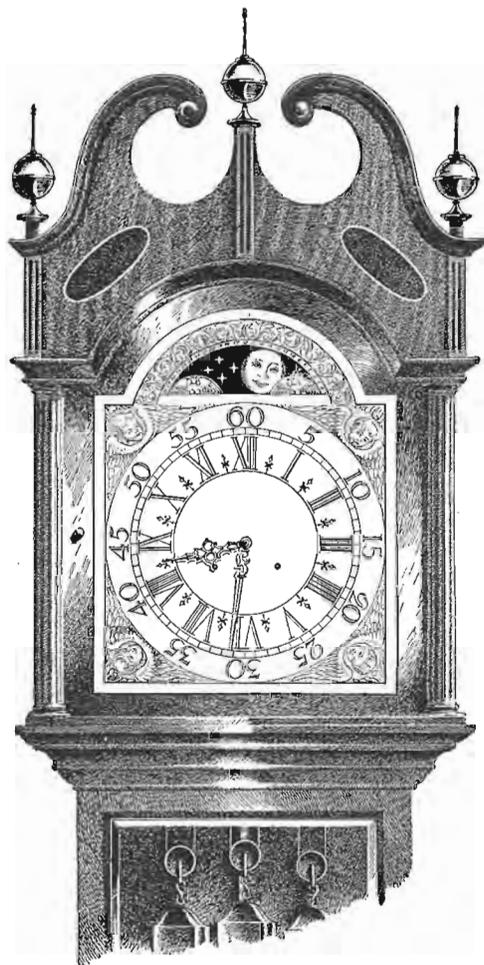
The question that has everyone in the Minneapolis yards guessing is, when will Yard Switchman Noel Kelly shave off his Paul Bunyan whiskers?

William Gillick, Minneapolis yard conductor, has returned to work after an absence of over a month, due to an operation.

Cleo Duntley, Minneapolis yard switchman, has added another tax exemption to his growing family. He now has six children.

Barney Flanery, retired H&D Division engineer of Minneapolis, reports that he and Mrs. Flanery spent a few weeks sightseeing and touring the Canadian Rockies and also part of the west coast. Barney is now planning a trip to Chicago and points south.

The Milwaukee Road Magazine



THE CHERISHED HOUR

After a savory dinner, seek out your easy chair and light up a Dutch Masters Cigar. Indeed, this is "the cherished hour"—that wonderful hour of life each day when a man can relax and lose his worries in the dream-blue smoke of a truly great cigar.

Dutch Masters Cigars

MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent
Agent's Office

Ray Pfeiffer, traveling freight agent, considers himself a lucky man these days. He was driving to Pipestone, Minn., when a car traveling in the opposite direction passed a trailer and hit his car head on. Both cars were completely demolished and Ray was injured in the face and head. He was in the hospital for five days, but got out in time to be home for Christmas.

Mike Martin is enjoying the sunny South while we are shivering, vacationing in Arizona, New Mexico and Texas.

Sympathy is extended to Mrs. Ruth Y. Miller on the recent death of her father.

Mr. and Mrs. George Benz entertained the office gang at their home during the Christmas holidays.

Ruth Jackson, Marilyn Zerr, Leda Mars, Elizabeth Hessburg, Vivian Bodine and Amy Richards went to New Orleans with a group from the RBWA for a few days. From the schedule mapped out for the visitors, they were due to have a grand time, with something planned for every minute.

Cpl. Jack Anderson was home on furlough for the Christmas holidays and stopped in

January, 1952

the office. He is stationed at Camp Stone-
man, Calif.

A letter was received from Pfc. Joe Spain in Korea thanking us for the Christmas box sent him. From the sound of his letter, it was very welcome. All the boys skipped chow the day they received their mail and ate the things in their boxes.

SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Harold R. Sumner, Minneapolis resident and locomotive fireman on the L&R Division, who rescued a two-year-old boy from the path of an oncoming train at Winona Apr. 11, was presented with a "lifetime" railroad pass by President J. P. Kiley. Details of Mr. Sumner's citation are reported elsewhere in the Magazine.

August Sanford, retired blacksmith, passed away Dec. 6 following an illness. He had 28 years of service with the Road.

Freight Car Inspector Anton Henriksen of St. Paul repair track passed away suddenly Dec. 7. He had worked the previous day.

Laborer Max H. Kiihnast, who retired Oct. 1, 1946, passed away Dec. 14 at the age of

73. He had 42 years of service with our company.

Locomotive Carpenter Julius Behnke, retired, passed away Dec. 26. He started to work for the Road in 1901.

Maj. Richard T. Weatherall, former carman at Milwaukee Shops, Wis., and with the U. S. Medical Corps in Korea since July, 1950, arrived in San Francisco in time for the Christmas holidays. He will be assigned to Ft. Sam Houston, Tex.

Car Oiler Amund Kittilstad of Minneapolis train yard retired Dec. 15. He started to work for the Milwaukee on Apr. 22, 1911.

Store Department Stockman Louis Muir has been confined by illness at his home since Nov. 20. We understand he is gaining steadily.

Correction: Electrician H. F. Frasch of the locomotive department at Minneapolis shops has transferred to Deer Lodge, Mont. In the November issue we stated he had applied for annuity. Please pardon the error.

Congratulations to Mr. and Mrs. Walter J. Harle, who are rejoicing over their new baby boy, and to Mr. and Mrs. William Pasonick who also have a new youngster at their house. Bill is employed at the coach yard and Walter at the shops.

Mrs. K. R. Graves, wife of tractor operator

in the car department, sustained a broken wrist the first week of December, due to a fall on the ice. She is getting along with a cast on her left arm and hubby is doing the cooking, under supervision.

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

Extra! Extra! Elsie Monheim finally shot a deer this season, so that closes my file.

Joe Monheim and Fred Overby also brought home a deer. I failed to bring home a fowl from the EMBA turkey drawing. However, Joe Johanson drew a chicken. Next year I'll try for a deer.

While visiting at Galveston, Tex., for a few days during my vacation I was approached by a stranger who requested two bits. I asked him if he was unable to get work. He said that in his line he couldn't get work in Galveston. I asked him what it was and he said, "snow shoveling." Some line. If he was in St. Paul at this writing, he could get plenty of work. The snow is sure piling up. Well, anyway, it was a White Christmas.

General Freight House Foreman Gus Unruh is still ill at this writing.

