

**THE  
MILWAUKEE ROAD  
MAGAZINE**

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

**JANUARY 1953**

**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.

**IN THIS ISSUE**

|                                                                            | Page |
|----------------------------------------------------------------------------|------|
| Thinking Together For Greater Safety<br>By President J. P. Kiley . . . . . | 2    |
| Bellingham Marks Its 100th . . . . .                                       | 3    |
| Rose Bowl Travel Breaks Record . . . . .                                   | 5    |
| Masters of Coach Yard Safety<br>By H. J. McMahon . . . . .                 | 6    |
| Box Car Hieroglyphics . . . . .                                            | 9    |
| Superintendent O. A. Beerman<br>Retires at Marion . . . . .                | 9    |
| Some Interesting Facts About the<br>White House . . . . .                  | 10   |
| Appointments . . . . .                                                     | 11   |
| How Are We Doing? . . . . .                                                | 13   |
| Car Foreman Schmidt<br>Retires at Council Bluffs . . . . .                 | 13   |
| Did You Know? . . . . .                                                    | 14   |
| Railroad Retirement News . . . . .                                         | 15   |
| J. N. Strassman, Seattle Auditor,<br>Retires . . . . .                     | 15   |
| Quiz . . . . .                                                             | 16   |
| Home Department . . . . .                                                  | 17   |
| Retirements . . . . .                                                      | 19   |
| About People of the Railroad . . . . .                                     | 21   |



## Thinking Together For Greater Safety

**W**E HAVE a job of thinking to do together. It involves a personal, a family problem: We must find a way of preventing accidents to Milwaukee Road people.

Judging by the record as it stood at the end of 11 months, our forces suffered more personal injuries in 1952 than in any year since 1946. Many of you know someone who suffered one of these accidents, and perhaps you said at the time that if the company had done this or that, the accident wouldn't have happened.

*If so, did you explain your idea to your supervisor, and did he pass it along for action? Only by working together in that way can we expect to prevent accidents.*

I credit our supervisors with having made a sincere, conscientious effort along the lines they have been asked to follow. But to insist on an improved safety record without first examining our methods is a little like whipping a tired horse. If we have been wrong in our approach to this subject, we should find out why and do something about it, but I am convinced that the first thing we must do is get our heads together for some original thinking on the subject.

*Recall, if you will, the most recent accident you have heard of, or the one you came so close to having. What was wrong? Who was at fault? Was the job set-up wrong? Or do you figure a change in company policy would have made the difference?*

The company will do everything possible to eliminate the possibility of accidents. Beyond that, it is up to us as individuals to apply our best thinking to the subject and to discuss our ideas with a view to putting them in action.

The challenge is great, but together I know we can meet it.

*J. P. Kiley*

## BELLINGHAM marks its 100<sup>th</sup>



Joseph Hillaire (right) who carved the centennial totem pole and Herb John (center) who assisted him, are joined by an Indian youth and two children as they study their handiwork. At the top of the picture is the mythical "figure of the terrible beast" who figures in Indian lore of the region. A plaque set into the ground near the totem pole bears these words:  
"This monument commemorates the arrival on Bellingham Bay of the first permanent white settlers, Captain Henry Roeder and Russell V. Peabody searching for water power to turn a mill wheel.  
"The site is near the mouth of Whatcom Creek, where they were landed by Lummi Indians 100 years ago, December 15, 1852. Dedicated December 15, 1952." (Bellingham Herald photo).

A view of Bellingham's industrial harbor area.



January, 1953

BELLINGHAM, WASH., northernmost port of The Milwaukee Road's combined rail-barge operation along Puget Sound, observed its 100th birthday appropriately on Dec. 15 with the unveiling of a 27-foot totem pole, symbol of the Indian culture of the Pacific Northwest.

The pole stands on the court house grounds, less than a block from the point at which the founders of the original community, Captain Henry Roeder and Russell V. Peabody, landed and set up a saw mill on Dec. 15, 1852. That these enterprising pioneers, up from California in search of a likely spot for their mill, came to the right place is attested to by the fact that lumbering is still one of the area's principal industries. Today Bellingham's industries include the largest sulphite pulp mill in the United States.

Standing at the extreme northwest corner of the United States, 18 miles south of the Canadian border, with

Puget Sound and the beautiful San Juan Islands to the west and the snow-capped peaks of the Cascade Mountains to the east, Bellingham boasts as spectacular a setting as any city in North America. It is the county seat of Whatcom County and in 1950 had a population of 35,000.

The earliest exploration of this part of the northwest coast was made in 1791 by Francisco Eliza, who sent a ship into the deepwater bay and, according to Spanish charts, named it Seno de Gaston. The following year Captain George Vancouver, while exploring Georgia Strait, sent a small party to chart the southern shore line, and upon receiving the report of the surveying party, named the large protected body of water Bellingham Bay in honor of Sir William Bellingham.

The struggle between the United States and Great Britain for possession of the area, which lasted for more than 50 years, delayed colonization. As a result, the rich resources of the region were hardly touched until after the boundary question was settled in 1846 and the line was fixed at 49° north latitude.

In the years following the establishment of the first saw mill in 1852, four small communities grew up but were merged in 1903 under the name of Bellingham.

The relatively short stretch of dry-land railroad connected to the main line by the Road's marine department operation at Bellingham is part of the Coast Division today, but was formerly known as the Bellingham Division. Its career was begun as an individual railroad under the name of The Bellingham Bay & British Columbia R. R., better known among its belittlers during construction days as "They Began Building Before Christ". It was built originally to get coal from mines that had been opened in the hills where a part of the city now stands, and its rails were the first laid in the state of Washington.

Growing with the area, it had reached a length of 70 miles when purchased by the Milwaukee in 1912. Along with the track and a few cars went the line's sole locomotive, a venerable puffer which had made the trip from eastern shops to San Francisco by sailing vessel around Cape Horn in 1852. Its last sea voyage was made in 1885 when it went by boat from Frisco to Bellingham.

It is said that the Bellingham business interests, anxious to make their young city appear as important as possible, used to build up a full head of steam in "Engine No. 1" whenever a ship appeared in the offing, and would send locomotive and cars racing madly to and fro over the tracks near the water-



Bellingham's centennial celebration began officially with the maypole-style unveiling of the totem pole monument by Lummi youth in tribal costume.

front. Pretense gave way to reality long ago, and today Bellingham is a thriving city with a number of large industries and an industrially active waterfront. It is the city's boast that its large harbor for ocean-going vessels is nearer to Alaska



Engine No. 1, built in 1852, the entire motive power of the B.B.&B.C.-R.R. when acquired by The Milwaukee Road in 1912, and the new diesel delivered in Bellingham on Dec. 24 to replace steam power which has been in use there. Shown with the diesel are Ted Stearns, round-house foreman (in engine cab), S. J. Gorzelanczyk, helper, standing left; E. G. Cheney, night foreman, and Don Guthrie, conductor.

Telling a long and detailed story in Indian symbols, the centennial totem pole stands 27 feet high, with a canoe cross-bar containing effigies of Lummi Indians and Captain Henry Roeder (ahead of pole) and Russell Peabody, first white settlers.



The Milwaukee Road Magazine

and the Orient than any other shipping point of size in the United States. Since the close of the war several canneries and frozen food and cold storage plants have begun extensive operation. Here bumper crops of fruit and vegetables from the surrounding agricultural areas, and large quantities of fish from Puget Sound and Pacific Ocean waters are processed.

The Milwaukee Road, a centenarian itself, is happy to welcome Bellingham, Wash., into the exclusive "Hundred Year Club".

### Thinking It Over

THE CERTIFICATE OF RECOGNITION for many years of service sent by President J. P. Kiley to H&D Conductor Albert Johnson following his retirement last fall was acknowledged by letter. Mr. Johnson who is a 50-year veteran wrote from his home in Minneapolis as follows:

"If I were to live my life over again, I would want to follow the same occupation, and on the Milwaukee railroad. It has good supervisors. It has given me and my family a good living, a home, and a chance to save some money. And now I am glad to say I am receiving a good pension and enjoying my retirement."

### Safe for Half a Century

A SAFETY record unusual enough to merit special mention became known along with the recent retirement of Otto Kohls, section foreman at Waterloo, Wis. Safety department reports confirmed the fact that not so much as one reportable injury had ever been incurred by either Mr. Kohls or any man under his supervision since he started with the Road back in 1902. He had been a foreman since 1914.

Mr. Kohls' record was cited by Roadmaster F. J. Herlehy, Watertown, Wis. In extending his personal congratulations Mr. Herlehy said, "I want to take this means to also mention the cooperation you have given me during the time I have been on this division as something I appreciate. However, I think your greatest achievement is the safety record of the men who worked for you. I know I will be very proud if I can finish my years until retirement without a reportable injury to myself, but to be a supervisor for 38 years and not have a reportable injury to any of your men is outstanding."

## Rose Bowl Travel Breaks Record



University of Wisconsin trumpeters giving out with a fanfare as the bandmen started on their Rose Bowl journey from the Madison station Christmas morning.

ROSE BOWL fever swept the nation on New Year's Day as millions tuned their television sets to the football game between Southern California and the University of Wisconsin. The lucky 100,000 or so who saw the gridiron classic at first hand included one of the largest groups of loyal rooters to ever take a transcontinental trip in support of a home team.

From Madison, home of the Badger grid stars, the trek of fans represented the largest exodus from the city by rail for any single event. Combining the trip with a mid-winter vacation, many townspeople and area residents left before the rush of holiday travel got under way. The first official departure was early Christmas morning when the university marching band, 163 strong, departed with a large unit of followers on a Milwaukee Road special. Routed via Omaha and the UP, its destination was San Francisco where it was scheduled to play for the Shrine East-West football game on Dec. 27 before performing at the Rose Bowl.

In addition to regular trains which were booked heavily all week, an eight-car student special left Madison the morning of Dec. 27, routed via Chicago and the Santa Fe. About 175 young people and a cordon of faculty chaperones were in the party. Others who came on board at Milwaukee and other stations along the way swelled the total to more than 300 before the train headed west.

At 1 P.M. the Badger Victory special carrying members of the Madison

Chamber of Commerce and 70 university officials left the city with about 230 passengers.

As the Victory special left Madison, a crowd of more than 300 alumni and fans was saying its farewells in Milwaukee. Travel to the coast from that area was aboard an 18-car special operating via our line to Kansas City and the Santa Fe beyond. The carefree crowd for the big game in flurry of holiday excitement waving pennants and souvenir roses.

Despite the disappointment of the Trojan victory, the holiday mood carried over on the homeward trip. The specials left Los Angeles Jan. 1 and Jan. 2 and arrived in Milwaukee and Madison on Jan. 4.



Leaving Milwaukee, Armin Schultz of Shorewood, a 1918 University of Wisconsin graduate, and Mrs. Schultz wave from the special's rear platform. (Milwaukee Journal photo)

## safety at work on the Milwaukee...



Eugene Laster, carman at Tacoma shops with five years of service, places the car department's "blue flag," while H. J. McMahon, district safety engineer and author of this article, discusses its placement.

## Masters of Coach Yard Safety

### Safety Honor Roll — Tacoma Coach Yard

|                     |                 |               |
|---------------------|-----------------|---------------|
| Fred Fromader       | Steam Repairman | 35 Safe Years |
| Al Farlan           | Carman          | 34 Safe Years |
| Joseph Ribar        | Carman          | 33 Safe Years |
| Chauncey Wintermnte | Electrician     | 33 Safe Years |
| Clara Utecht        | Cleaner         | 32 Safe Years |
| Orville Anderson    | Car Helper      | 32 Safe Years |
| Theodore Prengel    | Car Helper      | 32 Safe Years |
| William Hammond     | Car Helper      | 29 Safe Years |
| Albert Brooks       | Car Helper      | 26 Safe Years |
| Stanley Walker      | Car Helper      | 25 Safe Years |

by H. J. McMahon  
District Safety Engineer  
Tacoma, Wash.

BY WAY of creating a title to fit the performance, the rank of "Masters of Coach Yard Safety" might well be applied to the 69 employes of the Tacoma coach yard who, at the time this was written, had not suffered a single reportable injury since 1949.

Of this group, as the listing at the left indicates, 10 men have worked an average of 31 accident-free years. Their record was even more impressive prior to the recent retirement of John Ackerman, a carman who had worked 42

years without ever suffering a reportable injury.

The work assigned to these men involves the inspection, cleaning and repairing of cars in service on the Olympian Hiawatha and Columbian passenger trains, with the exception of the inside cleaning of Pullman cars. Among their duties is regular maintenance work, including wheel changes and repairs to radio, steam, air, various electrical and air conditioning equipment.

To assure protection while working, employes wear safety shoes and goggles. Equipped with special ladder shoes to prevent slipping, ladders are made safe and falls from them are prevented. Carts are provided for handling lengths of hose, bags of linen and other heavy items. Hot water for cleaning is kept below the scalding point, a metal frame is provided to support propane gas tanks being placed or removed from dining cars and there is a specially designed truck for the removal or replacement of under-car generators; both of these items literally wiped out back strains and bruised hands and arms. A lift truck with newly-designed conveyor box enables two men to care for all car-top and low-level icing.

Troughs paralleling trackage carries off surplus water to ensure safe footing. Good housekeeping is a must, with a place for everything and every-

thing in its place. Blue signals always protect employes who are working on equipment, insuring their safety and the elimination of interference from cars being handled by switch crews.

Arrangements in effect require that sleeping cars of trains arriving at Tacoma be returned the same day, while other cars are held over for a single day. Equipment of the trains which terminate at Tacoma is switched to the coach yard by switch crews where it is pushed through a dispenser of steam and cleaning compound under pressure. This cleans all trucks and other under equipment of the cars, which are then thoroughly rinsed with water in a reverse movement and quickly switched to designated tracks where testing, repair and cleaning crews take over on a time-tried schedule. Not one single item needing attention is overlooked.

Cars are scrubbed inside and out, toilets disinfected, windows washed, car seats vacuumed, head rest liners changed, fresh linen and towels supplied, water coolers steam cleaned, kitchen and diner re-stocked. All the cars are polished until they gleam and are again ready to start on another trip.

Experience has taught that the full life of passenger car wheels operating at speeds of 50 to 90 m.p.h. can only be realized by removing them for inspection and adjustment at the end of seven round trips.

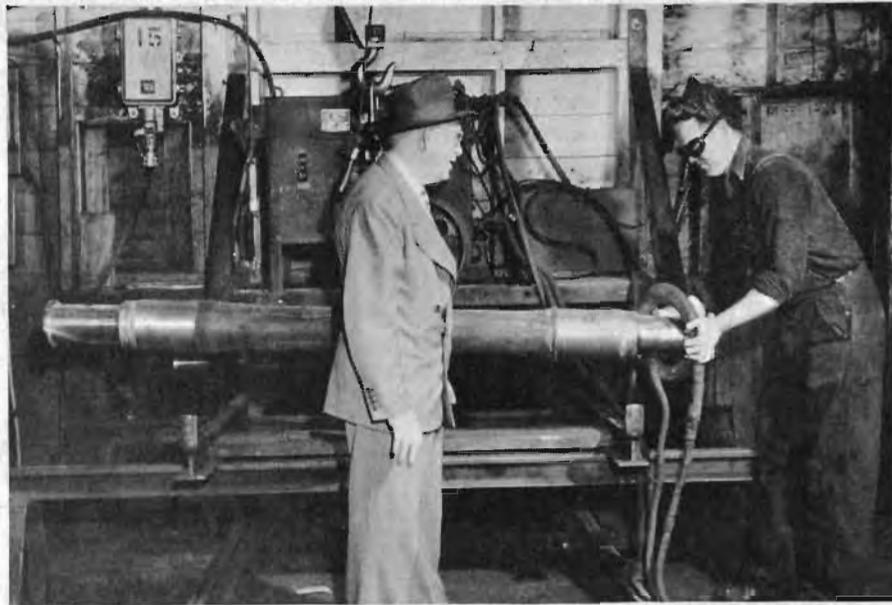
Employing a special back-saving rack designed for the purpose, Electrician Melvin Haley slides a tank of propane gas into the compartment beneath an Olympian Hiawatha dining car. The gas is used in the galley stoves.



Katherine Dickinson, a cleaner with 10 years of service, makes the Tip Top grill car of the Olympian Hiawatha spic and span. The picture was taken prior to the recent replacement of the cars by the new Super Domes.

They are handled to the wheel shop on a Hi-Lo truck, their first stop being at the recently-invented and constructed machine which rotates wheels while axles are cleaned by power driven brushes until all debris has been removed. Axles are then coated with a white "Magnaflux" powder and 440 volts of direct current electricity are passed through them. If a crack of any size is present, the line of the crack shows in the powder, and is as easily recognized as the snow-capped Olympic mountain peaks on a sunny day.

Such cracks are then explored and ground out, if tolerance will permit. If not, wheels are removed and pressed onto new axles which have passed the test. This is an important factor in the elimination of metal failures which might be the cause of derailments. In this process science is daily utilized to make train accident prevention a near-certainty.



Top Picture: As Safety Engineer McMahon looks on, Machinist Kenneth N. Hess prepares to make a "Magnaflux" test to determine whether cracks are present in a car axle.

Lower Picture: C. H. Spragg, machinist, and D. V. Murphy, wheel shop foreman, remove a car wheel from its axle to double check on the safety of the equipment.

Still mounted, the wheels are then placed in a machine for turning or re-facing and after being turned to as near-perfect round as the machine will permit, are moved to the grinder shop. Here the wheels are ground in unison under running water to within three-thousandths of an inch of a perfectly true circle. For comparison, a single human hair will measure between  $1\frac{1}{4}$  and  $1\frac{1}{2}$  thousandths of an inch and high train operating speeds demand this kind of precision to assure a smooth ride. Two hundred and fifty pairs of wheels are so turned and ground month-

ly. Roller bearings operating in a bath of oil are housed in a heavy metal case on axles. Inspection is made possible by the removal of a stud bolt and insertion of a magnetized hook which attracts any existing metal particles that may have resulted from wear. This indication, or the exceeding of an established lateral clearance between five and fifteen thousandths of an inch, demands removal for inspection and repair or replacement.

Removal presented a problem both difficult and expensive until solved by

Wheel Shop Foreman John Schrodel, who devised a mobile carriage operating on a track located below the shop floor and through a floor slot extending upwards on a perpendicular shaft and then outward, forming a "Y" groove to fit the axle. Wheels are spotted over the "Y", which is raised by air pressure until the axle is contacted, and when clear of the floor is moved laterally into position, where upper and lower jaws of the housing puller, activated by air, are compressed over the housing. The opening of a water valve operates a ram which produces pressure up to 25 tons against the end of the axle, forcing it loose from the roller bearing case. The axle is then turned and the procedure repeated, removing the bearing on the opposite side. The roller bearings then pass through two cleansing oil baths and are ready for inspection to determine whether it is necessary to return them to the manufacturer for reconditioning or if safe to remount for continued usage until next inspection period.

The number of bearings so handled averages 115 monthly.

The coach yard operation at Tacoma is under the general direction of C. E. Barrett, district general car foreman, Lines West of Moabridge, and P. D. Salzer, general car foreman, and under the direct supervision of J. D. O'Neill, coach yard foreman, and his assistant, James Hudson. John Schrodel, wheel shop foreman, specializes in wheel, axle, and roller bearing work.

This group, backed by the 69 specialists comprising the working force, well deserve the title of "Masters of Coach Yard Safety". They provide millions of safe, comfortable miles for their railroad's customers.

Al Farlen (standing) and Joseph Ribar, carmen with 36 years of accident-free service to their credit, pose with the tools of their trade.



The Milwaukee Road Magazine

## BOX CAR HIEROGLYPHICS

RAILROADS have a language of their own—a language not only of words but also of symbols and abbreviations, of signals and signs, of markers and hieroglyphics—much of which is Greek to nine-tenths of the population.

Take the box car, for example. Only the seasoned railroader and his admirer, the railroad fan, well steeped in the lore of the rails, can tell you the meaning of all the letters, symbols, and abbreviations which appear on the sides of these busy servants of industry. Yet, because of the widespread study of transportation in the schools in recent years, there is evidence of increased interest in these markings on the part of young people generally. This is indicated by the growing number of inquiries which the individual railroads and the Association of American Railroads receive each year for information on the subject.

Under rules and regulations adopted by the Master Car Builders Association, now the Mechanical Division of the AAR, every box car must carry certain information which can be understood at a glance by railroad men. For one thing, each car bears initials identifying its ownership. These are called "reporting marks." They appear high on the side of the car at the left. Wherever practicable, they conform to the initials of the owning company. However, since several railway companies may have the same initials, different markings are sometimes necessary to avoid confusion. For instance, the Bangor & Aroostook Railroad is identified by the initials BAR so as to avoid confusion with the B & A used by the Boston & Albany. The Mississippi Central uses MSC to avoid confusion with the Maine Central, and so on. The Milwaukee Road avoids complications with the simple abbreviation "MILW", which conflicts with nothing.

Each car bears a serial number in figures larger than those appearing elsewhere on the car. If the car is owned by a private car company, by a private industry, or by the federal government, the reporting marks are followed by the letter X.

The letters CAPY stenciled on the car stand for capacity and the numerals which follow indicate the nominal freight load capacity of the car, expressed in pounds. It does not include temporary fixtures or dunnage within the car.



The letters LD LMT signify load limit, expressed in pounds. Load limit is the permissible weight of freight, fixtures and dunnage which the car is built to handle. In addition to the freight content, this includes temporary fixtures such as stagings, shelving, partitioning, padding, ice and brine. The initials LT WT mean light weight. They are followed by the actual weight in pounds of the empty car.

The month and year in which the car was built are shown after the initials NEW or BLT. EXW denotes the extreme width of the car, in feet and inches, measurement being on the outside from points of greatest projection. The letter H on the same line indicates the extreme height, measured from top of rail to extreme projecting height. EW denotes eaves width—the outside width of the car at the eaves level. The letter H on the same line refers to eaves height measured from the top of rail. IL means inside length; IW, inside width; and IH, inside height. CU FT indicates the capacity in cubic feet, based on the clear inside dimensions of the car.

Abraham Lincoln summed up his attitude toward man's need for prayer in these words, "I have been driven many times to my knees by the overwhelming conviction that I had nowhere else to go; my own wisdom and that of all around me seemed insufficient for that day."

## Superintendent Beerman Retires at Marion

O. A. BEERMAN, who has been superintendent of the Iowa Division since 1942, retired on Jan. 1. He had completed a full 46 years of service.

Influenced by the family disposition toward railroading—his father, the late William Beerman of Guttenberg, Ia., was a Milwaukee Road track foreman for 47 years—Mr. Beerman began studying telegraphy six months after his graduation from the Guttenberg High School in 1906. His first job was as an extra telegrapher at nearby points. For a while he worked at Sioux City as night chief train dispatcher and at Mason City as chief dispatcher. In 1923, promoted to trainmaster, he served at Madison, Wis., Mason City and Aberdeen, S. D. He was appointed assistant superintendent of the Milwaukee Terminals in 1936 and served in that capacity until 1939 when he was promoted to superintendent of the then Kansas City Division. Before assuming the superintendent's position at Marion he was also superintendent at Terre Haute, Ind., for two years.

Although the Beermans have lived at many points on the line and have a host of their interests now center in Marion and they have bought a home there, planning to stay on at least for the present. They have two daughters, one located in Auburn, Calif., and one in Sioux City. Their only son was killed in military service during World War II. A retirement get-together arranged in Mr. Beerman's honor was scheduled for Jan. 8 in Cedar Rapids.



O. A. Beerman

## Some Interesting Facts About the White House

AS THIS is read a new tenant is getting settled in the most famous dwelling place in the land—1600 Pennsylvania Avenue, Washington, D. C.—the White House. Dwight D. Eisenhower is the 33rd president to occupy the executive mansion (if we count Cleveland twice); Washington was the only President never to live there.

The new occupants will find things considerably different than John and Abigail Adams did when they moved in in 1800. When the seat of government was removed to Washington from Philadelphia, the Adams family found it a remote, desolate, swampy, and scarcely habitable place. Close by stood the rough temporary quarters of workmen employed in construction. An attempt was made to remove the shacks before the President's arrival, but the men, because of a housing shortage, refused to continue work unless permitted to live in the shacks. There was insufficient furniture for the great bare rooms and Abigail was obliged to use the now sumptuous East Room to hang out the family washing.

A French engineer, Major Charles L'Enfant, was invited to study the terrain on the banks of the Potomac and lay out plans for the new capitol city. History has proved the magnificence of his work. It was in 1792, according to the Encyclopedia Americana, that an Irish-American architect, James Hoban, won the prize of \$500 offered by the commissioners of the district for the best design for the "President's House", or "President's Palace." The work of construction began immediately but proceeded under so many difficulties of money, labor and transportation that completion was disappointingly long delayed. The structure was declared



A view of the White House as workmen put the final touches on the extensive remodeling and decorating job last spring. (Wide World photo)

ready for occupancy in 1800, but even then, because of delays and insufficient appropriations, the mansion was still unfinished.

The original cost of the White House was about \$333,000. It now costs a little more than that yearly just to run the place and we have recently spent about \$7,000,000 fixing it up. Most people, particularly those familiar with the building, agree that improvements were sorely needed and that the cost, although it seems almost unbelievably high, was justified in the finished product. The White House is now what it should be—the pride of the nation.

Incidentally, the name "White House" arose from the fact that the building is constructed of gray Virginia freestone and painted a gleaming white. The white paint may have been first

used to hide the smoke-stained walls after the British attempted to burn the mansion, along with the rest of the city, in 1814. This was the occasion when Dolly Madison rescued everything of value that was portable, including the Stuart portrait of Washington, and left the city just ahead of the British troops.

From Monroe's day forward successive White House regimes had their own ideas of decoration, so that the furniture was subject to continuous additions and changes. Then, when it became hopelessly scrambled, the whole decorative scheme would be changed to accord with the standards of the period. Monroe began the period of "French Furnishings" that lasted until the Civil War. Congress tried in vain to stop this vogue in 1822 with a law that "all furniture purchased for use in the President's House shall be as far as possible of American or domestic manufacture." From 1860 forward the White House families went in for heavy ornate mid-Victorian furniture, with a super-abundance of marble tops, huge mirrors, black walnut, horsehair, and plush. Lincoln and Johnson favored black walnut. Grant added enormous wardrobes with mirrors in the doors, and Hayes contributed massive sideboards. Then Arthur began all over. He sent away 24 cartloads of this miscellany, some of which dated back to Jackson's time, to make place for his own ideas of Presidential grandeur,

which included gold wallpaper in the main dining room, Tiffany glass screens and imitation marble columns in the main reception room, pomegranate plush draperies over windows and mantel.

In 1902-03 the White House underwent a structural renovation. The Teddy Roosevelts urged upon the nation a complete systematic and dignified scheme of furnishing. Congress allowed \$100,000 of its appropriation for renovation to be earmarked for furniture and decorations; some years later it authorized the acceptance of gifts of colonial furniture for this purpose. This started a controversy which lasted through the Coolidge administration, between the lovers of colonial furniture and those, including the American Institute of Architects, who wished to see the furniture harmonized with the style of the White House, which is not colonial but European Renaissance.

The White House now has 107 rooms and 19 baths. There is air-conditioning that can be regulated separately for each room. Self-operated elevators save many steps. Running ice water is on tap and the kitchen is immense. There is an \$868,000 atom bomb shelter, a movie theater, swimming pool, broadcasting room, barbershop, solarium, and medical suites. Eleven rooms on the main floor are open to the public and the other 96 rooms are for living and housekeeping purposes.

There are 72 people on the domestic and maintenance staff, including three butlers, six cooks and 10 engineers. The White House has its own police force.

President Eisenhower will face some of the weightiest problems ever to confront an elected leader. He may find some consolation in the fact that housekeeping will not be one of them.

### Just a Minute, Santa

ALONG about now Santa's visit is only a memory, but before he dashed out of sight did you, maybe, snap his picture? Or one of the house decorations, or Sis and Junior in the school pageant, or the family get-together? If you have any holiday pictures which are unusual or interesting, we'd like to see them for possible use in the next Christmas edition. Send them to The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill. All pictures which are retained will be returned after the publication of the December, 1953 issue.

## appointments

### Division of Safety

Effective Jan. 1, 1953:



E. G. Kiesele

Mr. Kiesele has been with the Road since 1907, starting at Dubuque. He was yardmaster at Dubuque and subsequently trainmaster and assistant superintendent at various points. He was superintendent of the Chicago Terminals from May, 1942 to August, 1950 since when he has been superintendent of the D&I Division.

### Finance and Accounting Department

Effective Jan. 1, 1953:



W. M. Houck

Mr. Houck started with the railroad in 1918 as an accountant. Since 1939 he has been assistant to the general superintendent of mines with headquarters in Chicago.

### Operating Department

Effective Jan. 1, 1953:

W. J. Hotchkiss is appointed superintendent of the D&I Division with headquarters at Savanna, Ill., succeeding E. G. Kiesele. He started in 1916 as an agent, and since leaving World War II military service, he has been superintendent at Ottumwa and Terre Haute and most recently at Milwaukee.

J. A. Jakubec is appointed superintendent of the Milwaukee Division with headquarters at Milwaukee, succeeding W. J. Hotchkiss, Mr. Jakubec started with the Road at Minneapolis in 1920. He was appointed superintendent of the H&D Division in 1949 and of the Chicago Terminals in May, 1951.

G. F. Wilson is appointed superintendent of the Chicago Terminals with headquarters in Chicago, succeeding J.

A. Jakubec. He started with the Road in 1913, and was assistant superintendent of the Chicago Terminals from August, 1948 to July, 1951. Since then he has been superintendent of the Twin City Terminals.

R. F. Fairfield is appointed superintendent of the Twin City Terminals with headquarters at Minneapolis, succeeding G. F. Wilson. Mr. Fairfield started at Minneapolis in 1936 and was assistant superintendent at Sioux City from July, 1951 to August, 1952, when he was appointed assistant superintendent of the Chicago Terminals.



F. G. McGinn

Mr. McGinn, who started as a telegrapher in 1930, was later dispatcher and trainmaster at various points. Promoted to assistant superintendent in November, 1949, he has served in that capacity at Dubuque, Savanna, and most recently at Perry.

R. W. Riedl is appointed assistant superintendent of the Iowa Division with headquarters at Perry, succeeding F. G. McGinn. Since starting in the engineering department in 1941, Mr. Riedl has served as trainmaster at Madison (Wis.), Davenport, Aberdeen (S. D.), Portage and most recently at St. Paul.

R. H. Love is appointed assistant superintendent of the Chicago Terminals with headquarters at Bensenville, succeeding R. F. Fairfield. Mr. Love started his service in 1940 at Bensenville where he later served as yardmaster and trainmaster. He was later made trainmaster of the Milwaukee Terminals and since August, 1952 of the LaX&R Second District.

J. R. Werner is appointed trainmaster of the Twin City Terminals with headquarters at St. Paul, succeeding R. W. Riedl. Mr. Werner, who started his service as a fireman in June, 1945, was formerly transportation assistant in the office of general manager, Chicago, and most recently trainmaster of the Milwaukee Terminals.

M. Garelick is appointed trainmaster



This oval-shaped room on the second floor of the rebuilt White House is generally used as the President's study. It was so used by President Truman at the time this picture was taken less than a year ago. (Wide World photo)

of the LaX&R Division First District with headquarters at Portage, Wis., succeeding R. H. Love, promoted. Since entering service in the engineering department in 1947, Mr. Garelick has been transportation assistant to general manager, Chicago, and trainmaster of the Terre Haute and Chicago Terminal Divisions.

W. O. Harnish is appointed trainmaster of the Chicago Terminals with headquarters at Bensenville, succeeding M. Garelick. Mr. Harnish started in the engineering department in June 1949, and has most recently been transportation assistant in the office of general manager in Chicago.

J. F. Elder is appointed trainmaster of the Milwaukee Terminals with headquarters at Milwaukee, succeeding J. R. Werner. Mr. Elder who has been transportation assistant in the office of general manager in Chicago, was formerly dispatcher at La Crosse and Savanna.

#### Passenger Traffic Department

Effective Jan. 1, 1953:

C. C. Dilley is appointed advertising manager, Chicago. The position of advertising agent, Chicago, is abolished. Mr. Dilley has been with the Road since 1928, starting in Minneapolis. He was traveling passenger agent with headquarters there and in Chicago and subsequently travel promotion agent before 1948, when he was appointed advertising agent.

#### Traffic Department

Effective Jan. 1, 1953:

R. S. Moore is appointed general agent, Toronto, Ont. The position of Canadian freight and passenger agent is abolished. Mr. Moore, who has filled the latter position since 1947, has represented The Milwaukee Road in Toronto since 1927.

G. H. Kronberg is appointed district freight agent at Washington, D. C. Mr. Kronberg started with the Road in the Detroit traffic department in 1937. Following military duty in World War II he was traveling freight and passenger agent at Atlanta, Ga., and most recently at Mason City, Ia.

F. J. Galvin is appointed traveling freight and passenger agent with headquarters at Mason City, Ia., succeeding G. H. Kronberg, promoted. Since entering service in Dubuque in 1940, Mr. Galvin has been chief clerk in the traffic office in Indianapolis and since 1948 city freight agent in Detroit.

R. Koch is appointed traveling

## Polio Serum Tested in Sioux City Area



THE KICKOFF for the March of Dimes this month served to focus interest on an operation carried out at Sioux City, Ia., during the latest polio epidemic. In an experiment supervised by the National Foundation for Infantile Paralysis, 15,968 children of Woodbury County took part in a field test to find a serum which will control and prevent the disease. Suzanne Ericson, daughter of Ticket Agent T. L. Ericson, who was one of the Woodbury County test children is shown as she was consoled by Dr. A. Q. Johnson, president of the Woodbury County Medical Society (left), and

Basil O'Connor, president of the National Foundation for Infantile Paralysis.

Half of the children were given injections of gamma globulin, a blood plasma derivative, while the other half, to determine its control, received injections of harmless gelatin. The results of the experiment and similar experiments carried out in test locations in Texas and Utah proved that the globulin was effective in reducing the severity and minimizing the possibility of paralysis caused by polio.

freight agent with headquarters at Milwaukee. He succeeds H. W. Marquardt who died Dec. 22. Mr. Koch has been with the Road since 1922. He was formerly city freight agent in Milwaukee and most recently chief clerk to the assistant general freight agent there.

A. L. Johnson, Jr., is appointed city freight agent at Detroit. Since 1947 Mr. Johnson has been chief clerk in the traffic department in Boston.