Wear a smile and have friends; wear a scowl and have wrinkles.—George Eliot

Rocky Mountain Division

WEST END

George D. Field, Correspondent
Operator, Deer Lodge

The Milwaukee Women's Club at Alberton held its annual Christmas party Dec. 5. After a potluck dinner the adults exchanged Christmas gifts. The club furnished candy and toys for the children. Those in attendance were: Mrs. F. P. Byrne, president; Mrs. Joe Dunlap, first vice president; Mr. and Mrs. Lovely; Mrs. H. B. Cole and children; Mr. and Mrs. F. L. Manuel and children; Mr. and Mrs. H. L. Clemmons; Mmes. Mary Daigle, George Heckerth, Z. C. DuBois, J. C. Poirier, A. J. Rock and Hilda Gustafson; Mrs. M. A. Rancourt and children; C. C. Cole; Masters Bobby DeWald and Bobby Thompson; and Miss Sandy DeWald.

E. L. Hopkins, agent at Deer Lodge, became ill Dec. 26 and has been confined to St. Joseph's Hospital at Deer Lodge. Agent A. E. Hanson, Drummond, is relieving Mr. Hopkins.

Conductor Charles L. Saint has retired. Understand he and Mrs. Saint will make their home in Florida.

Troy Waite, operator at Haugan, has laid off to be in St. Paul with his sister, who is very ill.

W. E. Brautigam, division master mechanic,

has retired. He was succeeded by J. H. Kervin.

I wish to express my thanks to Agent F. L. Manuel, Alberton, for the write-up of the Alberton Women's Club Christmas party, and extend an invitation to all employees to send to me any information they may have.

NORTHERN MONTANA

Pat Yates, Correspondent
Car Foreman, Lewistown

Brakeman D. P. Murphy announces the arrival of a baby girl born Dec. 21. The young lady was named Marlene May.

Some of the locals recently confined to the hospital and now back on the job are Joe Kennett, Nels Rolphness, Jack Christie, Bud Rassmussen and Mabel Wolter and P. H. Kearney of Miles City.

Bert Solk, who has worked at the roundhouse here for many years, retired Dec. 31. Bert will be missed by all who were associated with him on the railroad. We wish him many years of happiness during his retirement.

I received a nice Christmas card and letter from Earl Short, retired yard foreman in Citrus Heights, Calif. He said that his water pipes are on top of the ground where he lives, and that he is enjoying some fried chicken from his own brood. When I received his letter we had 13 inches of snow on the level in Lewistown.

Effective Dec. 17 Chief Dispatcher R. E. Joiner was appointed chief in Spokane, in place of F. B. Beal, retired. A. M. Peterson is filling the vacancy left by Mr. Joiner.

Jewel Osterholm, medical student at Missoula University, was home for the Christmas holidays and also sat in on his old job as telegraph operator at the Milwaukee ticket office.

EAST END

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

Engineer and Mrs. Edgar Rexroat and sons spent their vacation with Mrs. Rexroat's folks in Los Angeles.

Engineer Chester Markel and wife have moved to Butte where Mr. Markel is working on the Butte helper.

The Women's Club held its annual Christmas party for the children of employees. Santa Claus made his regular visit and handed out treats to all.

Fireman Otto Heim made a trip to Seattle to have a check-up.

Conductor and Mrs. Bernard Carpenter spent a two-week vacation in California where they were guests of Captain and Mrs. Dean

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Progreba. Captain Progreba was a conductor here before entering the service.

Fireman Norman Le Tempt has returned from the Northern Montana district where he had been working for a couple of weeks.

Fireman Walter Klahr and family are visiting in California at this writing.

Engineer C. H. Hansen has taken a two-month leave. He plans to join his family near Vancouver, Wash.

Engineer and Mrs. Robert Chambers are visiting on the west coast at this writing.

John Coey, machinist in the Milwaukee shops at Deer Lodge for the past 37 years, passed away in a Seattle hospital Dec. 18. It came as a shock to his friends here, as he was not considered critically ill. Mr. Coey served as roundhouse foreman at Deer Lodge for a number of years, and in that time made many friends.

Fireman Leonard Rice is again working on the Northern Montana at Lewistown.

Pvt. B. B. Burbridge, who is attending radar school at Fort Bliss, Tex., visited friends in Three Forks while on furlough. He was in train service before going into the Army.

Conductor Saint retired Jan. 1. Folks on the main line will remember him, as his friends on the Northern Montana branch line did. No conductor ever made a wider circle of friends. When on the job his one aim was to please the traveling public. We all hope that his retirement will bring him even more happiness than he found on the railroad.

Engineer M. F. Elliott left recently for California where he will spend a couple of months visiting friends and relatives.

Conductor Chuck Adams went fishing around Alcazar recently but for some reason he didn't catch anything but a cold. As was reported to me, he got stuck in the snow and had to use a shovel instead of a pole. Bet he'll try fishing the river next time.

La Crosse & River Division

THIRD DISTRICT

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

W. F. VanGilder, agent at Mosinee for many years and a veteran with 43 years of service on this division, has retired.

Engineer L. E. Schultz and Mrs. Schultz are visiting their daughter at Ashtabula, Ohio.

Fireman Charles Voigt joined the Navy and left Jan. 1 for boot training.

Miss Margaret McGinley, cashier at Wausau, spent the Christmas and New Year holidays in Phoenix, Ariz.

Mr. and Mrs. Elmer Jonas and son Ronald are spending several weeks in Florida. En route they spent Christmas Eve in New Orleans.

E. P. Little, who has been an agent on this division since 1911, has retired. He has served as agent at Irma for many years. Recalling some of his early railroad experiences, one of his first duties, on the Northern Pacific at Ravalli, Mont., was to assist in loading 2,000 wild buffalo.

M. L. Lepinski, agent at Pittsville, has returned from a trip to California.

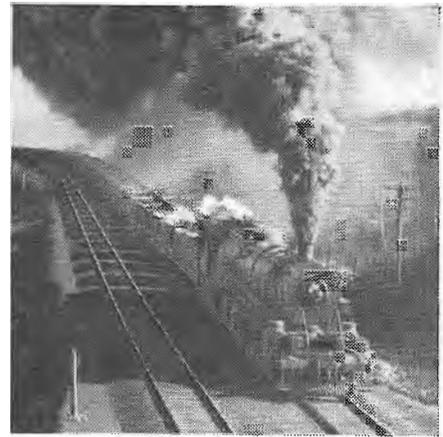
Mr. and Mrs. N. J. Semmelhack are enjoying an extended visit in California, taking in many points of interest.

SECOND DISTRICT

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

William D. Noble, 77, cashier at the La Crosse freight office, died suddenly at his home Dec. 5. He had been employed continuously at the La Crosse freight office for more than 44 years. He started as a clerk in April, 1907, and was promoted to cashier in 1910. He is survived by his wife and one son, Earl, of Niles, Mich.

Kenneth M. Larkin, assistant time revisor



Which watch for the long run?

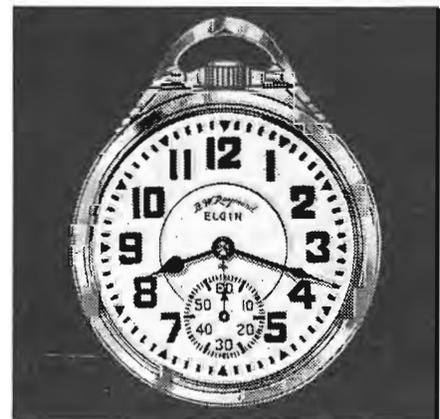
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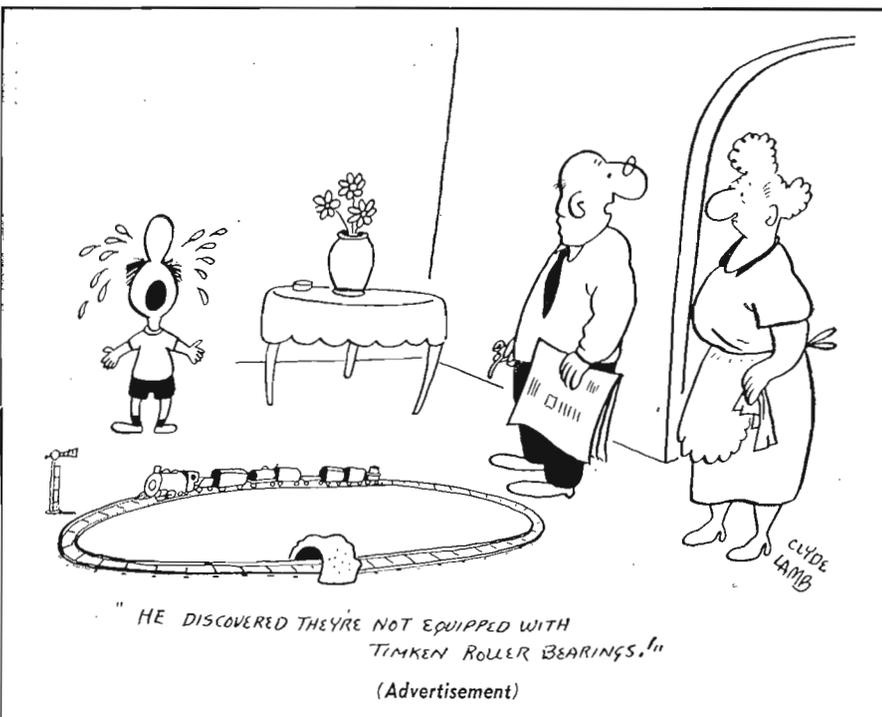
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in the superintendent's office, has been appointed cashier at La Crosse freight office.

Passenger Engineer J. W. Tiffany recently rounded out 50 years of service, entitling him to a life time (gold) pass.

Charles E. Hart, station baggageman at La Crosse, has been elected local chairman of clerks, succeeding Paul K. Mahoney who held the office for many years.

La Crosse Lodge No. 139 of Railroad Clerks was honored Dec. 20 at its Christmas party by having General Chairman H. V. Gilligan present as guest speaker.

WANTED—news about you or your fellow employees.

FIRST DISTRICT

K. D. Smith, Correspondent
Operator, Portage

B. A. Gothompson, retired agent, and wife are where the snowballs won't hit them this winter. They are having a nice vacation in Orlando, Fla.

Speaking of snowballs, we have had over eight snowstorms at this writing, which may prove up the prediction of the prophet who said we are due for 48 this winter.

Santa Claus has gone, and this Christmas was the busiest we have had in a long time, due to three feet of snow in Chicago and cold weather which hit us the middle of December.

It was a nice day in LaCrosse recently when Conductors Chet Valiquette and Bill Colgan decided they would beat the price of steak and go fishing for gills at the head of French Island at Price's Prairie, which is a backwater and good fishing place. They started out on the ice and were nearing the open water when the ice gave way and Bill went in up to his neck in cold water and mud. It might

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have ended disastrously if a guy in a boat had not happened along and pulled them both out. Understand they will both add water wings to their equipment next time they venture out on the wild Mississippi!

"Stop and Go" Ellefson is allergic to mice, particularly field mice. Seems on an inspection trip he climbed to the top of a 40-foot pole to look over some fuses in a signal box and a nest of field mice in the box took exception to his intrusion and kept running down his pants leg. Shorty Sherrod says it might have been worse—snakes, which *he* don't like!

Mrs. George Rumpf, 59, wife of LaCrosse Division engineer, passed away Nov. 8 at Portage after a four-month illness. Surviving are her husband and a son, Charles, a locomotive boiler inspector at Charlotte, N. C. Burial was at Portage.

Milwaukee Division

FIRST DISTRICT AND SUPERINTENDENT'S
OFFICE

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

Lois Phillips, roadmaster's clerk at Milwaukee, is recovering from an operation.

California visitors included Matt Grenning of Rondout who visited his daughter; and Conductor E. C. Holden who during his stay went to see Ernie Haddock, retired conductor, and also stopped at the temporary home of R. A. Woodworth, retired superintendent.

Steven Dederick who has been engineer on the Chippewa for some time retired Dec. 17. He started at Milwaukee as a fireman in August, 1907, and was promoted to engineer in November, 1912—a long time of service in moving freight and fast passenger trains on the Milwaukee Division.

We have not been able to find out the extent of the illness of Conductor Hank Schommer who has been off for quite a while.

Brakeman H. M. Kaiser of the Rondout patrol has been in the hospital since an operation early in December.

Train Dispatchers Benson and Conn at Milwaukee each have new boys at their homes since Dec. 13 and 21, respectively.

The Milwaukee Road Magazine

SECOND DISTRICT

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

There seems to have been an epidemic of illness on this division the past month. Fireman Jess Hammett was one of those taken ill and taken to the hospital. At this writing he is out but not back to work.

Glen G. Jones, night yardmaster, died of a stroke recently, after several weeks' sojourn in the hospital.

Harvey Hayden, car inspector, is in the hospital at this writing, having undergone an operation.

Les Andrews, one of our young engineers, became ill on his run at Iron Mountain and was taken to the hospital, where he died.

Engineer William LaBrie and Conductor L. W. Hugunin both suffered strokes recently and were in the hospital.

Mrs. Frank VendeHei was taken to the hospital recently, following a heart seizure.

We hope everyone had a merry Christmas and wish for them a prosperous new year. We also want to thank all who helped by contributing news for the Magazine and hope that in the coming year they will continue, so as to make our column interesting.



AGENT AND STATION CALL IT A DAY. When the station at Vining, Ia., was closed Dec. 7, Agent Paul Kouba also checked out, having completed almost 50 years of service. He had been agent at Vining since 1904 and, with Mrs. Kouba, had made his home at the depot for many years. Most of his new leisure will be devoted to running the local bank and being Sunday School superintendent of the Congregational Christian Church. Mrs. Kouba has taken over the duties of custodian at the depot, since freight to Vining continues, via Elberon, Ia.