J. E. Colloton is appointed city freight agent at Milwaukee. Entering the employ of the Road in June, 1951, Mr. Colloton has been chief clerk in the Indianapolis traffic department since June, 1952.

Effective Jan. 16, 1953:

H. C. Hefty is appointed assistant general agent at Milwaukee. An employe of the traffic department in Milwaukee since 1925, Mr. Hefty has been traveling freight and passenger agent with headquarters there since 1948.

H. A. Springer is appointed traveling freight agent with headquarters at Milwaukee. Mr. Springer started with the Road in Kansas City in 1934. He has been city freight agent there since 1946.

D. M. Wiseman is appointed city freight agent at Minneapolis. Since June, 1950, Mr. Wiseman has been chief clerk in the traffic department in Salt Lake City.

## how are we doing?

|                                                                                                      | NOVEMBER     |              | ELEVEN MONTHS |               |
|------------------------------------------------------------------------------------------------------|--------------|--------------|---------------|---------------|
|                                                                                                      | 1952         | 1951         | 1952          | 1951          |
| <b>RECEIVED FROM CUSTOMERS</b>                                                                       |              |              |               |               |
| for hauling freight, passengers, mail, etc. . . . .                                                  | \$21,862,425 | \$22,850,323 | \$247,513,831 | \$244,485,307 |
| <b>PAID OUT IN WAGES</b>                                                                             |              |              |               |               |
| PER DOLLAR RECEIVED (CENTS) . . . . .                                                                | (47.9)       | (46.4)       | (50.2)        | (50.5)        |
| Payroll taxes on account of Railroad Retirement Act and Railroad Unemployment Insurance Act. . . . . | 615,689      | 596,274      | 7,085,627     | 7,163,688     |
| PER DOLLAR RECEIVED (CENTS) . . . . .                                                                | (2.8)        | (2.6)        | (2.9)         | (2.9)         |
| <b>ALL OTHER PAYMENTS</b>                                                                            |              |              |               |               |
| for operating expenses, taxes, rents and interest . . . . .                                          | 9,746,946    | 10,164,064   | 108,571,858   | 107,211,615   |
| PER DOLLAR RECEIVED (CENTS) . . . . .                                                                | (44.6)       | (44.5)       | (43.9)        | (43.9)        |
| <b>NET INCOME</b>                                                                                    | 1,028,625    | 1,483,599    | 7,710,754     | 6,528,104     |
| <b>REVENUE CARS LOADED AND RECEIVED FROM CONNECTIONS:</b>                                            |              |              |               |               |
| Number of cars . . . . .                                                                             | 128,473      | 132,940      | 1,424,341     | 1,468,640     |
| Decrease 1952 under 1951 . . . . .                                                                   | 4,467        |              | 44,299        |               |

## Car Foreman Schmidt Retires at Council Bluffs

TED P. SCHMIDT, prominent citizen of Council Bluffs, Ia., who has been car foreman there since 1918, retired Dec. 31 after more than 48 years of service. The day was his 65th birthday.

Mr. Schmidt grew up in Council Bluffs and spent all but a few months

of his service in the car department there. He started as a coach cleaner and worked on various other jobs before he was made lead carman. In the promotion to foreman he succeeded his father, the late Martin P. Schmidt, who retired as general car foreman in 1937 after 51 years of service. The elder Mr. Schmidt is remembered as the founder of the Omaha Council Bluffs and South Omaha Car Foremen's Association, an organization which has been in existence since 1901.

Mr. Schmidt is looking forward to his retirement with pleasure, he says. As a hobby he likes to grow flowers and write poetry, and among other things, he will be able to give more time to his duties as city councilman. Then there's the Schmidt home, a gathering place for many retired terminal supervisors who were associates of the senior Mr. Schmidt.

There still will be Schmidts around the railroad, though. Mr. Schmidt has three daughters and two sons. The boys, following the family tradition, are both employed in the Council Bluffs car department, Ted E. as a welder and Martin P. as a radioman and electrician.



Winding the old clock at the rip track office was Car Foreman Schmidt's last gesture as he retired. His father, the late Martin P. Schmidt, was custodian of this timepiece before him.

## V. L. Hitzfeld Heads Chicago Passenger Group



V. L. Hitzfeld

V. L. HITZFELD, general agent of the passenger department in Chicago, was elected chairman of the Chicago General Agents Association in December. The organization is made up of passenger traffic supervisors whose

headquarters are in Chicago. Mr. Hitzfeld will serve as its head throughout 1953.

Mr. Hitzfeld has been with the Road since 1909. He started as a steno-clerk in the operating department and transferred to the passenger department in 1910, holding various positions until World War I, during which he served in France with the 58th Engineers. Following his Army discharge he returned to the passenger department and in 1923 was appointed passenger agent in Chicago. Subsequently he became city passenger agent and in 1927 assistant general agent, passenger department. He has been general agent of the passenger department in Chicago since June, 1944.

# did you know?

In an article dealing with the horsepower required for snow removal in mountain districts, appearing in the Dec. 15 issue of Railway Age, L. Wylie, Milwaukee Road electrical engineer, Seattle, offered the following interesting facts on snow:

The weight of freshly fallen snow is from two to five pounds per cubic foot, depending on temperature, locality, moisture content, and other factors. The weight of old snow of considerable depth or of drifted snow is six to 30 pounds per cubic foot. The weight of snow in large slides is 30 to 45 pounds per cubic foot.

The American railroads set an all-time safety record in 1952, there having been only one fatality for each 2,200,000,000 miles of passenger travel during the first 11 months, the official rate being .045 per 100,000,000 miles. Preliminary information for the month of December indicates that the fatality rate for the full year will be at least as good as that of the first 11 months. The previous low fatality rate of .08 established in 1949 is still far better than the best safety record of any other form of transportation before or since.

His railroad job at Cooktown in Queensland, Australia, keeps William Gladwell busy. As a clerk Gladwell sells the tickets and as the ticket collector he ducks out to inspect them. As porter he carries bags onto the train, as conductor he checks up on the train, and as signalman he throws the "all clear". After locking up the station (as stationmaster), he climbs into the locomotive and pilots the weekly train to destination.

In an address at a recent meeting of the American Railway Magazine Editors Association, W. E. Deaton, assistant to president of the Elgin, Joliet & Eastern Railway, and editor of the "J" Milepost, made the following interesting observations:

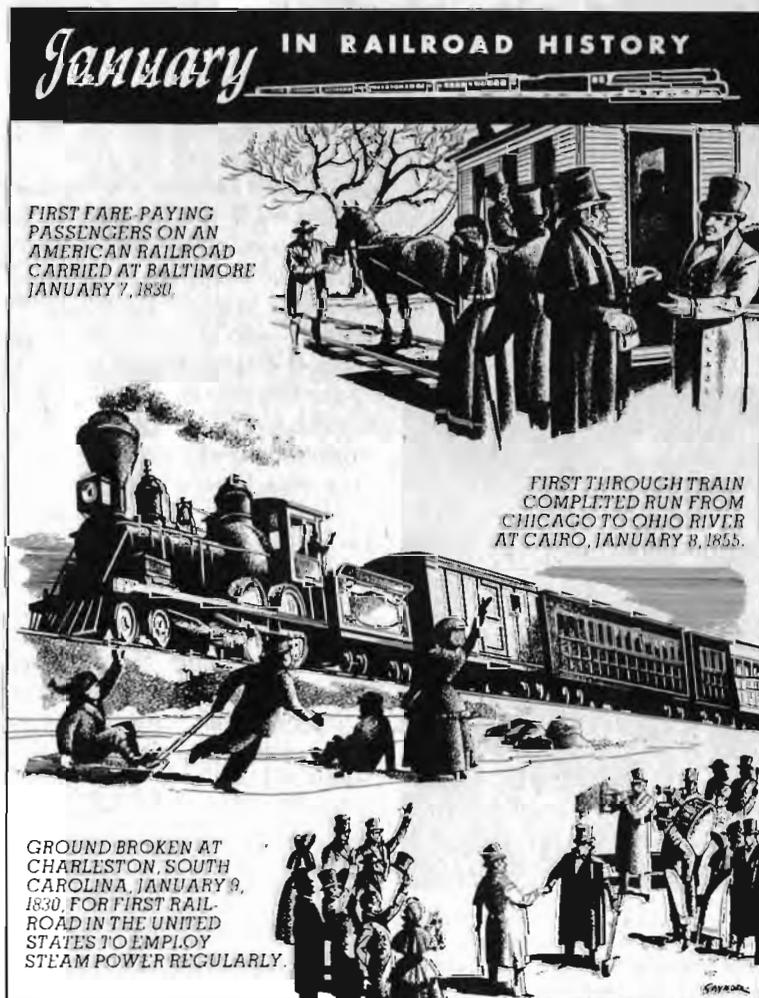
The average age of railway employes is 41 . . . of employes in other industries it is about 30. The average railroader makes about \$4,100 per annum . . . in other industries about

\$2900. Only approximately 17 per cent of railway employes are in the so-called white-collar group—that is, clerks, officials and professional personnel. Among all the employes of North American railroads, women constitute only about four per cent.

Last month the lost and found folks in the Chicago Union Station reported their first case on record of a Christmas tree in search of an owner. The stately evergreen—all seven feet of it—was found by a porter in a drawing room on a Zephyr train from the west coast when it pulled into the station two days before Christmas. Last heard of it, the gumshoe detail was trying to locate the absent-minded owner before Christmas morning. If he failed to claim the tree, it became the property of the porter—after Jan. 1.

The Super Dome cars exhibited in 18 Milwaukee Road cities from Dec. 5 to 12 were visited by 33,498 people. Radio broadcasts were made at each point and a tremendous amount of newspaper and magazine publicity was secured. In addition, motion pictures taken on the initial run from Chicago to Rondout, Ill., on Dec. 6 were shown on two network television programs, as well as local television programs in Chicago, Milwaukee, St. Paul and Minneapolis.

An A.A.R. ad appearing in national magazines in December, makes this point: "The more freight the railroads carry, the less will be the wear and tear on the public highways, the lower the taxes you will have to pay to keep these highways up, and the more room there will be on them for you." It's a good point!



# Railroad Retirement News

## What It Costs You

AS A railroad employe, you contribute regularly toward the support of the railroad retirement system, which provides you with protection against old age and permanent disability, and your family with protection in the event of your death. The Milwaukee Road also helps to pay for these benefits. In addition, you have insurance against loss of income resulting from unemployment and sickness, the cost of which is paid by the railroad alone.

Since you may already have built up a pretty substantial stake in the system, you may want to know what happens to the dollars you pay and how the costs of the different benefits are shared by you and the company.

## How the Program Is Financed

In setting up the railroad retirement system, one of the important considerations was that it be kept financially sound. Also, it was intended that the costs be spread as evenly as possible

## J. N. Strassman, Seattle Auditor, Retires



J. N. Strassman

J. N. STRASSMAN, auditor with headquarters in Seattle, concluded 42 years of service with his retirement on Dec. 31. Seventy-five friends and well-wishers said goodbye at a luncheon party in the Rainier Club. Mr. and

Mrs. Strassman started the new year with an extended stay in southern California. They will, however, continue to make their home in Seattle.

Mr. Strassman started with the railroad in Missoula, Mont., in 1910, serving on various clerical positions in the operating and construction departments. He was chief clerk to superintendent at Mobridge, S. D., in 1918 when he left for Army duty in World War I. Returning after the war, he served briefly as chief clerk at Miles City, but transferred to the accounting department in 1920 as traveling accountant. In 1928 he was made cost accountant at Milwaukee shops and district accountant at the same location. He transferred to Seattle as auditor in April, 1933.

over the entire life of the system, so that it would not be necessary to increase payments as the system matured.

Under this method of financing, collections will be higher than benefit payments for a number of years, thus building up a reserve against the day when benefit payments exceed collections. By that time, the reserve must be large enough so that the interest it earns will make up the difference. The money in the reserve is held in a special account in the United States treasury and is invested in special treasury notes earning interest at the rate of three per cent.

You are paying at the rate of 6 1/4 per cent of your monthly railroad earnings up to \$300. Your railroad employer matches this amount. The present payment rate is the maximum called for under the railroad retirement tax schedule.

## How Your Dollars Are Spent

Perhaps the best way to give you some idea of what happens to the retirement taxes you pay, is to show you how much of each tax dollar is used for benefit payments, how much is used for administration costs, and how much is added to the reserve fund.

About 63 cents out of each dollar collected in the fiscal year ended June 30, 1952, was spent to pay benefits to retired railroad employes and to survivors of deceased employes; 36 cents was added to the reserve fund; and only one cent went for administrative costs.

## How the Unemployment and Sickness Programs are Financed

None of your tax money is used to pay for the benefits you receive when you become sick or unemployed.

Until 1948, the railroads paid a tax of three per cent for this purpose on earnings up to \$300 a month for each of their employes. At the three per cent rate, unemployment tax collections exceeded expenditures. The excess was deposited with the U. S. treasury in a special Railroad Unemployment Insurance account and invested. In 1948, the unemployment insurance tax rate was put on a sliding scale, ranging from one-half to three per cent of the taxable payrolls, depending upon the amount of money in the unemployment insurance account. Since then the rate has been one-half per cent, where it is expected to stay for some years to come.

# Safety Goggles Pay Their Way



Boilermaker A. C. Ferris holding the safety goggles which saved his sight.

HAD ARTHUR C. FERRIS, boilermaker at the Savannah roundhouse, not already subscribed to safety measures, a recent experience would have made him a quick convert.

It happened as Boilermaker Ferris was helping another boilermaker expand the flues of a locomotive. As his co-worker hit the expander pin, it flew back suddenly striking the frame of Ferris' safety goggles. The force of the blow cracked the hardened glass of the left lens and also bruised his left cheek slightly. His eye, however, was not injured.

That evening the Ferris family enjoyed themselves watching television, but it could easily have been another story. "I will always be thankful," Boilermaker Ferris said, "that the emergency did not catch me unprepared."

## Clairvoyant?

MARION CASHILL, P.B.X. operator in St. Paul, has been on the switchboard there since 1922 and consequently knows just about everyone in the area. Moreover, she has the happy faculty—almost clairvoyant some say—of being able to locate anyone at any time, whether it be in their particular territory or elsewhere. A run-of-the-mill example of this occult power was noted recently by a Minneapolis supervisor who phoned during a bad storm to locate a trainmaster in St. Paul. Marion had him on the line in less than three minutes. By some means known only to herself she had divined he would be at a certain service station putting the tire chains on his car!

# QUIZ



## test your knowledge of railroads and railroading

(Answers on page 38)

1. Where is the world's largest railway library—in Chicago, Washington, D. C., New York City or London, England?
2. What is the distinction between a passenger car and a passenger train car?
3. How far does the average freight shipment travel by rail—about 200, 300 or 400 miles?
4. Is the folding structure atop an electric locomotive used for transmitting electric current from an overhead wire to the locomotive known as a pantograph, a catenary or a trolley?
5. Guess within 100,000 the average number of persons employed by the Class I railroads in 1951.
6. In what standard time zone is Ohio—Eastern or Central?
7. About how many carloads of revenue freight originated daily on the Class I railroads in 1951—66,000, 111,000 or 155,000.
8. What department of the railroads is primarily responsible for making and adjusting freight rates—accounting, engineering, operating or traffic?
9. How much do railroads receive, on the average, for carrying a passenger one mile—about 2½ cents, 3½ cents or 4½ cents?
10. What is a receiving track—a track used for arriving trains in a freight yard, a track used for unloading cars at a freight station or a track where cars are transferred from one railroad to another?

### Railroad Hour Forecast

THE RAILROAD HOUR opens its 227th radio program on Feb. 2 with an adaption of Rodgers and Hammerstein's "Carousel". Gordon MacRae, the show's popular baritone star, will be supported by Nadine Conner, Carmen Dragon's orchestra and the mixed chorus directed by Norman Luboff. The next four shows are:

- Feb. 9—Miss Liberty with Virginia Haskins
- Feb. 16—Blue Paradise with Nadine Conner
- Feb. 23—Bittersweet with Dorothy Warenskjold
- Mar. 2—Rose of Algeria with Lucille Norman

## He Knew What He Wanted

EVERYONE who builds or buys a new home has ideas about decorating the interior. Generally it's built-in furniture or the cowboy or lodge motif that distinguishes one room as "Junior's." But in the case of Lee Wikoff, seven-year-old son of Mr. and Mrs. Wallace Wikoff of Madison, Wis., there was never any question about his room's decor.

From the time Lee rode from Portage to Minneapolis on the Hiawatha, a very young tot entrusted to the safe

Lee Wikoff points out the route of the Hiawatha painted on his bedroom wall. Directly under his arm is the state capitol at Madison, above it is an Indian carrying a canoe to indicate Portage, the waterfall and trees represent the Wisconsin Dells, and at the top the Hiawatha passes a typical Wisconsin rock formation.



escort of the conductor, he had wanted a Hiawatha painted on the wall of his room. His daddy, a newspaperman with the Wisconsin State Journal who dabbles in art work, was called upon to furnish the finished product.

"Why don't we have the Hiawatha going from Madison to Minneapolis?" Lee suggested—his grandparents live in Minneapolis. And he wanted the Wisconsin Dells in the picture, and Daddy's station wagon, and Portage where he meets the trains, and the Mississippi River.