Iowa Division

EAST END

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

Pvt. Kenneth Bartlett, son of the Clark Bartletts, and Sgt. Gerald Thunkerst, son of Mr. and Mrs. Herman Thunkerst of Crete, Ill., former residents of Marion, met at a command post north of Yangu, North Korea, in November. They were friends in their youth and had not met for about 11 years.

Mr. and Mrs. Wilbur Cooper and son Leland left for San Mateo, Calif., on Dec. 18 to visit with the sister of Mr. Cooper.

The Christmas party of the Women's Club was held at the K V Cafe in Marion on Dec. 13. It consisted of dessert luncheon, with a Christmas exchange and collection of canned foods to be distributed to the needy. Committee consisted of Mrs. Clark Bartlett, chairman, Mrs. Wilbur Cooper and Mrs. Orvie Ness. The new officers for 1952 are: president, Mrs. Clark Bartlett; first vice president, Mrs. John Cone; second vice president, Mrs. E. E. Godwin; secretary, Mrs. W. R. Hughes; and treasurer, Mrs. Warren R. Johnson.

Time Revisor W. E. Failor is a surgical patient in the University Hospital at Iowa City at this writing.

Roadmaster J. L. Vavra is now a grandfather; on Nov. 25 a son, Mitchell Lee, was born to Mr. and Mrs. Vernon Vavra, Fairfield, Ia. The father is attending Parsons College in Fairfield.

A daughter was born to Mr. and Mrs. Costello at Mercy Hospital, Cedar Rapids, Dec. 14. Mr. Costello is night roundhouse foreman at Cedar Rapids.

Section Foreman F. Sieck, Marion, was confined to his home for several weeks in December, ill with pneumonia.

Dispatcher Richard Martin and family were in North English to attend the funeral of his grandfather, J. L. Kelly, on Nov. 23. Mrs. Glen Martin, wife of agent at North English, is a daughter of Mr. Kelly.

J. A. W. Stewart, retired car inspector, died at his home in Marion on Dec. 2 following a long illness. He had retired in 1936, following 25 years of service. He is survived by his wife; two sons, John of Cedar Rapids and Amos of Dubuque; and three daughters, Mrs. Hazel VanGorkom of Marion, Miss Elizabeth Stewart of Des Moines, and Mrs. Frances Hoglund of Minneapolis.

Q. W. Tarpin, Mason City dispatcher, displaced Richard DeVoe on the relief job in Marion. Richard bid in the position of operator in the yard office at Perry. Tarpin



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came to Marion because of the abolishment of his position in Mason City.

On Dec. 3 Mrs. D. R. Poole died in the Methodist Hospital in Des Moines, following a stroke suffered a week previous. She is survived by her husband, section foreman at Bayard.

H. H. Dollarhide, agent at Coon Rapids for the past 20 years, died while at work Nov. 22. He was one of the most popular agents on the division. Survivors, besides his wife, include a son and daughter, four grandchildren, two brothers and two sisters. Mr. Dollarhide, familiarly known as "Dolly", was born at Sterling, Neb., July 19, 1889. He attended telegraphy school at Omaha and began railroading at an early age, having some service with other lines before entering Milwaukee Road service 38 years ago. A veteran of World War I, he was very active in the American Legion and served his local post as commander, vice commander and post adjutant. He was also secretary of the local Chamber of Commerce for many years. His funeral was conducted with full military honors in which Legion men from surrounding communities took part.

Seattle General Offices

Margaret Hickey, Correspondent
 General Manager's Office

The Service Club held its annual Christmas luncheon party Dec. 19, at the Y.W.C.A. There were 147 guests, and gifts for all. The Rev. Ivan Merrick, Jr., assistant to the dean of St. Mark's Episcopal Cathedral, gave a short Christmas message. He was introduced by Chairman B. E. Lutterman as a former colleague, having practiced law here before being ordained into the ministry. S. O. McGaillard led in the singing of Christmas carols, accompanied by Bob Brinkley at the piano. Joshua Green, without whom our Christmas party would not be complete, was present and presented Mr. Dugan with \$100 for the Milwaukee Women's Club. C. D. McLennan, assisted by C. W. Reynolds, acted as Santa Claus in passing out the gifts.

Delores Krininger of the general agent's office showed up the day after Christmas wearing a beautiful diamond solitaire but denied that the donor's name was Santa Claus. She did admit that his name is John and promised to divulge further information on the forthcoming event a little later.



RETIRED PEOPLE. Mr. and Mrs. John W. Koehnecke pictured last fall in the garden of their home in Sheldon, Ia. Mr. Koehnecke, section foreman at Sheldon, retired Jan. 1 at the conclusion of 26 years of service. He was born in Germany and came to the United States in early manhood. His first job with the Road was as section laborer at Whittemore, Ia. In 1932 he became relief foreman and in 1937 moved up to the regular section foreman's job. He expects to spend his new leisure with his three hobbies—his flower garden, fishing and reading.

Sidney W. Harvey, treasury clerk in vice president's office, passed away at Providence Hospital Dec. 12 after an illness of several months. Mr. Harvey was born in England and came to the United States as an infant. His first service with the Milwaukee started in June, 1910, in the city freight agent's office at San Francisco, which position he held until May, 1916, when he transferred to Seattle, to a like position under General Agent Hillman. Subsequently he held various clerical positions until 1942 when he took the position of treasury clerk in vice president's office. Funeral services were held here and burial was in the family lot at Fresno, Calif. He is survived by his wife Ellouise of Seattle, a son, Lt. George D. Harvey of Ft. Madison, Calif., two grandchildren, two brothers and five sisters.

Roger C. Wilhelm, secretary to general manager, finished up his vacation by spending Christmas with his family in the Dakotas, dividing his time between Hettinger, Lemmon and Dickinson. He reports having a good time, saying nothing of the sub-zero weather that prevailed during the time.

John R. Whitt, son of Charles E. Whitt, staff assistant in assistant general manager's office, was married Dec. 15 to Delores Ahmann of Marshall, Minn. The wedding, in St. Mary's Church at DeKalb, Ill., was followed by a reception at the Rice Hotel in DeKalb. Dick graduated Dec. 7 from Northern Illinois State Teachers College with a B.E. degree. He also attended the University of Washington for two years and during the summers of that time was employed in telegraph and signal line crews. The young couple will live in Elgin, Ill., where Mr. Whitt was accepted a position to teach speech correction in the public high schools. Mr. and Mrs. Whitt attended their son's wedding.

Mort S. Bowbrow is the new secretary

The Milwaukee Road Magazine

in the electrification department, replacing Ella Dewhirst.

M. L. Calhoun, assistant electrical engineer, has resigned from the Road and returned to Canada to make his home.

J. N. Strassman, with Mrs. Strassman, vacationed in Southern California in December, visiting with their daughter Jean, in Los Angeles; also friends and relatives in Palm Springs, Sierre Madra and other points.

The Women's Club, Seattle Chapter, were hosts to the general office employes Dec. 20. Mrs. Roland C. Sanders was chairman of the affair, with Mrs. Lawrence Wylie, Mrs. C. A. Peterson and Mrs. E. M. Marx assisting.

Capt. William F. Mar, son of Harry K. Mar Dong, our Chinese passenger agent in Seattle for many years, was recently awarded a Bronze Star, his second, for service as assistant transportation officer with the 2nd Infantry in Korea. The citation was for a "thorough knowledge of rail transportation and rail-terminal operation that insured the continuous flow of supplies." Captain Mar enlisted in 1942 and has served in India, Burma, China and Japan. His first Bronze Star was won during the Guadalcanal campaign.

I & D Division

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

J. L. (Mike) Delaney, switchman at Mason City, retired Nov. 30. He was first employed in 1910 as a brakeman and transferred to yard service in 1951.

Ben Hendrickson, retired conductor, is wintering in Arizona and California. He expects to spend most of the time in Phoenix, far away from ice and snow.

C. W. Johns is working as relief operator at Mason City, while Warren Bean is dispatching at Dubuque.

C. R. Winn, agent at Jackson Jct., passed away Dec. 14. He had been employed as an agent on the I&D Division since Aug. 27, 1909.

When I asked Ed Barton, supervisor of T&T, if he had any news for me, he happened to mention casually that he has 19 grandchildren. Evidently a new grandchild isn't news to Ed any more.

Employes at Mason City were treated to Christmas cookies and coffee by Mr. and Mrs. Weiland at a gathering in the club rooms Dec. 24. The cookies were almost too pretty to eat but it didn't take them long to disappear.

More than 100 children of Milwaukee Railroad employes watched a Christmas special pull into the Milwaukee station Sunday after-

noon, Dec. 16, with Santa Claus as a very special passenger. The engine was decorated with Christmas green and lights. The annual party was given by the Milwaukee Women's club. A program in the club rooms included a tap dance by Nancy Geelhart and Eleanor Hilbert and a violin number by Sharon McGowan and Dee Tierney, accompanied by Mrs. T. Tierney. "Mickey Mouse" was a number by David, Lynn and Larry Balek, and vocal numbers were sung by Jerry Bean, Dianne McClintock, Nancy Phillips, Nancy Geelhart, David Sessions and Betsy Roth. Carols were sung and a Christmas story told by Miss Bee Young. After the program Santa, accompanied by two Boy Scout helpers, John Braheny and Jimmy Kemp, distributed gifts and candy. There were those who thought Santa's voice resembled that of H. L. McCaughey, former roundhouse foreman. On the committee were Mrs. R. J. Kemp as chairman, and Mmes. Ralph Joynt, Harold Colloton, Kenneth Roth, William Schrader, R. I. MacGregor and Walter Hendrickson.

A recent visitor of the Charles A. Montgomerys in Sheldon, Ia., was their son Leo of Spokane, with his wife and son Tommie. Leo, a 30-year veteran of Milwaukee Road service, is a traveling timekeeper between Moberg and Tacoma.

SECOND DISTRICT

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

Congratulations to Willard J. Leach, Jr., brakeman in military service—a new son born Dec. 10! Also to the E. H. Hoppers, who have a daughter born Dec. 4. Brakeman Frank J. Work is a proud papa now—a son.

Fireman Harold D. Hollander is now in the Navy, stationed at the Naval base at Philadelphia.

Fireman Robert J. Grendler, on furlough, spent the Christmas holidays with his family in Sioux Falls. He had been stationed at Camp Carson, Colo.; now assigned to Ft. Lawton, Okla.

Vacationists: Passenger Conductor John Rifenbark basking in Florida sunshine; the T. G. Snyders in California; Engineer F. H. Brunson in Seattle.

Conductor Earl Murphey and Engineer George Gaskill are still reported as being ill.

Sympathy is extended to Baggage man A. H. Ratzlaff, Yankton, who lost his mother Dec. 17.

Jimmie, son of Lieutenant of Police Martin Noonan, had the tough luck to contract measles just at the time of the Christmas fun. However, he was up and around on the big day.

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SANBORN-RAPID CITY

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

Since the discontinuance of the dispatcher's office at Mason City, Mitchell has two new dispatchers—Carl Anderson and E. M. Isacson. Carl used to work at Mitchell a "few" years back. H. M. Davis went to Dubuque as dispatcher and E. D. Mayer to Canton as operator.

H. B. Peterson, agent at Mitchell, retired on Dec. 31, after a half century of working for the Milwaukee. He will be missed by his many friends, both patrons and employes of the Road. "H. B." was always on the job, first one down in the morning and back after supper for a final checkup of the day's work.

N. O. Frizzell, former agent at Inwood, has gone to Wausau as dispatcher. R. J. Black is temporary agent.

J. W. Clark of Murdo is vacationing on the west coast at this writing. Agent G. B. Abbott of Plankinton is not working, being home in charge of the household on account of his wife being ill.

Agent C. H. Croat of Hull is spending a few months in California to get away from the winter weather.

J. W. Simon, retired agent now living at Mt. Vernon, spent the holidays with his son, Trainmaster J. D. Simon, at Butte.

L. L. Long of Parker is the new agent at Mitchell.



CALIFORNIA BOUND. Elmer L. Taylor, agent at Hawarden, Ia., who retired Dec. 1. He is pictured here with his son Roy, an Air Force veteran. Starting as a messenger-helper at Platte, S. D., in 1903, Mr. Taylor became an operator in 1907. Subsequently he was agent at a number of stations, an operator in the dispatcher's office in Sioux City from 1920 to 1928, city ticket agent from May, 1928 to 1933 and for a short time agent at Delmont, S. D. He had been agent at Hawarden since 1934. With Mrs. Taylor, he is moving to Bakersfield, Calif., where they have purchased a home.

Trans-Missouri Division

WEST

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

Winter really poured it on us the past month. The thermometer never seemed to get far above zero, and we had enough snow to satisfy even the most rabid advocate of the White Christmas. Two of the most sensible people we have heard of are Mr. and Mrs. William Elbert who were married in Miles City Oct. 5 and left for Caracas, Venezuela, to spend the winter. The bride was Beverly Richey, daughter of Yard Clerk L. S. Richey. Bill is currently on the pitching staff of the San Antonio baseball club. He was given a bid to play winter baseball in Caracas—nice work if you can get it.