So Daddy did what he was told, and

the result was a mural of the semi-cartoon type. Starting in the lower right corner of the wall with a painting of the state capitol and a jet plane, the latter representing Truax Field at Madison, a road leads "north." Daddy's station wagon is shown buzzing along the highway to Portage which, as anyone can tell, is an Indian carrying a canoe overland.

A little farther along the line are the Wisconsin Dells, complete with water-

fall, rocky shores, Indian teepees and evergreens. Following the track "northwest," the streamlined Hiawatha is shown passing a typical Wisconsin rock formation as it heads for the bridge at La Crosse. Beyond the bridge the track follows the Mississippi up to the Twin City terminus—the Minneapolis skyline and the state capitol represent the Twin Cities.

The color scheme of the mural—green, yellow, red and orange—blends with the rest of the room. Lee chose it himself because the colors reminded him of the Hiawatha colors. He hasn't ridden on trains very much, but every ride is a thrill and with juvenile reasoning he feels that the whole railroad system is an integral part of his life.

*"I knew them danged scientists would keep a-foolin' around until they did something they hadn't oughter," stormed the old man from the hills. "Now look what they went and done."*

*"Wbat's that Paw?" asked his wife. "You mean the atom bomb?"*

*"Heck, no," the old man exploded. "They've fooled around until now they've discovered something besides likker to cure a cold."*

## home department

### Can You Pick a Good Steak?

DO YOU know what to look for when you buy a steak? Self-service marketing is convenient, but it means you've got to know your business. In choosing a steak, for instance, look for these quality signs through the cellophane wrapper:

The grade that government inspectors have given the meat should be in evidence, either on the edge of the fat, or if that has been trimmed away, on the label. If you can't find the grade stamp, ask the butcher who is on call behind the counter. The grades seen on most steaks are "prime", "choice" or "good". Retail prices vary throughout the country, but there may be as much as a 10 to 15-cent difference per pound between each grade. Government grades are based on the quality of the steer from which the steak has been cut—its feeding and raising, how much fat it developed, and so on. You get what you pay for, the higher grades tending to be more flavorful and tender.

A good indication of tenderness is the presence of tiny streaks of fat throughout the lean part of the steak, a condition known as "marbling". The

fat lubricates the meat, making it rich and juicy. The lean should also be firm and fine-grained. Any bones should be red and porous, a sign that the steak is not from an older animal whose bones would be whitened in appearance. Fat on the edges of the steak should be white—not yellowish.

Don't depend on color as a guide to quality. Freshly cut steaks are dark purplish-red, turning to bright red as they are exposed to oxygen, and later becoming dark again. These color changes have little to do with flavor or tenderness.

Ripening (aging of the meat) also affects flavor and tenderness. Most beef is ripened 15 to 20 days, but for an especially "high", strong beef flavor, look for steaks marked "specially aged", or ask the butcher. Most people select 15 to 20-day steaks.

If you like rare or medium steak, choose a thick one. All steak, by the way, should be carved diagonally across the grain with the knife held in a slanting position. Allow the steak to reach room temperature, slash the edges of the fat, then broil quickly if it's a tender



cut. Use a longer cooking method if it's a tougher cut such as flank, round or skirt steak.

To prevent drying out during refrigeration, keep the cellophane wrapper on the steak. If you wish to freeze a cellophane-wrapped steak (for no longer than three weeks) just place the package in the freezer or ice cube unit. To freeze longer than three weeks, over-wrap it with an additional sheet of freezer cellophane for added protection, sealing the edges with tape or heat. (*Sylvania Cellophane*)

### A Doughnut by Any Other Name

THE FASTNACHT, or doughnut, has been a traditional food with the Pennsylvania Dutch since they came to America. You might guess by the name that Fastnachts should be served on a fast night, and it is said that the tradition came about because cooks had to use up all the fat in the house before

Lent began. But whatever the custom or origin, the recipe for this famous doughnut deserves the attention of the homemaker who wants to feed her family well on any cold winter day.

The conservatives among the Dutch say doughnuts aren't Fastnachts unless they're cut into squares, but others wouldn't turn them down no matter what the shape. So, to please everyone, here's the recipe for Fastnachts, with directions for cutting them in the traditional round-with-a-hole shape and the Fastnacht square:

#### FASTNACHTS

- 3 medium potatoes
- ¾ cup sugar
- 1 teaspoon salt
- 7 to 8 cups sifted enriched flour
- 1 package or cake yeast, active dry or compressed
- ¼ cup warm, not hot, water
- ½ cup soft margarine or butter
- 2 eggs
- ½ teaspoon nutmeg (optional)



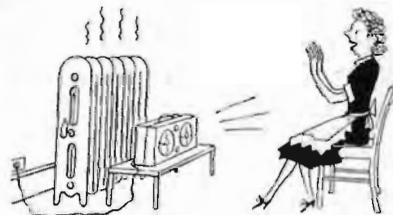
until doubled in bulk. Punch down dough, cover bowl and store in refrigerator.

About 2 hours before serving time, remove dough from refrigerator. Cut in half and roll each half 1/3-inch thick on floured board. Cut with a doughnut cutter or into 2-inch squares with a sharp knife. Place doughnuts on a floured board, cover with a cloth and let rise in a warm place until light and doubled in bulk. Slip doughnuts into deep fat heated to 365°F. As soon as they rise to the top, turn with a long-handled fork to brown other side. Drain on absorbent paper toweling. Coat doughnuts with granulated sugar by shaking a few at a time in a paper bag containing about 1/2 cup sugar. Makes 4 dozen doughnuts.

### Wintertime Uses for Your Fan

Is it cold outside? Turn on the electric fan!

In the wintertime, many rooms do not heat evenly. Air at floor level may be cold while a few feet above the floor the air will be warmer and more comfortable. A fan, properly placed, will circulate the heated air and give a more even distribution of heat. It will also do away with the drafts so often

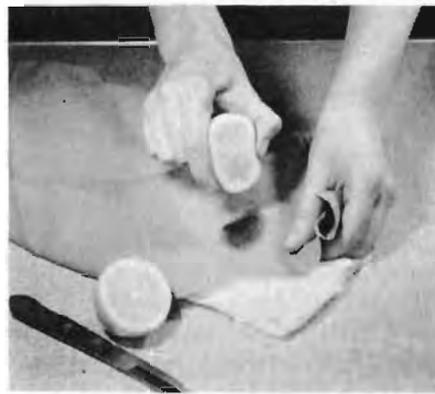


found in homes during cold weather.

If your room is heated by a radiator, set the fan about three feet from an in front of the radiator and turn it so that the air will blow directly into the radiator. If you have a warm-air heating system, place the fan three feet from a register and turn it so the air will be directed away from the register.

You'll also find a fan useful for quick-drying clothes indoors in inclement weather. Just place the fan at one end of the clothesline so the breeze strikes the lower edges of the clothes. Or if you use a revolving clothes rack, set the fan at a level with the clothes—and about three feet away—and turn it on at high speed so the air will blow directly into the clothes.

## How to Remove Ink Spots



The lemon juice treatment is recommended for spots from permanent ink. A cheesecloth pad under the material will absorb excess fluid.

IN REMOVING ink spots from fabrics, it isn't what you do, it's the way you do it. The following treatments are recommended by the Sheaffer Pen Company which worked them out through almost 10 years of research. They are based on the principle of moving the treating solution through the fabric so the dissolved ink is carried away and fresh solution can attack the remaining ink.

For permanent ink: Rinse the spot under running water until no more ink is washed out. Then place a pad of

absorbent material under the spot and drop lemon juice or citric acid (5 per cent solution) on the spot, moving the pad from time to time. Rinse with clear water.

The next step involves a "percolating" technique. Place the material over a bowl and slowly pour warm soapsuds through the spot. If the spot is on wool, alpaca or silk, use a detergent instead of soap. If there is still some discoloration, place the material over a bowl and percolate warm glycerine or ethylene glycol through the spot, rubbing with a glass rod or stainless steel spoon. Rinse thoroughly with clear water.

For spots made by washable ink, follow the above directions but omit the lemon juice treatment.

As a last resort for persistent stains in white material only, you may soak in a dilute solution of hydrogen peroxide and household ammonia. Rinse again with clear water.

Since some fabrics hold ink with a remarkable tenacity, you may find that there is still some discoloration after the above treatments. In that case, leave it to a professional spot remover or dry cleaner, explaining what treatments you have used.

### January Life-Saving Lesson

TO REDUCE the ills that people fall heir to in January, the Greater Chicago Safety Council has issued a precautionary bulletin based on a survey of fatal accidents in the first month of 1952.

The bulletin states that 38 per cent of all fatal accidents last January occurred in the home. As over half of these were falls, householders are urged to clean off icy steps and sand outside stairs. The second greatest cause of accidents was the collision of motor vehicles with pedestrians. The man on foot is therefore warned to observe traffic lights.

The bulletin states further that during cold weather many pedestrians with coat collars pulled around their ears and hats worn low over their eyes to break the wind, tend to take short cuts to get out of the cold and in doing so dash out into traffic. This practice, commonly known as jaywalking, takes the heaviest toll of any one type of accidental death.

To forestall the possibility of fire during extreme cold weather, householders are urged to be especially careful of over-

taxing boilers or overheating furnaces. The council also warned against the perils of asphyxiation where windows are closed during sleeping hours. Those who use gas appliances to supplement usual heating facilities are advised to make sure all connections are in good condition and that there are no possibilities of drafts extinguishing flames.

Motorists, too, are cautioned against driving with all windows closed while car heaters are in operation. And to prevent such tragedies as children suffocating in their cribs, mothers are advised to exercise extra caution in tucking that extra blanket around the infant on cold nights.

*Among the wonders of Mexico are hot and cold springs close together where tourists can watch women boiling clothes in a hot spring, then rubbing them in a cold, clear one.*

*"I suppose," one tourist remarked to his guide, "these women think the gods are pretty generous?"*

*"No, señor," the guide replied. "They grumble because there is no soap."*

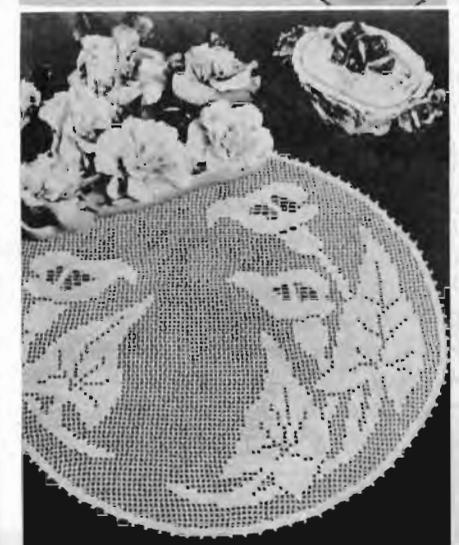
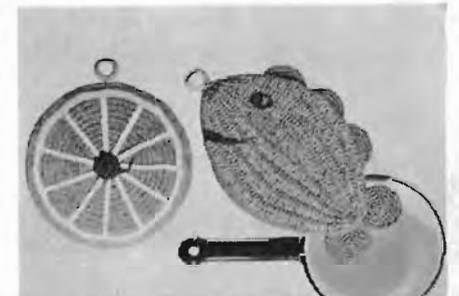
## Crocheting for Fun and Fortune

FROM the response to our offers of needlework direction leaflets, we know that readers of the Home Department enjoy crocheting. For this reason we are reminding them that Jan. 24-31 is National Crochet Week, during which retail stores throughout the country will highlight their crochet departments and will stock a full line of materials and new patterns.

The 12th annual Nationwide Crochet Contest, open to all—men, women and teen-agers—will be launched during this week. This contest is truly fun, as well as profitable to enter. The cash prizes amount to \$2,600, including \$500 to the contestant whose piece is judged superior to all others. In addition to the cash awards, the grand champion and the top winners in the Teen-Age Girl and Men Only groups will receive all-expense-paid trips to New York City. Complete contest rules may be obtained from your favorite needlework department, your local county or state fair, or from the National Needlecraft Bureau, Inc., 385 Fifth Avenue, New York 16, N. Y.

You may enter as many articles as you

like. The designs offered here would all make suitable contest entries. Direction leaflets for NOVELTY POT-HOLDERS, CALLA LILY CENTER-PIECE and PANSY SET may be had without charge from The Milwaukee Road Magazine, Room 356 Union Station, Chicago 6, Ill.



## retirements

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

**CHICAGO GENERAL OFFICES**  
 JULSON, JULIUS N.  
 Operator .....Chicago, Ill.  
 RUNDLE, RUTH P.  
 Clerk .....Chicago, Ill.  
 SMITH, SOMERS H.  
 Asst. Engineer .....Chicago, Ill.  
 WALDMAN, JOSEPH I.  
 Tariff Supervisor .....Chicago, Ill.

**CHICAGO TERMINALS**  
 GABEL, ARTHUR E.  
 Switchman .....Chicago, Ill.  
 HEGEDUS, LOUIS S.  
 Carman .....Chicago, Ill.  
 JAGODZINSKI, JACOB  
 Motorman .....Chicago, Ill.  
 KIDD, CHARLES E.  
 Ex. Gang Laborer .....Chicago, Ill.  
 LOVELY, THOMAS F.  
 Mach. Helper .....Chicago, Ill.  
 MARTINEK, JOHN  
 Mach. Helper .....Bensenville, Ill.  
 REMINGTON, WILBUR G.  
 Switchman .....Chicago, Ill.

**COAST DIVISION**  
 CHAPMAN, FOREST R.

Switchman .....Tacoma, Wash.  
 PRENGEL, RALPH A.  
 Electrician .....Tacoma, Wash.  
 STRASSMAN, JOSEPH N.  
 Auditor .....Seattle, Wash.  
 TAYLOR, LEONARD G.  
 Carman .....Tacoma, Wash.

**DUBUQUE AND ILLINOIS DIVISION**  
 EGGERS, EDWARD F.  
 B&B Carpenter .....Bellevue, Iowa  
 HARDCASTLE, WM. G.  
 Loco. Engineer .....Savanna, Ill.  
 MOORE, CLYDE W.  
 Conductor .....Kansas City, Mo.  
 RAMEY, JOHN E.  
 Ex. Gang Laborer .....Chicago, Ill.  
 SUTTON, FRANCIS B.  
 Tel. Operator .....Excelsior, Mo.

**HASTINGS AND DAKOTA DIVISION**  
 MURPHY, JAMES H.  
 Conductor .....Montevideo, Minn.  
 NELSON, ALFRED C.  
 Brakeman .....Minneapolis, Minn.  
 NELSON, ANTON M.  
 Brakeman .....Minneapolis, Minn.  
 SCHAMP, JOSEPH S.

Sec. Foreman .....Bonilla, S. D.

**IDAHO DIVISION**  
 COPENHAFFER, CLINTON L.  
 Loco. Engineer .....St. Maries, Idaho

**IOWA DIVISION**  
 FRYE, JAMES G.  
 Sec. Laborer .....Redfield, Iowa  
 JANSON, CARL W.  
 Loco. Engineer .....Perry, Iowa  
 KELSEY, WILLIAM P.  
 Conductor .....Des Moines, Iowa  
 KRESSIN, AUGUST J.  
 R. H. Foreman .....Perry, Iowa  
 MIKKELSON, HENRY  
 Sec. Laborer .....Tama, Iowa  
 MILLER, NOAH V.  
 Sec. Laborer .....No. English, Iowa  
 WIGHTMAN, CARL F.  
 Conductor .....Marion, Iowa

**IOWA AND DAKOTA DIVISION**  
 BALEK, JOSEPH M.  
 Loco. Engineer .....Mason City, Iowa  
 BOLDT, BENJAMIN R.  
 Agent .....Britt, Iowa  
 HANSON, LOUIS

## Bigger and Better in Iowa



G. Kostis

IN SIOUX CITY, IA., Foreman George Kostis of the Morningside section is acquiring a reputation for his unusual flowers. The Sioux City Journal took particular interest last fall in a rare type of dahlia he

raised, the flower being of an uncommon lavender shade and measuring nine inches across the blossom.

But for the endeavors of his friends, Mr. Kostis' achievement would have remained a neighborhood affair. The truth is that he does not know what kind of a dahlia he has. He bought the tuber through an advertisement from a company in Texas—he doesn't remember the name—and was as surprised as anyone at the result.

Mr. Kostis is a native of Greece who came to the United States at the age of 16. He spent his youth in Kansas City and was located at Luton and as section foreman at Mapleton before moving to Sioux City in 1926. Because of his long residence in this country and his familiarity with the language, he is the good friend of many other native born Greeks whom he has helped to get established here.

His small garden is neatly laid out with a grape arbor, carefully pruned fruit trees and his favorite gladioli. As a flower lover, though, he would like to grow roses successfully. Vacation trips to Seattle where he admired the beautiful specimens of the Northwest have inspired him to continue experimenting, although he has been told they won't grow as well in Iowa. "But I'm going to find out," he says.

Loco. Engineer ..... Mason City, Iowa  
**HUNT, ROY W.**  
 Agent ..... Scenic, S. D.  
**RATZLAFF, ARTHUR H.**  
 Sta. Baggage ..... Yankton, S. D.  
**RIFENBARK, CLARENCE S.**  
 Conductor ..... Sioux City, Iowa

### IOWA AND SOUTHERN MINNESOTA DIVISION

**KOVALESKI, FRANK J.**  
 Sec. Foreman ..... Austin, Minn.  
**LAUFLE, FRANK H.**  
 Boilermaker ..... Austin, Minn.  
**PEDERSON, INGOLF J.**

Sec. Foreman ..... Farmington, Minn.  
**SELVIG, ODIN A.**  
 Sec. Foreman ..... Houston, Minn.