A striking addition to the new state capital library and museum at Helena, Mont., will be the 4½x6 foot pictorial frontier map of Montana just completed by Darrell Gudmundson. The map is constructed of basswood with historical scenes, fur posts, military forts, frontier industries, cities, towns, mountain ranges and trails burned on the varnished surface. Darrell, a highway department employe at

Miles City, is the son of Conductor M. F. Gudmundson.

It is never too late to learn, they say. It is rumored that the night school at the junior college has enrolled several recruits from the division engineer's office. R. W. Middleton, division engineer, is signed up for a course in woodworking and Chief Carpenter Pat Kruse and Instrumentman Jack Hennessey are enrolled in welding.

Miles City and vicinity is doing its part in the bond drive. Custer County, of which we are a part, topped its seven-county district in the purchase of savings bonds for the last half of November, leading the other counties by over \$10,000.

Arthur M. Gilbert, mechanical department, was reappointed to the board of Custer County High School.

Sunday afternoon, Dec. 2, the annual memorial services of the B.P.O. Elks were held at the Elks Home in memory of eight members who passed away during the year. D. E. Braden, retired conductor, was among those honored.

Mayor and Mrs. Farnham Denson returned

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Dec. 3 from a three-week trip to Savannah, Ga., where the mayor had been called by the illness and death of his aunt Mrs. W. S. Godley. Mrs. Godley, 83, was his only living relative. After the death of Mr. Denson's parents Mrs. Godley had made a home for him.

Members of the Milwaukee Women's Club held their Christmas party Monday evening, Dec. 3. Mrs. F. W. Spear was in charge of the program and the gift exchange. A boys quartet composed of Miles Finch, Billy Zook, John Watson, and Bobby Lucas, under the direction of Henry Gladigan of the Miles City public schools, sang several selections and piano and flute selections were played by Linda Kirchoff and John Hayes. Refreshments were served by Mrs. H. D. Shields, Mrs. William Shine, Mrs. Verne Cotton and Mrs. Harry Cook.

Don Helm, ice house laborer at Miles City, has returned to work after a hitch in the Field Artillery.

Mrs. Katherine Graff, 66, wife of Jacob Graff, car department, passed away at a Miles City hospital Dec. 7. Born in Russia Jan. 30, 1895, Mrs. Graff came to Baltimore in 1914. The family moved to Miles City in 1916. She is survived by her husband, two sons, Alex and Albert, and two grandchildren.

The following recently qualified as members of Miles City Chapter of the Grandfathers Club: O. H. Bethke Dec. 10 when Brenda Joyce arrived at the home of Mr. and Mrs. Gordon Christianson, Broadus, Mont.; B. M. Nelson Dec. 11 when Bryan Edward came to Mr. and Mrs. Jack McCourt, Miles City, and Arnold Running Dec. 13 with the arrival of Kenneth Arnold, son of Mr. and Mrs. Arnold L. Running of Tacoma.

Members of the Jaycees and their husbands met passenger trains arriving in Miles City on Christmas Day and handed out decorated Christmas cookies to people traveling that day.

Lou Ann Rabun, daughter of Mr. and Mrs. L. H. Rabun, spent the Christmas holidays with her parents in Miles City. She is attending Rosary College, River Forest, Ill., where she is vice president of the sophomore class.

When all is said and done, the railroads have made over the years a remarkably good showing. Those who run the trains and direct traffic on the rails have set before the rest of us a generally good example of skill, devotion to duty, and sense of responsibility.

—Kalamazoo (Mich.) Gazette

Milwaukee Terminals

COACH YARD

Richard Flechsig, Jr.

Steve Prodanovic, cleaner on the day shift, is off again because of illness. We wish him a permanent recovery this time.

Roman Zabarowski was taken to the hospital at Wood, Wis., after being off from work a few weeks. The gang also wishes Roman a speedy recovery.

When it comes to "safety first," the coach yard can be proud of its past record. The men and women of the yard will try to maintain this good record during 1952.

Sympathy is extended to George Hackbarth whose wife passed away recently after a long illness.

Sympathy is also extended to George Schneider whose mother passed away recently at the age of 93.

MUSKEGO YARD

Grace M. Johnson, Correspondent
Office of General Superintendent

Winter vacations seem to be the order of the day. Switchman Hudson Brown is leaving with his family to spend a month with his daughter in California.

Switchman George Lock returned recently from a 14-day stay in Mexico City.

A little belated news: Switchman Ervin Kiefer is the proud father of a baby girl.

G. Arthur Brown, retired general car supervisor, had a happier Christmas this year because of a fine television set which was presented to him as a farewell gift on his retirement.

We welcome to the ranks of switchmen two Latvian men, Osvalds Lauzum and Janis Berkans. If height will make good switchmen, everything should turn out fine for them in this country, as they are both tall boys, one of them being six foot six—these fellows can scan a yard from any vantage point.

CHESTNUT ST., NORTH MILWAUKEE & NORTH AVENUE

Dick Steuer, Correspondent
Chestnut Street Station

At long last, a bit of news from North Avenue. Demurrage Inspector Ralph Junker and family visited son Dick in California, enjoyed much of that state's sunshine, and took in the UCLA-USC football game.

A holiday visit by their daughter and her husband was enjoyed by the Max Woelfls.

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FOOTLIGHT FROLIC.

Presenting "The Railettes," featured entertainers at the Railway Business Women's Association Christmas party in the Milwaukee Y.W.C.A. From left: Coleen Colgan, depot force; Pat Steinhoff, Jean Turense, Rita Bednar and Ginger Schori, Milwaukee shops; and Lois Habersat, North Milwaukee station. Ramona Kopitsch, Milwaukee Road employe, directed the chorus routine.



The young couple motored in from Wellesley, Mass., where the son-in-law is working toward his doctor's degree at Wellesley College. He is teaching geography and geology.

To complete the travel picture, Mrs. Sam Colletti and family visited friends in Miami, Fla., and Rate Clerk Bruno Kowalski visited relatives during the holiday season.

Last winter General Clerk Evelyn Scharest was the provider for nine pretty Hungarian quail who visited her every day for their rations of scraps of bread, oatmeal, grain and suet. The food must have agreed with them, because this year there are ten little quail sampling the feed bag.

The Frank Nails have re-discovered the wonders of television with their new Christmas Philco set.

FOWLER STREET STATION

Pearl Freund, Correspondent

Friends and co-workers of OS&D Clerk Mary Pruitt and brother Hanks Pruitt, stower at House 7, have been concerned over their welfare since the accident they encountered the past month. Both received serious injuries and Hanks is still in St. Joseph's Hospital at this writing.

Our December visitors were George Bergerler, Joseph M. Hoyle, George Hauenstein and John Pauc, all enjoying their retirement. John

Pauc, who has been retired since 1937, celebrated his 80th birthday Dec. 18.

Following the holidays, Mary Walczak will take up the duties of housekeeping and raising a family.