### LA CROSSE AND RIVER DIVISION

**BEHRENS, CHRISTIAN**  
 Carman ..... Wadena, Minn.  
**BETKA, CHARLES A.**  
 Laborer ..... Wausau, Wis.  
**FINNEY, CHARLES T.**  
 Yard Conductor ..... Eau Claire, Wis.  
**KIMZEY, OLIVER**  
 Laborer ..... Tomah, Wis.  
**KOBLITZ, FRANK L.**  
 Station Helper ..... Columbus, Wis.  
**NEUMAN, JOHN A.**  
 Machinist ..... Tomah, Wis.

### MADISON DIVISION

**GAHAGAN, GEORGE H.**  
 Conductor ..... Beloit, Wis.  
**NOLAN, ALFRED R.**  
 Clerk ..... Mendota, Ill.

### MILWAUKEE DIVISION

**BAHR, ARTHUR L.**  
 Brakeman ..... Milwaukee, Wis.  
**LOYE, EDWARD C.**  
 Loco. Fireman ..... Milwaukee, Wis.  
**PETERSON, GODFRED A.**  
 Ex. Gang Laborer ..... Fox Lake, Ill.  
**PETERSON, JOHN A.**  
 Ex. Gang Laborer ..... Fox Lake, Ill.

### MILWAUKEE TERMINALS AND SHOPS

**BUTENHOFF, FRED K.**  
 Painter ..... Milwaukee, Wis.  
**GORSKI, JOHN M.**  
 Loco. Engineer ..... Milwaukee, Wis.  
**KEENA, EDWARD D.**  
 Loco. Engineer ..... Milwaukee, Wis.  
**KRATZ, JOSEPH J.**  
 Painter ..... Milwaukee, Wis.  
**RADOCHA, GEORGE**  
 Carman ..... Milwaukee, Wis.  
**SIMPELAAR, HARRY P.**  
 Machine Hand ..... Milwaukee, Wis.  
**SMETEK, JOSEPH**  
 Carman Helper ..... Milwaukee, Wis.  
**TECHLEWITZ, JOSEPH N.**  
 Carman ..... Milwaukee, Wis.  
**TOEBAK, WILLIAM**  
 Carman ..... Milwaukee, Wis.

### ROCKY MOUNTAIN DIVISION

**CHIGOS, FRANK**  
 Sec. Laborer ..... Superior, Mont.  
**HANSEN, HANS H.**  
 Carman ..... Deer Lodge, Mont.  
**KOGA, TOM**  
 Asst. Foreman ..... Three Forks, Mont.  
**MARQUETTE, FRANK F.**  
 Conductor ..... Alberton, Mont.  
**SMITH, FRED E.**  
 Sec. Foreman ..... Clinton, Mont.  
**SPEARS, HARRY W.**  
 Roadmaster ..... Missoula, Mont.  
**TRONNES, MARTIN O.**  
 Ex. Gang Laborer ..... Lewistown, Mont.  
**WATANABE, KINJI**  
 Ex. Gang Laborer ..... Three Forks, Mont.  
**WORKMAN, AMOS E.**  
 Conductor ..... Three Forks, Mont.

### TERRE HAUTE DIVISION

**ANDERSON, HARLOW C.**  
 Switchman ..... Chicago, Ill.  
**BURNS, GEORGE W.**  
 Machinist ..... W. Clinton, Ind.  
**COWAN, FREDERICK J.**

Conductor ..... Bedford, Ind.  
**DRAPER, EARL**  
 Trucker ..... Terre Haute, Ind.  
**ENGLE, TEMP**  
 Sec. Foreman ..... Grammer, Ind.  
**HAINES, CHARLES B.**  
 B&B Carpenter ..... Walz, Ill.

### TRANS-MISSOURI DIVISION

**ARVIDSON, ARVID W.**  
 Car Foreman ..... Mobridge, S. D.  
**CUMMINGS, EDWIN A.**  
 Mach. Helper ..... Mobridge, S. D.  
**DISTASH, WILLIAM P.**  
 Conductor ..... Miles City, Mont.  
**ESSEX, JAMES H.**  
 Brakeman ..... Miles City, Mont.  
**GOODFELLOW, DANIEL**  
 Machinist ..... Miles City, Mont.  
**HALVERSON, ANDREW S.**  
 Machinist ..... Miles City, Mont.  
**HELMET, CHESTER**  
 Loco. Engineer ..... Mobridge, S. D.  
**WHITBECK, GEORGE W.**  
 Mach. Helper ..... Miles City, Mont.

### TWIN CITY TERMINALS

**BLAYNEY, DUNCAN A.**  
 Sec. Laborer ..... St. Paul, Minn.  
**BORNKAMP, PHILLIP H.**  
 Stationmaster ..... Minneapolis, Minn.  
**DAVIDUK, PETER R.**  
 Trucksmith ..... St. Paul, Minn.  
**HERBERG, CHRIST**  
 Carman ..... Minneapolis, Minn.  
**KLINER, FRED**  
 Laborer ..... St. Paul, Minn.  
**KRECKLAU, ADOLPH**  
 B&B Carpenter ..... Minneapolis, Minn.  
**LAYLAND, ISAAC**  
 Switchman ..... Minneapolis, Minn.  
**O'CONNELL, EDWARD L.**  
 Caller and Clerk ..... Minneapolis, Minn.

## Named to Madison, Wis., Pastorate

F. C. LOWRY, who has completed 45 years of service in the office of president, has been active in the ministry for more than 30 years. Named recently to the pastorate of St. Paul's African Methodist Episcopal Church in Madison, Wis., he commutes weekly from Chicago to conduct services. The church, which celebrated its 50th anniversary last year, has a congregation of 130.

Mr. Lowry is also the writer of a weekly syndicated column, "Sentence Sermons", which is distributed by the Associated Negro Press and appears in 112 newspapers. A religious message written in rhyme which he prepared for the 1952 Christmas season was quoted widely and was the subject of an article appearing in The (Madison) Capital Times of Dec. 19.

Mr. Lowry was recently awarded the Road's silver pass in recognition of his 45 years of service.

## Milwaukee Division

### SECOND DISTRICT

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

Frank Zion, who started with the Road in the signal department in 1906 and who has worked since 1928 in the freight house, has retired. The freight house force and other employes gave a farewell party for him in the club rooms and presented him with a pipe and 20 pounds of tobacco.

Iron Mountain gave its venison dinner in connection with the safety first meeting. Messrs. Hicks and Fries, Ed Grade, J. Phillips, H. Matthews, W. F. Weiland and Sheldon Beyers of the URT attended. The wives of employes cooked the dinner.

William Krause, section foreman at Coleman, has retired.

J. J. Olson, agent at Hilbert, passed away recently of a heart attack.

The annual Christmas train on Sunday night, Dec. 21, thrilled a good crowd at the passenger depot. It was an impressive sight rolling into the station illuminated with red lights and with Santa alighting from the caboose, his pack filled with candy and nuts for the kiddies.

Conductor Lee Huginin is confined to the hospital at this writing with a fractured leg. Dick Isaacson is still in the hospital as the result of an auto accident some months ago.

Fred Schink, retired engineer, and Ed Whipple, retired conductor, both passed away recently.

We are sorry to report the death of H. Marquardt who had been about Green Bay for many years as traveling freight and passenger agent.

"Silver" passes were presented to the following section foremen: J. DeByl, DePete; A. G. Barrette, Crivitz; L. G. Parkin, Amasa; and T. Fiedley, Ontonagon. Elmer Parkin has received his "gold" pass.

### FIRST DISTRICT AND SUPERINTENDENT'S OFFICE

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

Charles A. Brown, retired traveling auditor, passed away Dec. 8 at Milwaukee. His 46 years of service were spent in freight houses at Seattle and Jamesville, and he was also a traveling auditor on the Kansas City Division. He worked last as auditor on the Milwaukee Division, retiring in 1942. Burial was at Rochester, Minn.

Train Dispatcher James Conn is on a 90-day leave of absence to take over new duties in Mr. O'Toole's office.

We had a note from Conductor Jerry Kolb on Dec. 19 that a new girl had arrived at his home.

Reports from along the J-line indicate that this fall was a banner season for grain loading, particularly at Avalon where in October they loaded out 90 cars of grain

# about people of the railroad

and five cars of hay, a record for that station.

M. W. Spoor, retired agent formerly of Rondout, passed away Dec. 4. Interment was at Glendale, Calif.

Veterans who have not yet received their annual passes can call this office, as we may have them on hand.

On Dec. 31 Superintendent W. J. Hotchkiss left this division to take up the duties of superintendent of the Dubuque & Illinois Division at Savanna. Our new superintendent is J. A. Jakubec who comes from the Chicago Terminals.

Brakeman C. J. Stewart who is with the Army in Korea sent us a Christmas letter in which he indicated he is now serving at the front.

Train Dispatcher Chadwick Anderson who expects to be discharged from the Army Jan. 24 at Fort Eustis, Va., will hurry home to make arrangements for his wedding which he has indicated will be on St. Valentine's Day.

George Weir, operator at Sturtevant, leaves Jan. 21 for Arizona for an indefinite stay to get some of that famous sunshine.

The holiday rush passed without unusual incident. Trains were operated on time, or very close thereto, on this division. Division officers have asked me to take this means of expressing their thanks to our personnel for their efforts in this efficient performance.

## Terre Haute Division

### TERRE HAUTE DISTRICT

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

Sympathy is extended to Roadmaster Charles E. Fox in the death of his father at Heltonville, Ind., in December; also to Aggie and Joe Dede in the death of her mother, Mrs. Mary Reilly, on Dec. 7. Mrs. Reilly passed away in a hospital in Terre Haute.

E. E. Claywell, section foreman at Monec, Ill., for a good many years, has taken over the section foreman's position at Grammer, Ind., which was made vacant by the retirement of Section Foreman Temp Engle.

The Women's Club Christmas party was held in the club house at Terre Haute on Dec. 18. Operator Pat Bailey played one of the leading roles so far as the children were concerned. After the dinner and before the arrival of Santa Claus, the members were entertained by a group of Wiley High School students.

Mrs. Dona Graam has been elected president of the Women's Club at Terre Haute for 1953 to succeed Mrs. Mary McFall. Mrs. Graam is well qualified for the position as she is a graduate PHD of Indiana University; she was on the faculty of Indiana State Teachers College for several years; conducted her own medical laboratory in Terre Haute for some time; and during the past several years has been connected with the Commu-



**THOUGHTFUL OF APPEARANCES.** Hard hats were plentiful when this picture was taken at Hartford, Wis., in the fall of 1910. The old timers are, standing left to right: Engineer Fred McEvoy, still working; Brakeman Jed Taylor, retired; Fred Thiel, then as now agent at Hartford; Engineer George Harman, deceased; Operator O'Neil, deceased; and E. H. Barnon, a trainman then who retired in 1951 as superintendent of the Milwaukee Terminals. On the engine, from left: Conductor Nanskorn and Brakeman Falk, both deceased, and two unidentified Hartford warehousemen. The picture was contributed by John Murtner, Sr., retired Milwaukee Division conductor.

cial Solvents Corporation of Terre Haute, testing penicillin. Both Mr. McFall and Mr. Graam have many years of service in the car department at Terre Haute, Mr. Graam having nearly 45 years of continuous service.

Robert T. Cassidy, son of our division freight and passenger agent, who is attending college in St. Paul, spent the holidays with his parents in Terre Haute.

Claude D. Armstrong, retired conductor, spent the holiday season with his son in Longview, Tex. John W. Ball, retired conductor, and his wife will go to Phoenix, Ariz., in January to remain for a part of the winter. Conductor and Mrs. John E. Carpenter (recently married) will spend a short vacation in Seattle during January. Steve Effinger, retired conductor, and wife will spend a part of the winter with relatives near Miami, Fla. Horace Ford, retired conductor, is going to do some fishing near Bradenton, Fla., for the balance of the winter. Trainmaster George M. Robson and Mrs. Robson will take a short vacation in Florida during January. Engineer and Mrs. C. E. Vanosdale of Clinton will visit San Francisco in January.

This item is a little too late for this year, but anyone interested in seeing an elaborate Christmas tree should make it a point to visit the Tippys', 1232 Ohio Street, Terre Haute, next Christmas. Each year the display becomes more beautiful. Mr. and Mrs. Tippy will be glad to have you call.

## D & I Division

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

Miss Nan Gallagher, clerk in the division engineer's office at Savanna who has been on leave of absence, received a broken left shoulder in an automobile accident in Thomson, Ill., and is confined to her home at Savanna.



**FUN WITH A GUN.** W. H. Mears, retired Kansas City engineer, has provided this picture to let his former associates know he has been keeping healthy and happy since he retired in 1950. It shows him with a 10-point buck he bagged recently in McDonald County, Mo.

Charles W. Dix, assistant division engineer, Savanna, spent an enjoyable vacation with his brother in Los Angeles during December.

The Christmas party for members of the Women's Club and their husbands and escorts at Savanna Dec. 8, was attended by 80 persons. The kitchen committee with Mrs. Albert Lahey as chairman, and Mrs. W. Doherty, Mrs. Otto Wacker, Mrs. Raymond Maynard and Mrs. Claudia Buswell served a piping hot turkey dinner. The tables were decorated with Christmas trees, poinsettias and lighted candles by the dining room committee consisting of Mesdames Wendell, Gourley, Haugen and McKay. A gift exchange followed the dinner and a social time playing cards wound up a delightful evening.

Mrs. Joseph Freyhage, wife of Operator Freyhage of the dispatcher's office, Savanna, passed away at her home in Savanna on Dec. 8 following a heart seizure. Funeral services were held in the Fuller Funeral Home with burial in McGregor, Ia. Surviving are her husband, one daughter and one son.

Mrs. Fred Bilhorn, wife of retired conductor, passed away Dec. 6 at Savanna, following a brief illness. Surviving besides her husband are one sister in Evanston, Ill., and one brother, Engineer Rudolph Ritter, Davenport, Ia.

Harry Vandercook, retired Iowa Division conductor, passed away in Spokane, Wash., Dec. 14. The body was brought to Savanna for burial. Surviving are his widow and other relatives.

Mrs. Lela Turner, mother of Dr. E. C. Turner, company surgeon, Savanna, passed away at the family home in Savanna Dec. 9. Surviving are her son, an uncle and three cousins.

John H. Lyttle, retired signal maintainer, died at his home in Savanna Dec. 26. John began his railroad service Aug. 15, 1910, in the signal department and retired on Sept. 30, 1937. Surviving are his widow and several nieces and nephews.

William McCall, father of Steel Bridge Crew Foreman Harold McCall and Kenneth and Bob McCall, passed away at the family home in Savanna Dec. 15. Surviving are his widow, two daughters, Mrs. John Fellows and Mrs. William Cain, and four sons.

Switchman Lee A. Smith of Savanna retired recently after 52 years of service. He and Mrs. Smith will spend some time in Tucson, Ariz., and Burbank, Calif., visiting relatives. Starting in 1899, Mr. Smith worked on various jobs at the Marion, Ia., roundhouse and was subsequently car foreman on the Kansas City Division. During World War I he served as general car foreman. Mr. Smith has a gold pass and is a member of lodge 91 of the B.R.T. and of the Veteran Employees' Association.

Brakeman G. L. Cassatt of Otnumwa, Ia., received a commendation last month for detecting a defective journal box on an Extra as it was passing the train on which he was working. An inspection revealed that nuts were missing from the journal box bolts, a condition which might have caused a serious derailment. Superintendent Kiesele commended his inspection of the passing train, in addition to his own, as an important phase of railroading.

## QUAD-CITIES AREA

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

In December we generally think of Santa Claus as being the busiest fellow around, but this December the stork was a busy bird among the employes in this area, as the following births were recorded: Mr. and Mrs. W. E. Reschke, a daughter; Mr. and Mrs. H. P. Leonard, a son; Mr. and Mrs. Carol Moore, a daughter; and Mr. and Mrs. Harold Duncan, a son.

Switchman Lester Crouse is home from the hospital, convalescing from an operation.

Sympathy is extended to the Bernard Jones family on account of the loss of their daughter Bava.

The Women's Club held its annual Christmas party at the Friendly House with 60 in attendance. Santa Claus passed out treats for the children, and Larry Strouse and his Choraliers sang several numbers.

## Twin City Terminals

### MINNEAPOLIS PASSENGER STATION

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

At an informal gathering in Superintendent Wilson's office Dec. 30 he was presented with a wrist watch along with the best wishes of the Twin City Terminal employes, in honor of his transfer Jan. 1 to Chicago Terminals. It was a pleasure to work for Mr. Wilson while he was in the Twin Cities, and we wish him luck and success in his new assignment.

An old friend is back with us again, and I refer of course to our new superintendent, R. E. Faichild, who "broke in" on the job bright and early the morning of Dec. 30.

Assistant Time Revisor R. T. Thorn is claiming some sort of an office record with a nine-pound four-ounce boy born Dec. 29. Rollie says they had plenty of girl names picked out, but are plenty satisfied with a third boy.

Condolences are expressed to the family of Mail and Baggage Trucker Harold Wilbur who passed away at Minneapolis General Hospital Dec. 28 after being struck by an automobile the day previous.

### ST. PAUL TRAFFIC DEPARTMENT

Brooksie Burk, Correspondent  
c/o General Agent

John Maher, former city freight agent, Mrs. Maher and their small daughter Patricia were recent visitors here. Lieutenant Colonel Maher, who had just returned from Korea, is now on the general staff at Fort Bragg, N. C.

City Freight Agent and Mrs. William Murley are the proud parents of a daughter. She was very ill shortly after her birth but fortunately recovered rapidly. The new Miss Murley was an additional Christmas present for her three brothers.

We seem to have just "borrowed" Julius Swanson as a clerk. He came to this office from Minneapolis on Sept. 8 and returns to that office effective Jan. 2 as assistant rate clerk. In return we received Warren Stewart as clerk. Warren was diversion clerk in Minneapolis.



**SAYING IT WITH SILVER.** Assembled at division headquarters last month, 10 Twin City area employes flash the Silver Passes presented to them in recognition of 45 years of service. Seated, left to right: J. W. Dehmer, chief clerk to agent, St. Paul; Chris Tiller, retired B&B carpenter; Carl Ness, retired delivery clerk; J. P. Roers, retired general yardmaster, Minneapolis. Standing, from left: G. F. Wilson, then superintendent, Twin City Terminals; A. C. Rothmund, cashier, St. Paul; W. H. Cross, switchman, Minneapolis; Axel Larson, retired general

foreman track department; Henry Braunwarth, B&B carpenter; A. A. Kurzejka, B&B foreman; Robert Scott, yard clerk, Minneapolis; F. R. Doud, general superintendent of the Twin City Terminals. Others who received passes were P. H. Bornkamp, retired stationmaster, Minneapolis; J. E. Liebel, agent at Mendota; Arthur Morgan, Duluth line conductor; W. J. Riley, yard conductor, Minneapolis; and R. A. Lindblad, retired train dispatcher, Newport. The service of the 15 Silver Pass holders totals 691 years.

### MINNEAPOLIS LOCAL FREIGHT AND TRAFFIC DEPARTMENT

G. V. Stevens, Correspondent  
Agent's Office

We are sorry to report the death on Dec. 4 of George Baker, former senior city freight agent in Minneapolis. Our condolences to his family; also to Leo Villwock whose mother passed away in Lake City, Minn., Dec. 11.

While George Neu was on his vacation in Chicago recently, his house was burglarized.

Max Gross, former rate clerk in the commercial, left the Milwaukee Dec. 26 to become chief clerk with the Frisco in Minneapolis. As a result of the vacancy created, Julius Swanson returned to Minneapolis as assistant rate clerk and Warren Stewart from Minneapolis took Julius' place in St. Paul as general clerk.

Ray F. Schwiertz is now tracing clerk in the commercial. He has had previous experience with the Milwaukee as a yard clerk in St. Paul and a clerk in the St. Paul local freight. Also, congratulations to him on his marriage Dec. 26.

The Minneapolis and St. Paul commercial offices had their Christmas party at the Normandy Hotel in Minneapolis on Dec. 13. Naturally a good time was had by all. Wives and girl friends were invited. The annual local freight Christmas party was held at noon on Dec. 23. Food was prepared by employes and their wives. Guests were re-

tired employes Florence McCauley, Jim Martin and Freddie Dafoe; also, Mrs. Gladys Johnson and PSI Louis Bacci. A gift was donated by each employe to the Santa Anonymous toy collection.

Jennie Goss had the misfortune to break her ankle several days before she was to leave on her vacation. We understand she spent the holidays with her sister in Omaha, though. Pat Flaherty was another Christmas traveler. He spent the holidays with his daughter and her family in Fargo, N. D.

Jack Andersen, son of former assistant agent, was an unexpected visitor here. He was recently returned from service in Korea.

### ST. PAUL FREIGHT HOUSE

Allen C. Rothmund, Correspondent  
Sibley St. Freight House

Harry Carr announced the arrival of a daughter two weeks before Christmas. Mrs. Carr is one of the six daughters of George Maetter, chief yard clerk. George's only remaining single daughter was married Dec. 31 to Mervin Casperson, also one of the Milwaukee family.

Dorothy Hawkins, wife of Yardmaster Harry Hawkins, passed away shortly before Christmas following a brief illness.

Gladys Murphy Sheehan expected to report back to work early in January.

Joe and Leona Monheim plan on celebrating next Christmas in their new ranch home on the St. Croix.

At this writing I received notice from Jim Taylor, secretary to General Superintendent Doud, that I would receive a "silver" pass, good for life and no red ink thereon. My service date is Sept. 26, 1907.

Chief Clerk Jack Dehmer, however, has my service date licked by several years. He too will carry a "silver" pass and between us we have a total of approximately 92 years of service. This service was at this station only.

### SOUTH MINNEAPOLIS CAR DEPT. AND COACH YARD

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

Carman George Myren of the light repair yard who underwent surgery pronto at the Veterans Hospital in Minneapolis (an appendectomy sudden-like) returned to work Dec. 29.

Foreman S. Hollingsworth who underwent surgery at Swedish Hospital, Minneapolis, is now recuperating at home at this writing.

Sorry we overlooked mentioning the arrival of a baby girl at the home of Welder James W. Fahy. The little girl is now about two months old.

Mr. and Mrs. Jack Claypatch have a baby daughter at their home since Dec. 6. Daddy is an electrician apprentice at the roundhouse.

Sven H. Peterson, air brake man, retired Dec. 31. Ben Christopher, laborer on the

light repair track, retired on Dec. 31 also. Mrs. Hjordis Peterson, janitress in the car department offices, retired Dec. 31 following 35 years of service in the coach yard and shops.

Sympathy is extended to the family of Car Inspector Jack A. Lewis, 72, Minneapolis train yard, who passed away Dec. 22. He had been ill since Nov. 27. Also to Mrs. O. Smythe in the loss of her sister, Miss Agnes Miller, who passed away Dec. 9 following three weeks' illness.

Pvt. Roy L. Rosler, Jr., a furloughed carman, is now serving in Korea with an Infantry Division. His outfit entered the fighting in July, 1950, shortly after the attack on Korea and has been there longer than any other division. Private Rosler, who has been in the Army since November, 1951, is an assistant automatic rifleman.



**RETIREMENT REMEMBRANCE.** The gift of a watch from fellow employes in the chief disbursement accountant's office, Chicago, marked the recent retirement of Fred C. Eichen, general bureau. Mr. Eichen is a veteran of 27 years of service.



**PAYOFF.** Little people of the Choral Club family holding tight to the dolls which expressed the club's "thank you" for helping out as mascots during the annual Christmas concerts in the Chicago Union Station. Betsy Gibson, 5 (left), is a grandniece of Miss M. L. Kuhn of the alto section who is secretary to assistant to chief purchasing officer. Blonde Sharon Hines is the six-year-old niece of Director Glenn Jorian.

## H & D Division

### MIDDLE & WEST

R. F. Huger, Correspondent  
Operator, Aberdeen

Operator W. L. Mayer and wife, at this writing, had their second addition to the family; next issue, description and classification.

Our agent at Ortle, L. E. Van Horn, has been named commander of the newly organized V. F. W. post at Ortle.

The Women's Club again did a very nice job of decorating the Christmas tree in the lobby of the depot at Aberdeen. Noticed that Mrs. Fred Harvey, Mrs. Bud Wertz and Mrs. Mary Karr were on hand. To others I missed and to Electrician Carl Borgh, I extend the thanks of the employes for a well done job. Also, on Dec. 23 the club held its annual Christmas party for children. It was attended by around 200 youngsters. As in former years, it was a huge success.

Agent L. H. Walleen, Ellendale, is taking some time off to visit his family. He is being relieved by Ed Fuhrer.

Let's start the year off right by getting your news and pictures to me by the 15th of each month. In that way we are assured of seeing them in print the following month.

### EAST END

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

Everybody around the Montevideo offices seems to have gotten the right things for Christmas but probably the nicest present of all came to Dispatcher Frank Cramer when his son arrived home from Germany on the noon train Dec. 23.

The Fred Happys spent Christmas with the Fred Burdicks in San Diego. The Henry Adamsons visited with their children in Culver City and George Norsving went to Washington, D. C., to spend the holidays with his wife and daughter. Section Foreman Harris Klefstad and his wife also spent the holidays in California, as did Section Foreman Coldevin Anderson and his wife.

A number of the employes are rejoicing in the receipt of their silver passes which came just before Christmas and looked mighty nice hanging on the various Christmas trees on the H&D.

Operator Bob Fasching is a soldier in Kentucky. The new Mrs. Bob Fasching had to stay behind and is living at Howard Lake.

The boys around the Milbank depot took up a handsome collection and sent their former "policeman", George Lewis, a nice woolen sweater and a carton of cigarettes. George is in the state hospital at Yankton.

Conductor W. E. Lord was injured in a fall from a ladder at his home after repairing his radio aerial and is confined to Northwestern Hospital in Minneapolis. At the same hospital is Jim O'Meara, retired engineer, who fell and broke his hip.

Conductor Jim Murphy has retired. Ike Moe is filling in on the Andover line now. August Ruehmer of the B&B forces has also retired.

Death has claimed two of our retired men, John Hilden of the B&B department and George Basil, formerly engineer on the Farmington line.

## Chicago General Offices

### CHORAL CLUB NEWS

Theresa Glasl, Correspondent

The Choral Club staged its usual performance in the Chicago Union Depot for the three days prior to Christmas. It is indeed a pleasure to be able to express the season's greetings to friends and travelers through music each year. The club takes this opportunity to thank the many friends who have been so complimentary on the performances.

Congratulations to Phil and Violet McDonald on the birth of twins, a boy and girl, on New Year's Day. Phil is vice-president of the club. Vi was formerly a member of the soprano section and also correspondent for the Magazine for a while.

George Schwandt, former tenor who is now in military service, paid us a surprise visit during the Christmas holidays.

Merle Buchholtz, also a former tenor, was recently transferred back to the Chicago area and joined us on the evening of Dec. 22 to take part in the Christmas program held in the Union Station.

### ENGINEERING DEPARTMENT

H. E. Datisman, Correspondent

Somers H. Smith, assistant engineer in the office of B. J. Ornburn, assistant chief engineer—structures, retired Dec. 31. Mr. Smith, a native of Danville, Pa., was a graduate of Pennsylvania State College and had been with the engineering department since 1913. One of his most recent contributions to the smooth operation of our railroad was the organization of a system to expedite movements of special loads, insofar as weights and clearances are concerned. His position has been assumed by J. K. Freeman.

### FREIGHT CLAIM DEPARTMENT

Palmer G. Lykken, Correspondent

Anna Nasheim celebrated 40 years and Marie Horat 35 years of continuous service with The Milwaukee Road. A small party was given in their honor by the girls, which included several nice gifts.

A welcome is extended to Norine McGuire, Margaret Gruzdis and Rosemary Freres.

Anthony Polk has returned after a short leave of absence on account of illness.

Sympathy is extended to the family of Harold Miller on the death of his mother Dec. 8, and to Rosemary Freres on the death of her husband.

Alice Hansen enjoyed a vacation over Christmas at her home in Michigan, together with her fiancé, Bill Watkins.

Christmas cards were received from many former employes and friends including Mr. and Mrs. D. Bunton, Mr. and Mrs. R. Gubala, Mr. and Mrs. J. Hunt, Mr. and Mrs. J. Ballin, Art Sluder and Mr. and Mrs. J. Goodenough.

Cigars and candy were proudly distributed by Kenneth French on Dec. 26. A son, Gary Edward, arrived on that date.

*Governments have no moral standards except those their individual citizens and civil leaders build.*

—William H. Ruffin

The Milwaukee Road Magazine

## OFFICE OF AUDITOR OF PASSENGER ACCOUNTS

Bill Tidd, Correspondent

Many of our folks spent the holidays out of town. Ellen O'Hara went to Madison, Wis.; Ann Doran visited at Rockford; Bessie White, Pittsburgh; Elizabeth Miller, Freeport, Ill.; Edna Anderson, North Council Bluffs; Marion Rieter, Marinette.

Edythe Sammartino, Emily Trezek, Flo Hurlless and Juanita Chambers are on furlough due to ill health.

Ann Heine, formerly of the abstracting bureau, passed away Dec. 27 in Evanston Hospital after an extended illness. She will always be remembered by us for her kindness and generosity.

Loretta Licht became engaged recently to Jack Spring.

The Anzalones are kept very busy these days arranging their new home in Skokie.

Christine Steggers has been awarded the position of bureau head of the central typing bureau.

Arona Warren and Tom Puttrich became engaged Nov. 8. They plan an early June wedding.

Elizabeth Weig spent a winter vacation in Florida.

Your correspondent was married Dec. 19 to Marge Plapig of Berwyn, Ill.

## OFFICE OF AUDITOR OF EQUIPMENT ACCOUNTS

Harry M. Trickett, Correspondent

Christmas greetings were received from George Kullowitch advising of his receipt of gifts from his office friends; also of seeing General Eisenhower on his recent trip to Korea. He expects to return to the States in May. On Christmas day he was involved in a jeep accident, but we do not know the extent of his injuries.

Les Kincaid received a "silver" lifetime system pass on Dec. 17 in recognition of his 45 years of service.

Cards and letters were received from Clara Rapp expressing her appreciation for treats and gifts received while recuperating at home following surgery.

Don and Mildred (Ma) Perkins announced the arrival of a baby boy on Dec. 13.

Richard Weel visited us on Dec. 29; had just returned from service in Germany and expected to receive his discharge soon.

Emile (Dodovich) Kanovski who has been confined at home since Nov. 24 due to illness has been granted a furlough to Feb. 1.

Christmas brought an engagement ring for Suzanne Rothas, our new keypunch operator.

## AUDITOR OF STATION ACCOUNTS AND OVERCHARGE CLAIMS

Lucille Forster, Correspondent

Edward W. Siuda, claim investigator of the relief claim bureau, has been appointed bureau head of the unpaid overcharge claims bureau. Mr. Siuda started with the Road Oct. 11, 1923, as a tracer clerk and held various positions in our office, as well as being traveling claim adjuster, prior to this appointment.

Reports are that Thomas Glenn Skehan was married Nov. 17 while home on furlough.



**EMPLOYEE MODELS.** When a Chicago Tribune photographer came after a picture of the Super Dome cars on display in the Chicago Union Station Dec. 5, he enlisted employes Florence Santeiu, Anne Mae Rachner and Janet Thornton (left to right) as models for a picture in the cafe lounge section. Waiter William Mitchell was on duty. Miss Santeiu is employed in the office of the superintendent of transportation, Miss Rachner in the office of assistant vice president—operation and Miss Thornton in the law department.

At this writing Carolyn Mackreth is spending her vacation in Hawaii.

Sympathy is extended to the families of Guy Knox and C. A. Brown who recently passed away. Both of these men were retired traveling auditors.

Albert Wackrow, bureau head of the revising bureau, accompanied his brother to Valmorat, N. M. Upon his return home he was taken ill and at this writing is confined to his home.

Kathleen Downes is now Mrs. Musker.

Eugene P. Swinsky of Fowler Street station, Milwaukee, has joined our force as traveling claim adjuster, succeeding John P. Brower who resigned.

Jack J. Jennings, claim investigator, and wife are rejoicing over the birth of Patricia Marie.

Sympathy is extended to Andy Gallagher on the death of his sister Dec. 26.

## PASSENGER TRAFFIC DEPARTMENT

F. J. Carney, Correspondent  
City Ticket Office

Quite a number of the fellows in uniform dropped in around the passenger department during the Christmas holidays. Don Odierno made it up from Camp Chaffee, Ark.; Harold Menke, well-tanned from that Texas sunshine; Bill Rosenberg, sporting his Navy blues and a short-shore haircut; and George Schwandt, George, who was drafted since the last appearance of this column, is stationed with an Infantry outfit in Indiantown Gap, Pa. Dick Thomas of Reservations also has been tapped by selective service and at last reports was taking basic at Fort Knox.

In case you happened to catch the films of the Super Domes that were shown on the Chicagoland Newsreel, you may have wondered who the principals were in the tap car sequence. The gal, of course, was Mary Collins of the freight department. The guy,

however, whose identity wasn't established because of the way his head was turned away from the camera was Bill Clemens of Advertising. Seems they were going through the Super Dome when they were corralled for duty as actors.

Since this column last appeared, Don Gray of the reservation bureau has taken unto himself a wife—Pauline Peavey of LaPorte, Ind. They were married in the Chicago home of Don's sister, following which there were two receptions, one in Chicago, one in LaPorte. The editors of this magazine keep nudging us correspondents about getting "human interest" in our copy, so I asked Don how Chicago boy met LaPorte girl. Answer: "Union Station." It seems that Don and Pauline were both waiting for a mutual friend to arrive from Texas. However, the friend missed train connections and arrived about five hours late, and during that interval romance burgeoned.

While we're on items marital, the Pietro-Haidys nuptials, previously reported in this column as taking place later this year, have been advanced somewhat. January 17 should find Don and Marge being married in St. Genevieve's Church.

New faces: The cute, freckled Irish miss in Passenger Rate is Bergeadene Fenton. Bernie is a 1951 graduate of Providence High School and worked briefly for Illinois Testing Laboratory before joining the department. Two desks down the aisle from Bernadette is Richard Arenowich, formerly of New York City and just out of the Navy, a good part of which was spent in Santiago, Cuba.