Esther Millard left for Meadowbrook, Pa., the day after Christmas to enjoy her 1951 vacation. She expects to visit her son, who will be home on furlough until Jan. 7 from the Naval station at Washington, D. C. The biggest attraction, however, will be her only grandson whom she has not as yet seen and who will be one year old in February.

Willard Kinast is off to Acapulco, Mexico, for a vacation. Mexico holds a strong fascination for Willard.

Milwaukee chapter of the Railway Business Women's Association observed Christmas with a party at the YWCA. A dinner was served in the Flamingo Room and the group was entertained by Richard Davely, young son of member Blanche Davely. During the evening the chapter's own "Railettes" executed a dance number and a girl's quartette sang carols. Adrian Beyer of the Western Weighing and Inspection Bureau introduced square dancing to the group. It was readily adopted and will probably be pursued during the coming months. Chairman of the program committee was Ramona Kopitsch of the Milwaukee Shops.

A recent visitor to the office was Pat Daley, who has finally decided to forsake Phoenix, Ariz., for good old Milwaukee. We're all happy to have her back.

The latest from the draft board is a call for Gene Summerfield, extension clerk, to report for his examination.

Joe Wuerl absented himself a few days recently in order to undergo a tonsilectomy. Roger Selk reportedly spent his vacation in bed on account of illness. Plans for a trip to Canada have been postponed.

With their new home at Muskego Lake nearing completion, the Norbert Tillidetzkes are anxious to start moving. Grace, clerk in the PU&D department, expects to leave soon to make housekeeping and taking care of daughter Judy a full time job. Husband Norbert is credited with the building of their home.

Friends of W. L. Griffin, former clerk, will be interested to learn that he has been in St. Luke's Hospital since Dec. 3. Visitors will be welcome.

Coast Division

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

Word has just come to us that M. W. McClary, retired yard conductor, passed away Sept. 15.

Frank Zeil, retired conductor, has returned from a trip that extended over a period of several months and covered nearly the entire eastern part of the United States. He is now in hibernation for the winter at Chehalis, Wash.

F. T. Buechler, retired superintendent of Green Bay, Wis., was a recent Coast Division visitor, calling on Superintendent J. T. Hansen and other friends out here.

Charles Sandberg, clerk in the division master mechanic's office, is in the hospital at Tacoma at this writing. Latest reports, however, are encouraging.

A very enjoyable Christmas party was held in the superintendent's office for all employes in the upper floor of the district offices at Tacoma, good feed, good time and presents.

Time Revisor W. J. Fitzgerald finished out the year by taking his vacation, expecting to visit his daughter and family in California. Tommy Norwood filled in during his absence.

Benny Crawford, senior at the Bellermine High School in Tacoma, won first place in oratory in the 16th annual forensic tournament, sponsored by the Seattle University, in which 100 high schools of the Northwest competed. His subject was "The Voice of Democracy." He is the son of Mrs. Elizabeth Crawford, stenographer to the agent at Tacoma.

Jor Maks, who was B&B foreman at Seattle, has taken over the Tacoma crew.

TACOMA

R. A. Grummel, Correspondent
Agent, Tacoma

Al Goldsbrough, veteran employe of more than 41 years service, most of which was spent in the rate and revising department of the local freight office in Tacoma, retired Dec. 1. His associates at Tacoma and Seattle gathered during the lunch hour to present him with a testimonial of their esteem and good wishes in the form of a billfold containing a sum of currency that he is to devote towards any hobby he may decide to take up in the future. Mr. Goldsbrough, who has been ill for some time, attended the party and his friends were very pleased to note evidence of his progress toward complete health.

T. E. Norwood, baggage clerk, is a proud grandpappy for the first time. His daughter, Mrs. George Lemagie, became the mother of a baby daughter, Susan Mae, on Nov. 7. Great-grandfather is C. A. Norwood, retired car distributor, and baby is also blessed with a great-grandmother, Mrs. C. A. Norwood, who had accompanied her husband to Tacoma last week from their home in Thorp to attend the funeral of his brother, Harry E. Norwood, who died suddenly at the family home in Tacoma. She had lived in Washington since 1906 and in Tacoma many years before moving to Thorp. She and Mr. Norwood recently celebrated their golden wedding anniversary.

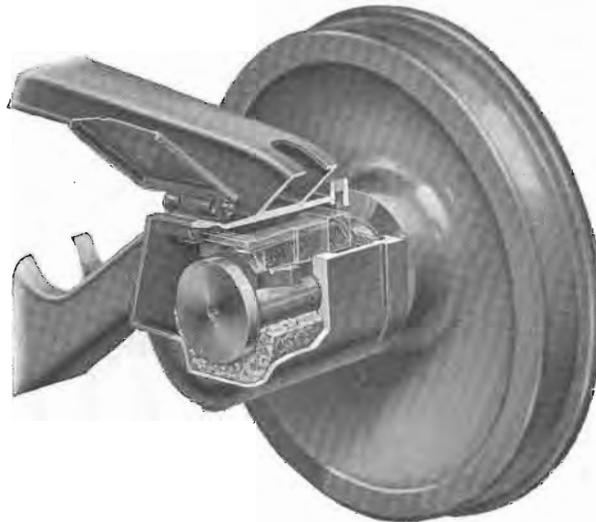
Assistant Claim Clerk Kenney Alleman has returned from a delightful vacation, having been gone a month. Visited with his uncle in Clinton, Ia., then to Chicago where he saw the football game between Illinois and Iowa,

then to Boston, Miami and Havana, where he spent some time in night clubs and learned all the new dance routines.

General Yardmaster H. W. Montague was to follow doctor's orders. Seems Monty had a little foot trouble and the doctor gave him some pills and liniment. Monty took the pills

yard conductor in 1937, stopped in the office recently, just returned after a stay of two years with his son in Martinez, Calif. Expects to spend a few months in Tacoma and then back to California. Mr. HeudeBourck is very well. During his railroading of 42 years he never had an accident.

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(Advertisement)

internally and used the liniment on his foot. When he went back for a checkup the doctor was surprised at his improvement, and when he said he did not want any more of those pills, the doctor was amazed. Said the pills were to be used on his foot in a water solution, along with the liniment.