In the Monroe Street office, Bruce Needham of Round Lake, Ill., has joined the staff. Bruce attended Grant Community High School in Fox Lake.

In Advertising, Richard Gonja (Lane Tech '49) and Bob Ahern have recently been added to the department. Bob has been attending



**LOOK MA, I'M DANCING.** Hit of the holiday party given by employees of the auditor of expenditure's office, Chicago, was this chorus routine. The cavorting cuties are, from left: Len Sabaczinski, Hank James, Irv Fetter, Sol Vendegna and Dick Wahl. For further details read Correspondent Jim Merchut's column.



**RAILROAD DAD RETIRES.** A well known Milwaukee, Wis., employe, Joseph Hoerl, Sr. (center), being congratulated upon his retirement which becomes effective Jan. 31; pictured with Clem Vail, rate clerk at Fowler Street station (left), and Casey Maciolek, carload bill clerk. Mr. Hoerl started at Fowler Street in 1916 but subsequently transferred to the fruit house where he has been check clerk. Two of his sons have followed in his footsteps, Edward J. who is agent at Chicago Heights, Ill., and Joseph, Jr., head of the outbound rate department at Fowler Street.

Calumet High School and plans to continue on in night school, concentrating on shorthand and typing. Bob comes by the railroad business naturally. His dad is Bill Ahern of Public Relations.

#### AUDITOR OF EXPENDITURE'S OFFICE

Jim Merchut, Correspondent

The holiday whirl for the office began with a chicken and shrimp dinner arranged by the girls of the keypunch and the men of the machine room at a local eating and entertainment spot. After dinner divertimento included a grab bag, complete with Santa Claus Lenny Sabaczinski, and a floor show staged by Helen Schroeder and her five ravishing chorus girls. The "girls," Hank James, Irv Fetter, Sol Vendegna, Dick Wahl and Len Sabaczinski, completely captivated the audience with their saucy dancing. Everyone joined in for dancing for the

roundup of a very merry evening.

December also was the month when Bill Braid of shop timekeeping, Ellsworth Braun of the general bureau and Charles Pfannerstil, material bureau, received "silver" passes in recognition of their 45 years of service or more with the Road.

Helping to ring in the New Year for Phil McDonald was an addition to his family of twins, a boy and a girl, born at noon on Jan. 1.

Ruth Rundle, station timekeeper, retiring after 30 years of service, was presented with a cash gift by her fellow employes. Ruth plans to settle in Great Falls, Mont.

### Milwaukee Terminals

#### MUSKEGO YARD

Grace M. Johnson, Correspondent  
Office of General Superintendent

General Yardmaster Bill Cahill is enjoying a winter vacation in Arizona.

Carl Stasiowski has been appointed to the position formerly held by Jim LaCroix in the Muskego yard office.

Clerk Hattie Mickelson has returned from a trip to Fort Benning, Ga., and Jacksonville, Fla.

Ed Curvan, retired switchman, was in for a visit recently. He now resides in northern Wisconsin about seven miles from Tomahawk where the fishing is good.

Muskego yard can now boast of having one of the very few lady yard callers. She is Virginia McCarty and the gentlemen callers will have to look to their laurels as we all know how the Irish can handle the railroad jobs.

Ben Swang, retired agent, who now lives in Porterville, Calif., lost his daughter, Maj. Marion E. Swang, in the C-54 Army transport which crashed near Tacoma, Wash., the early part of December. Miss Swang had been in the Women's Air Force at Fairbanks, Alaska, for the past two years and was en route to attend special officer's training at Montgomery, Ala. She was supervisor of health and physical education at Watertown, Wis., and Rochelle, Ill., prior to her entrance into military service. Funeral services were held at Pewaukee, Wis., on Dec. 6.

*It costs more to amuse a child now than it used to cost to educate his father.*

### CHESTNUT ST., NORTH MILWAUKEE, NORTH AVENUE

Frank Newhauser, Correspondent  
Chestnut Street Station

It is with deep regret that we report the death of our former agent, John E. Leahy, who passed away Dec. 22 at the age of 64. Mr. Leahy started railroading as a water boy at the age of 16 years. Learning telegraphy, he entered the service of the Road in 1907 as operator at various stations on the Superior Division. Advancing to different agencies, he became agent at Chestnut Street in 1941, which position he held until his retirement July 1, 1949.

The response for donors of blood for our co-worker, Frank Lahm, who was seriously ill, has been very satisfactory but we can use more. So if you can donate blood, get in touch with Mr. Wallace, agent at Chestnut Street.

We extend sympathy to Fred Butz on the recent death of Mrs. Butz and to Betty Whitford on the death of her brother who passed away suddenly Dec. 23.

Roger Silk, bill and expense clerk, has accepted a position with the C&EI at Milwaukee as chief clerk. Mary McCormack has been appointed to the position vacated by Roger.

It is interesting to note the progress being made on the new bridge at Juneau Avenue (Chestnut Street) and the comments of sidewalk supervisors who gather daily to watch it. It is estimated that the bridge will be completed in 18 months—it will be constructed on the same plan as the Cherry Street bridge.

#### DAVIES YARD

Charles Pikalek, Correspondent

The following deer hunters went up to our northern woods to try their luck: Henry Landmann and Iggy Zielinski to Conover, Wis.; Henry Shannon and Andy Schillhansl to Tomahawk, Wis.; John Glenn to Gordon, Wis. No one got a deer, though.

We have five new men in the yards: Pickles Duchrow, Otto Marks, Ed Reidy, Bill Strack and John Armbruster. These boys are on a furlough from the freight shop.

Stanley Dec is convalescing after undergoing surgery.

#### FOWLER STREET STATION

Pearl Freund, Correspondent

On the Wednesday preceding Christmas, Fowler Street employes paused for a brief period to extend good wishes. A table decorated for the occasion was spread with delicious cookies, samples of our culinary achievements, which were consumed with cups of steaming coffee. Christmas music added a reminder of the Great Day to follow.

As 1952 drew to a close we bade farewell to two old-timers who retired Jan. 1. Scott Winfield Best, age 67, has 44 years of service, seven with the Road at Freeport, Ill., and the remaining years as check clerk at Fowler Street freight house. He is married and has two sons, also married.

Our station accounting clerk, Eric Kaun, is proving himself to be somewhat of a record maker. Only recently he completed

The Milwaukee Road Magazine



always in tune

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## Dutch Masters Cigars

The cigar you've always wanted to smoke



### Rocky Mountain Division

#### NORTHERN MONTANA

Pat Yates, Correspondent  
Car Foreman, Lewistown

The Women's Club held its annual over-the-top membership dinner on Dec. 15. Card games and bingo were enjoyed afterward.

Clarence Wolter, husband of Freight House Clerk Mabel Wolter, is in the Lewistown hospital at this writing with a heart ailment.

Operator Donald Samuel and Fireman Tony Valach were home from the armed services spending Christmas with their parents.

Operator Jewel Osterholm was home from medical school for Christmas and filled in at the Lewistown depot on the second trick.

Mrs. Bert Solk, wife of retired roundhouse laborer, passed away recently at her home.

Engineer William Poshag is back on the job after spending Christmas in Gaymon, Okla., with his daughter, Mrs. John Cowan.

Mr. and Mrs. Herbert Miller of Garnett announce the arrival of a baby boy born Dec. 27 at Billings. The young man was named Herbert Jr. Mrs. Miller is the daughter of Roundhouse Helper Vic Greenslate.

Freight House Clerk Clyde Duncan of Harlowton is here relieving Mabel Wolter who is taking a 30-day leave.

Alex Francisco, section foreman at Harlowton who spent nearly 30 days in the Harlowton hospital, is now out and feeling fine.

Carman Jerry Loper will be on foot for a while. He and his Dodge got mixed up with a taxi, causing considerable damage to Jerry's car.

I found out that you can't put anything over on the police in Lewistown. I parked my car right next to a parking meter that was hidden in a Christmas tree. You guessed it, I got pinched for over-parking. I didn't mind the pinch so much, but when I returned to my car there were Conductor Dunn and Switch Foreman Kennett ready to give me lots of instructions on how to work the parking meters.

#### EAST END

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

A. E. Barnes, retired engineer, passed away Dec. 19 at his home in Three Forks. Mr. Barnes was 78 years old and had lived 59 years in Montana. He was born in Coessee, Ind., Aug. 22, 1874, and worked for the Northern Pacific at that point until 1907, later moving to Three Forks where he held a steady job until he retired in 1941. Funeral services were held at Bozeman. Our sympathy to his wife and family.

Engineer and Mrs. Edgar Rexroat and family spent Christmas in Los Angeles with Mrs. Rexroat's sister and brother-in-law, Mr. and Mrs. Richard Smith.

Boardman and Mrs. William Merrill have returned home after an extended visit in Portland and Seattle with their daughters and grandchildren.

Conductor and Mrs. Archie McDonald are

visiting their daughter and grandchildren in Portland, Ore.

Francis Stephens, ticket agent at Butte, died Dec. 18 at a local hospital after a brief illness. News of his death came as a shock to his friends in the mining city and throughout the division. Mr. Stephens was a native of Colorado but had lived in Butte for the past 42 years. He had been with the Road the last 30 years and had just been appointed general city ticket agent, the promotion to become effective Jan. 1. Surviving relatives include his widow Mae, two daughters, Mrs. Herbert Hanley and Mrs. William Barth of Butte, two brothers and two grandchildren.

## Trans-Missouri Division WEST

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

Not long ago Montana counties in which the Milwaukee operates received the first installment of the railroad's tax bill—\$1,188,002.25 to be exact. If misery likes company, this might make our individual tax bills seem lighter by comparison.

Members of Miles City lodge No. 537 of the Elks gathered Dec. 7 for their annual memorial service for members who had passed away during the year. Among those so honored was the late Engineer C. V. Tarbox.

Engineer Edward E. Hepburn, 62, passed

away Dec. 9 at a Miles City hospital after a short illness. A resident of Miles City for many years, Mr. Hepburn was born at Necedah, Wis., on Sept. 23, 1890. He entered the employ of the railroad in 1909. Currently he had been engineer in regular passenger service east of Miles City. Burial was in the family plot in Custer County cemetery. In addition to his wife, Mr. Hepburn is survived by his daughter, Mrs. Beverly Warnemunde of Lexington, Neb., a granddaughter, two brothers and two sisters.

More than 300 Miles City residents visited the Super Dome car while it was on display in Miles City Dec. 11. A feature of the day was a 15-minute broadcast from the car over station KRJF.

Lou Ann, daughter of Master Mechanic L. H. Rabun, spent the holidays with her family in Miles City. She is a student at Rosary College, River Forest, Ill.

More than 500 employes, members of their families and guests attended the ninth annual Service Club Christmas party at the Eagles Hall in Miles City Dec. 20. The evening's festivities began at eight o'clock when the crowd was greeted by Club Chairman J. D. Wagner. Claude O'Brien was program chairman and James Lucas was master of ceremonies. The stage portion of the program consisted of a talent show of 15 acts, the participants being students from Miles City high schools.

Top talent winner of the show was Eddy Halverson who sang his own composition,

"Twilight in the West". Loretta Leuerra placed second with a piano solo, a magician, Michael Smith, took third place, and fourth prize went to Betty Lou Comstock for a piano solo. Lesser awards were presented to other contestants. A mixed chorus of 40 voices directed by Father Kittleson and accompanied by Mrs. Joe Elzea also presented several numbers.

Chairman Wagner introduced next year's officers of the club: Thurman Bankey, chairman; John Schell, vice chairman; Dave Shank, treasurer; and Don Campbell, secretary. Dancing got under way at 10 o'clock and lunch was served during the remainder of the evening.

## I & D Division

Karen B. Rugee, Correspondent  
Asst. Superintendent's Office, Mason City

Mason City Chapter of the Women's Club entertained the children of employes at a Christmas party Dec. 21. Santa Claus arrived via locomotive instead of the usual reindeer and distributed gifts to all. A program was presented by the children which consisted of a vocal solo by Diana McClintock accompanied by her brother David, a cornet solo by Gary Beem, a clarinet number by Betsy Roth and a violin solo by Catherine Moore accompanied by her sister Barbara. Janet Kleinow, David McClintock and Gary Beem sang. A story was told to the children by Miss Rose Mary Skorge and a skit presented by Larry, Lynn and Terry Balek. Lieutenant of Police John Moloney walked toward a mirror and ran right into Santa Claus, but no casualties resulted.

Paul Loftus has lost a lot of faith in Santa Claus. While he and his family were driving to Harmony, Minn., to spend Christmas Eve with their daughter and family, their car stalled about 30 miles from Mason City and it was necessary for their son-in-law to drive over and pick them up. The sad part was that Santa Claus didn't put a new car in Paul's stocking.

C. A. Montgomery, retired roadmaster, is recuperating at his home at Sheldon with his right arm in a cast. He fell at his home Dec. 3 and received a bad fracture.

W. R. Kerlin, retired conductor, and wife have returned from spending the holidays with their daughter and family at Omaha, where they also became acquainted with a new grand-daughter.

Switchman Harry M. Ervin and wife spent the holidays with their daughter and family at Mather Field, Calif.

J. L. Burns, operator at Mason City, is back on the job after a siege of pneumonia.



**AFTER 58 YEARS.** F. M. Barrus, agent at Clinton Jct., Wis. (right), visiting with Auber Hansen, the North Western agent at Clinton Jct., as he retired on Dec. 15. Mr. Barrus, who started railroading as a student telegrapher with the NW in 1894, had been with the Milwaukee since 1907 and agent at Clinton Jct. since 1910. With Mrs. Barrus he plans to spend the winter with their children in California. (Beloit Daily News photo by Cobb)

## SANBORN—RAPID CITY

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

Jack Entwistle, car department at Mitchell, and wife spent Christmas with his brother's family in Harlingen, Tex.

Engineer Ed Kirch and wife of Mitchell are visiting in North Carolina and New York state with their son and daughter.

The grapevine was in error as Carl Sullivan, agent from Lawler, is the new agent at Chamberlain, not V. K. Drury as reported last month. H. E. Davies is the new agent at Draper and Agent Taylor of Emery is the agent at Lawler.

Mrs. George McDougall is in the hospital in Minneapolis for treatment at this writing.

## SECOND DISTRICT

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

Sorry there was no news from the Second District in the December issue, but your correspondent had a session with virus pneumonia and was not able to be on hand to get the news to the Magazine.

Raymond E. Heitman, car department employe at Sioux City who contracted polio last July while en route to California on his vacation, succumbed to the disease Dec. 10 in a Salt Lake City hospital where he had been confined in an iron lung since being stricken. He is survived by his widow Margaret, daughter Sharon and son Robert, and his parents, all of Sioux City, and two brothers, Donald of Sioux City and Harry of Essexville, Mich. Burial was in Sioux City.

Engineer Harvey Hofmann died in a Sioux City hospital Nov. 21. Although he had been in poor health for some time his death came as a shock to the Milwaukee family. Sympathy is extended to his widow.

Quite a number of Second District folks are ill at this writing. Conductor T. G. Snyder and Engineer Frank Johnson are both patients at the Veterans Hospital at Sioux Falls—we understand Tom will soon be able to leave and that Frank spent Christmas at home but has returned for further treatment. Engineer Floyd Butcher is recuperating at his home after being confined to a Sioux City hospital.

Ovide Watier, retired engineer, died in a Sioux City hospital on Dec. 24 after an illness of several months. Mr. Watier retired

in August, 1950, after completing 50 years of service with the Road. He is survived by his widow, one daughter and a brother Albert, also a retired Milwaukee Road engineer, all of Sioux City.

It's a boy at the home of Fireman F. D. Griffin.

## Iowa Division

### MIDDLE—WEST—DES MOINES

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

Glenda Suzanne is the name chosen for the new baby girl born to Abstract Clerk Glenn Guinn and wife on Dec. 22.

Larry Harvey, agent-operator, who has been working the side table job in the chief dispatcher's office at Perry, has been granted a leave of absence to work for Uncle Sam. He leaves in January for military service.

Miss Ruby Eckman, chief dispatcher's clerk, returned from a month's vacation in December. She enjoyed a Caribbean cruise

to Central and South America. Stops were made in Puerto Rico, Surinam in northeastern South America and at Trinidad in the British West Indies. This is the fourth cruise Ruby has made and she has many enjoyable memories of all of them.

Our best wishes for a happy retirement to Roundhouse Foreman A. J. Kressen and Night Foreman Archie Brown who retired recently after many years with the railroad. A party was given them in December at the Patee Hotel.

Earl Edwards, train dispatcher, is ill with bronchial pneumonia at this writing.

The depot at Perry is being given a new coat of paint; light green walls with dark green trim. The outside of the building was painted during the summer.

W. R. Lindell, west end brakeman, has been granted a leave of absence to enter the Navy.

## COUNCIL BLUFFS TERMINAL

John I. Rhodes, Correspondent  
Perishable Freight Inspector

Switchman Fred Nelson is back swinging a lantern after 19 months in the armed forces. He spent eight months in Korea.

Fred Bolender, retired west end conductor, passed away Nov. 30. He started working for the Road in 1907 and retired in 1950.

New yard clerks include Gerald Elbin and Frank Sollazzo.

A potluck dinner was held at Labor Temple recently in honor of Harvey H. Sheiry who retired as machinist at the roundhouse after 30 years of service. He was presented with a fly rod and reel which fit in with his favorite sport.

Less Gifford, former west end conductor, passed away recently at his home in Des Moines.