Charles W. HeudeBourck, who retired as

THE PENSIONER'S CORNER

H. L. Wilttrout, our former trainmaster and chief dispatcher, was retired five years Dec. 28. He is in excellent health, raises chickens, and has a fine garden from which he gives away most of the vegetables. He is one of Tacoma's best bowlers on the green in the summer. Lou tells us that he and 13



AFTER 43 YEARS. Scene at the dinner held in Ottumwa, Ia., recently in honor of Traveling Engineer E. J. Kervin and wife at the time of his retirement. They are shown seated on either side of Assistant Superintendent W. T. Stewart of the Chicago Terminal Division who served as toastmaster. Mr. Kervin began his railroad service on the old Jim River Division (now the HGD), served as local chairman of the BLFGE at Aberdeen for several years, and was promoted to engineer in 1913. He was appointed fuel supervisor in 1927 and traveling engineer in 1929. The local chapter of The Milwaukee Road Women's Club served the dinner, and the 170 officers and employes who attended presented the guests with a large console model television set and a gift of money.

other pensioners have a red hot Canasta club that meets once a month which, from the date of this writing, will be known as Charter No. 1 Club of the Teenagers 60-70 Club. Prospective members can send their applications to Yours Truly along with names, to organize the units and I can furnish them with bylaws which will include bona fide rules to settle all Canasta disputes.

Riley Beals, former dispatcher, and Jim Beatson, former trolley maintenance foreman, are moaning the loss of the Tacoma Tigers baseball franchise. They seldom missed a game. Glad to report that both men are in good health.

Fred Best, a top dresser at one of our big Hallowe'en parties, can be seen around town occasionally smoking a big black cigar.

H. A. Mozier, former dispatcher and also a good insurance salesman, hopes we don't have any snow this winter—hates to wear over-shoes.

What's become of our friend F. A. Chalk, former train dispatcher? Several of the boys have been inquiring.

Herb Cooper and Jack Beals, former Tacoma Eastern conductors, are about town. Lee Charlie is living over in Yakima, Wash. Lee was yardmaster at Miles City and later worked out of Mr. Meier's office. He should hold the operations championship—just had another one.

Alex Gair, former conductor and a good civic improvement worker in the Hillsdale district, may have his eye on a representative or senator's job. He has a large following.

Roy Cleveland, trainmaster who retired about 15 years ago, still cruises the waters of the Pacific Sound and can fish with the best of them. He has a cabin cruiser and has a lot of fun with it in the summertime.

W. A. (Billie) Monroe, former dispatcher, is waiting for summer so he can play pinocle in Wright's Park, one of the beauty spots of Tacoma in the summertime.

We were glad to get a note from C. S.

Hagerty, former yard conductor, from Riverside Trailer Park, Earp, Calif. Lee is enjoying life living in various trailer camps in California. Likes the sunshine and is well and happy.

Ed Allen, former signal foreman, loves to roam and fish, too. He and his family are leaving to spend the balance of the winter in Mexico; might loosen up my joints from a little arthritis, says Ed.

Alex Gair tells me our friend Conductor George Weiland is in good health. "Poke Face" can beat you at any game of cards and make you like it.

Engineer Frank Hill is still going strong. Handsome Frank says he gets lonesome for a night or two in the old mineral shacks.

Sorry to report that our friend Engineer Frank Bunnell is back in the hospital. His friends are hoping he gets out soon.

SEATTLE YARD

F. J. Kratschmer, Correspondent

Car Foreman Russell Wilson underwent a minor operation Nov. 27.

W. C. "Billy" Riddell, who has been switching around Seattle for the past 25 years, retired Dec. 31. Billy came to the Milwaukee from the Canadian National, and has seen railroad service through various parts of the United States.

Colman Woodin, retired switchman generally known as "Red", has been a frequent caller at the yard. We are always glad to listen to his yarns.

Day Boardman John Lee became ill early in December, and at this writing is still confined to his home.

Locomotive Fireman A. J. Strunk learned to boil canned soup, heat pork and beans and make terrible coffee while his wife was visiting in Minnesota, near Shoopack. She returned the latter part of November and the agony is now over.

The pet pussycat at the yard presented "the bunch" with four cute kittens on Nov. 27.

Next morning there was a little bouquet stuck in a bottle beside her bed, with a tag on it reading "To Rhubarb—Congratulations."

Machinist George Dolan of the roundhouse was a happy man Dec. 20 when his son George, Jr., arrived in Seattle on the steamer General Freeman, with his wife and two children. George, Jr., who is captain in the Army, had been in Korea for almost three years, while his family was stationed in Japan.

Locomotive Engineer Louis C. McDonough plans on taking his wife for a month's trip through the South early this year.

Sympathy is extended to Locomotive Engineer Charley Brock who buried his 88-year-old mother in Tacoma Dec. 18. Charley has been running an engine in Seattle yard for some time.

Helper Ray Holmes of the roundhouse, took off the week of Dec. 24 and spent some time in Bellingham with his family.

Martin Buske, retired car inspector, was found seriously injured in his room on the morning of Dec. 16 and passed away Dec. 20 after being taken to a hospital.

The motorist lost in the fog decided to follow the car ahead as it crawled slowly through the mist. The device worked fine until the car guiding him stopped short and he rammed its rear bumper. The excited motorist jumped out and hollered:

"Why don't you stick your hand out when you come to a stop?"

A voice hollered back:

"Why should I—in my own garage?"

A ministers' convention and a big meeting of furniture salesmen were being held simultaneously in the same hotel. The dessert for the salesmen's banquet was "spiked watermelon," but through an error it was served to the ministers instead. The head waiter was frantic when he discovered the accident;

"Get it away from those ministers before we have trouble," he implored his crew.

The waiters returned to say that it was too late, that the ministers were busy with the dessert.

"How do they like it?" asked the maitre d'hotel.

"I don't know how they like it, boss," said one, "but they're all putting the seeds in their pockets."

Answers to "What do You Know?"

1. Extreme width.
2. An all-steel caboose. It costs about twice the amount of a box car.
3. A railroad detective.
4. Six.
5. Two.
6. A marker used to define the limits of the right-of-way.
7. *Official Guide of the Railways.*
8. New Hampshire.
9. A car used at steel mills for transporting hot ingots.
10. A track alongside the waterfront edge of a pier or wharf.



Captain Lewis L. Millett Medal of Honor

When his Infantry company was pinned down by heavy fire near Soam-Ni, Korea, Captain Millett charged alone into the enemy positions, throwing grenades, and clubbing and bayoneting the enemy. Inspired by his example, the attacking unit routed the Reds, who fled in wild disorder.



"It's an uphill struggle," says Captain Millett, "to build a working peace. Unfortunately, the only argument aggressors respect is *strength*. Fortunately we've learned this lesson in time.

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"I think a secure peace is worth working for. If you think so, too, buy U. S. Defense Bonds now!"

★ ★ ★

Remember that when you're buying bonds for national defense, you're also building a personal reserve of cash savings. Remember, too, that if you don't save *regularly*, you generally don't save at all. Money you take home usually is money spent. So sign up today in the Payroll Savings Plan where you work, or the Bond-A-Month Plan where you bank. For your country's security, and your own, buy United States Defense Bonds now!

Peace is for the strong...
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THE MARS LIGHT at the rear of an eastbound suburban train looks out on a December snow scene at Roselle, Ill.