Roger D. Kiesow, city freight agent in Omaha since August, 1951, resigned Dec. 1 and returned to his former residence at Moline, Ill. Laverne W. Schroeder, formerly of

## UNION REFRIGERATOR TRANSIT LINES

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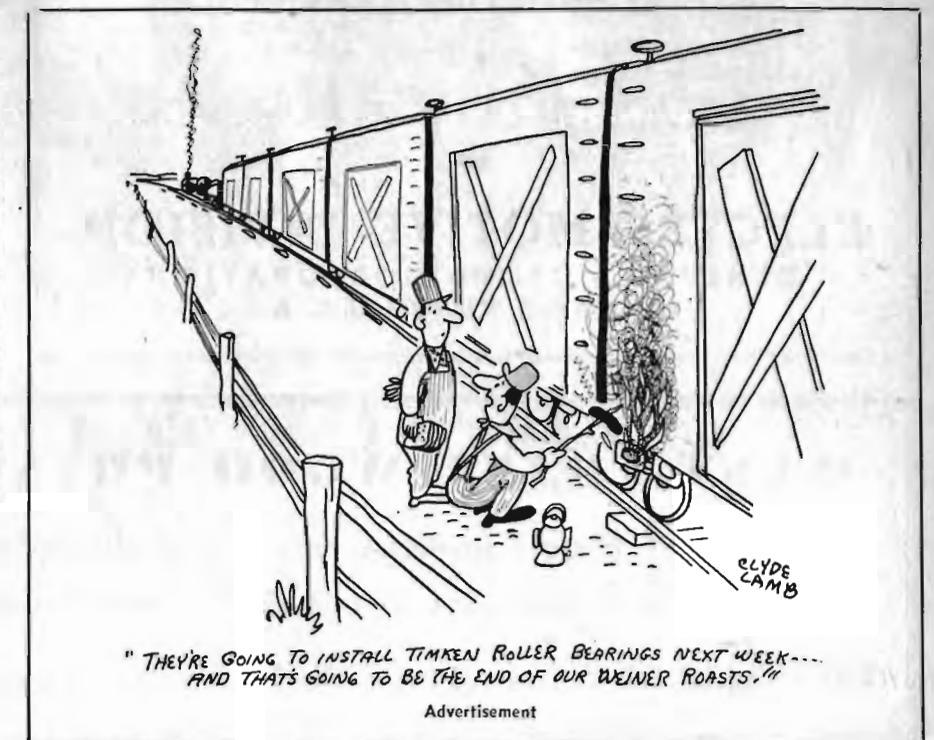
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Advertisement

Council Bluffs and rate clerk in the Omaha office, was promoted to succeed Mr. Kiesow. Johnny Miller, rate clerk and operator at Council Bluffs freight house, will succeed Schroeder at Omaha.

Betty Lou Mares, secretary in the Omaha office, attended the biennial meeting of the National Railway Business Women's Association in Milwaukee Nov. 29-30. Betty Lou is a board member of the Omaha Chapter.

Pete Parrish, retired freight checker, passed away Nov. 28.

Each year Car Foreman T. P. Schmidt has a Christmas display on his lawn. This year he added a giant moving snowman who towered over Santa Claus seated in his sleigh, surrounded by packages and turning at intervals to wave at the crowd that filed by the model chapel from which Christmas music was played. Santa's sleigh was drawn by eight life-size mechanical reindeers, including Rudolph with his red nose.

#### EAST END

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

Patricia Whiteford of New York City spent Christmas at home with her parents, the R. A. Whitefords of Marion.

Mrs. W. A. Kinder, who has been in Omaha since last July, spent two weeks during December with relatives in Cedar Rapids, Central City and Clinton before leaving for Phoenix, Ariz., to spend the winter months. She will be the guest of Mrs. G. T. Tucker, formerly of Ottumwa and the widow of

Locomotive Engineer Garrett Tucker.

William Kreigel, a private in the 37th Tank Division stationed at Ft. Knox, Ky., and his wife visited during the holidays with Mrs. Kreigel's parents, Roadmaster and Mrs. J. L. Vavra of Marion.

On Dec. 2 Fred M. Blakeslee, retired depot agent, suffered a fracture of the left hip in a fall at his home in Marion. He was confined to St. Luke's Hospital in Cedar Rapids.

William G. Buck, retired machinist, died at his home in Marion Nov. 25 following a brief illness. On the following Sunday his wife died suddenly after returning from the funeral home where services for her husband were to be conducted. They were postponed and a double funeral service was held several days later. Survivors include her daughter, Mrs. Neva Fuller of Marion and her son, Marine M/Sgt. Richard Fuller of Millington, Tenn.; also, her daughter Mrs. A. J. Pesetski and sons Johnny and Billy of Chicago.

Recent appointments are as follows: D. L. Ness, position of yard clerk, Marion; B. L. Hale, yard clerk, Cedar Rapids; Robert Naaktgeborgen, relief clerk, Cedar Rapids-Marion; F. T. Grady, relief clerk Marion-Cedar Rapids.

Mr. and Mrs. Lars Legvold, Marion, attended the wedding of their grand-daughter, Velta Legvold, who was married Dec. 26 in the Presbyterian Church at Perry, to Darrell Lanham. The groom recently returned from active duty in Korea.

Darell Failor recently underwent a tonsillectomy at Mercy Hospital in Cedar Rapids. His brother Edward, a law student at the

University of Iowa, spent the holiday vacation with his parents, Mr. and Mrs. W. E. Failor.

### Idaho Division

Mrs. Ruth White, Correspondent  
Office of Agent, Spokane

During the holidays Mr. and Mrs. Clark Allen entertained their daughter and family from Minneapolis. Their trip will take them on to Tacoma and south into points in California.

Visiting his son Bill in St. Louis was W. E. Cummins, retired. Bill Jr. is on special duty with the Air Force.

Mrs. W. T. O'Reilly spent the Christmas holidays in Minneapolis. Also traveling back East for a visit is F. F. Fiebelkorn.

L. E. Crowe, retired, has returned home from a stay in the Vets hospital; also Charles Hankins, retired, is convalescing at his home after a stay in a Spokane hospital.

Conductor VanderCook, retired, passed away recently. He had been in ill health for several months. His run was between Spokane and Deer Lodge. It is recalled by old timers that Conductor VanderCook was in charge of the last train over the Bitter Roots during the great fire of 1910. Mrs. VanderCook returned to Savanna, Ill., with the remains.

J. A. Schmirler has been assigned to the Worley agency. Mrs. Bessie M. Elliott has been filling in.

Operator R. F. Potter, Manito, is off on account illness and is being relieved by R. L. Robertson.

E. M. Hartman is assigned to second trick at Spokane while G. D. Thornton is off. Operator Saunders is working Mr. Hartman's swing turn at St. Maries.

Miss Ruth Thomas is on swing at Othello and Lind, with M. A. Werner the assigned operator at Lind.

Genevieve Campbell, daughter of Engineer Oakley Burns of Malden, was married in Spokane Dec. 13 to Jack Rhinehart. They will make their home in Spokane.

Lora Waters of Seattle, a twin sister of Mrs. Walter Krause of Malden, was badly hurt in a bus accident in which she received a broken back and other injuries.

Malden Chapter of the Women's Club held its annual Christmas party and gift exchange Dec. 16. Election of officers also took place. Mrs. Wayne Ferrier was reelected president; Mrs. Mark Buerger, first vice president; Mrs. Burrell Trowbridge, second vice president; Mrs. J. A. Scanlon, Jr., secretary; Mrs. Howard Burtill, treasurer; and Mrs. Harold Broyles, historian. Mrs. Ed Casebeer and Mrs. Lloyd Hanson were hostesses.



**NEW RAILROAD.** A work train makes the first trip over a recently-completed 4.2-mile spur track serving the new \$9,000,000 Utah-Idaho Sugar Company's plant east of Moses Lake, Wash. Left to right: H. R. Freeman, conductor; D. L. Brown, extra gang foreman; W. C. Whitham, division engineer; and E. M. Hoyt, resident engineer. The plant will process 2,000 tons of sugar beets daily.

### Seattle General Offices

Margaret Hickey, Correspondent  
General Manager's Office

The Milwaukee Road Service Club held its annual Christmas luncheon Dec. 23 at the Y.W.C.A. Chairman B. E. Lutterman was assisted by C. D. MacLennan, Charles Reynolds and others. There were 145 guests. Rev. Francis J. Lindekugel of Seattle University gave the Christmas message. Music was furnished by a four piece orchestra consisting of Mrs. Ione Williamson Stevens, C. R. Woblers, Glen Williamson and Morell Sharp. Scott McGalliard led in the singing of Christmas carols. A surprise guest was John Andrews, general freight claim agent in Chicago, who served as chairman of the club for several years prior to his transfer east. Joshua Green, director, and one of the club's faithful members and boosters, gave a short Christmas greeting to all. We all look forward to this party, which seems to get better each year. The retired employes in particular enjoy attending, as it is an opportunity to visit and say Merry Christmas to their friends and former co-workers.

Norman Lusk, former messenger in the telegraph office, was a December visitor in the

office. Norman is now second lieutenant in the Army, having gone into service shortly after he graduated from the University of Washington last June. He has been stationed at Camp Lee, Va., but was recently transferred to California.

Miss Pat Quinn is the new stenographer in the general freight department, replacing Lillian Javette who took over other secretarial duties in the same office.

### La Crosse & River Division

#### FIRST DISTRICT

K. D. Smith, Correspondent  
Operator, Portage

Mrs. Julius Klemp, 52, wife of retired signal foreman, passed away in Portage suddenly on Nov. 30. She was the daughter of Frank Groth, deceased conductor. Surviving are her husband; one son, Conductor Robert Klemp of Portage; two daughters, Lois (Mrs. Kenneth Dittberner) and Phyllis; two brothers, two sisters and two grand-daughters.

Robert Ramsey, retired conductor, 70,

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passed away in Portage after a long illness on Dec. 11. Surviving are his wife; two sons, Marvin of LaCrosse and Conductor Willard Ramsey of Portage; one daughter, Mrs. Joseph Kiggins of Portage; two brothers, Walter Ramsey, a brakeman for our road, Milwaukee, and Douglas of rural Portage; four sisters and eight grandchildren.

Gustave Berger, 82, father of Conductors Harry and Leroy Berger, Portage, passed away here Dec. 23. Mr. Berger, a barber in Portage for over 50 years, was known to all of us.

Joseph Maloney, retired switchman of Portage yards, was recently honored with a gold pin signifying his 50 years of service in the Brotherhood of Railroad Trainmen. Harry Gustafson, president of local 429, Portage, made the presentation. Joe is still very active, following his hobby of fishing. Speaking of fishing, I am still trying to catch Ivan Little to give up that picture of him being pulled out of the boat last summer by the big muskie, but he is afraid someone will want to trade him some coon meat for it, so he isn't available.

I have to apologize for no items in the December magazine, but on account of the Rose Bowl business I was somewhat under the table trying to get everybody reservations.

E. A. Schindle, retired section and extra gang foreman, was in the general offices in Chicago during the holidays to wish all a Merry Christmas and a Happy New Year.

### THIRD DISTRICT

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

Miss Margaret McGinley, cashier at Wausau, vacationed in Phoenix, Ariz.

Agent J. W. Singer and Mrs. Singer will attend the President's inaugural at Washington, D. C.

Jack Osswald, son of Roundhouse Employee Walter Osswald, and Donald Hazelwood, son of Chief Clerk Earl Hazelwood, both students at the University of Wisconsin, spent Christmas with their parents and then departed for Pasadena to attend the New Year's Day Rose Bowl game.

Engineer Elgin and Mrs. Fowler vacationed at Phoenix, Ariz., where their son is stationed with the Army.

Engineer and Mrs. Ralph Hintze entertained a big family group on Christmas Day. Present were five of their sons, Ralph, Herbert, Edward, Roy and Francis, with their

wives and children; also Mr. and Mrs. Loyd Kipp and daughter and Miss Margaret Gleason. Mrs. Kipp and Miss Gleason, nieces, made their home with the Hintzes since they were small girls. Three of the Hintze's sons are in railroad service. Ralph and Edward are firemen and Herbert is in station service.

Engineer L. E. Wilcox attended the wedding of his youngest daughter, Janice, to Donald T. Miesbauer of Milwaukee. The ceremony took place in the Congregational Church at Wauwatosa and a reception was held in the Women's Club in that city. The bride and groom are graduates of the University of Wisconsin. After a honeymoon in Mexico, they will locate at Foley, Ala., where the groom is taking officer's training in the Navy.



**WAUSAU PIONEER RETIRES.** Engineer Thomas Burek of Wausau, Wis., retired at the close of the year, having completed more than 45 years of service. He started as a locomotive wiper at the local roundhouse, was promoted to fireman in 1909 and to engineer in 1920. He is shown here with the diesel he operated on his run between Brokaw and Mosinee. Mr. Burek was two years old when his parents moved to Wausau in 1884 and made their home on the street that has since been named Burek Avenue. (Wausau Record-Herald photo.)



### I & S M Division

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

Sympathy is extended to the relatives of Mrs. Thomas Damm, widow of engineer, who suffered a heart attack and died Dec. 15.

Word has also been received of the death of Tom R. Benson, former agent at Peterson, Minn., who died at his home in Whalan, Minn., Nov. 29, at the age of 89.

Sympathy is also extended to Joe Klema, retired switchman, whose mother passed away Dec. 29.

Marie Berg, sister of Pete, Rudy and Carl Berg, is confined to a Rochester hospital following an operation on Dec. 12.

Sympathy is extended to G. A. Wright, agent at Forestburg, S.D., whose wife passed away Dec. 16.

A note received from Ray P. McGovern, former traveling time inspector, advises he would be glad to hear from any of his friends who may be visiting in California. He gives his address as 5800 South Hoover Street, Los Angeles, Calif.; telephone Twin Oaks 1171.

Sympathy is extended to Jess Wagaman, crossing flagman at Albert Lea, whose wife passed away Dec. 9.

Two new members were welcomed and new officers elected by Austin Chapter of the Women's Club on Dec. 8. The new members were Mrs. Maurice Sevedge and Mrs. John Stuckey. Elected to serve next year were: Mrs. Mathew Darr, president; Mrs. Earl Long, first vice president; Mrs. Leo McGovern, second vice president; Mrs. George Haseltine, secretary; Mrs. Richard Jensen, treasurer; Mrs. Walter Whiteside, corresponding secretary; and Mrs. William Tritchler, historian.

### SECOND DISTRICT—WEST

The Women's Club of Madison held its meeting Dec. 9. Mrs. George McKinney installed the following new officers for 1953: Mrs. Art Vogel, president; Mrs. Carl Berg, first vice president; Mrs. Earl Allen, treasurer; Mrs. Clinton Gregerson, secretary; and Mrs. M. P. O'Loughlen, historian. Mrs. Carl Berg was honored with a gift on her 55th wedding anniversary. Mrs. Berg is one of the charter members of Madison Chapter and has served in almost every office. Mrs. M. C. Henflin presented a lovely gift to Mrs. Vogel for acting as president the past year. Santa Claus (Mrs. Ben Long) surprised the group and presented each with a gift. A lunch of Christ-

**I&SM RETIREMENT.** Last-run congratulations are extended to I&SM Conductor E. T. Jahren as he arrives in Austin, Minn., on No. 157 the morning of Dec. 17. From left: Leo McGovern, chief clerk to superintendent, Brakeman George Johnson, Conductor Jahren and Superintendent M. T. Sevedge. Mr. Jahren started with the Road in the Austin roundhouse as an engine wiper in 1905 and entered train service in 1908.

### GALEWOOD

Norma Gunderson, Correspondent

Herman Hanson, route clerk, is in California on a leave of absence due to ill health. Otto Schultz, retired route clerk of Galewood platform, passed away at his home at Rib Lake, Wis., in December.

Bill Clerk Bob DeMichael recently moved into his new home at Roselle, Ill.

On Sunday, Dec. 21, Car Tracer Floyd Hall and wife celebrated their 40th wedding anniversary with a dinner for relatives and friends at the Sunnybrook Acres, Elgin, Ill.

Santa (Train Director Joe Camp) and wife Dorothy paid a visit to the Galewood office Christmas Eve before starting out in their new Mercury to visit many children of the railroad family.

Good Cheer Chairman Ethel Bloch and your correspondent brought a bit of cheer to several men in Wesley Memorial Hospital during the Christmas holidays with gifts from the Fullerton Avenue Chapter of the Milwaukee Road Women's Club.

The Fullerton Avenue Chapter 1953 membership drive is well on its way due to the efforts of Barney Pobloske, assistant agent, helping Mae A. Graney, membership chairman of the Galewood district, in enrolling men in the Galewood freight house.

mas treats was served by a volunteer committee.

Mrs. E. R. Letcher is confined to a Sioux Falls hospital following an operation.

Mrs. Maude Gregerson is employed as matron of the O.E.S. Home for the Aged at Redfield, S.D.

The Madison Service Club held its meeting Dec 15, with the retired railroad men as its guests. Forty men attended.

Your correspondent wishes to take this opportunity to thank everyone who contributed information for this column during the past year and to wish all a most happy and prosperous New Year.

### Chicago Terminals

SLEEPING & DINING CAR DEPARTMENT  
Marie Keys, Correspondent

With the Eighth Army in Korea: Pvt. Joseph B. Hutto, formerly of the sleeping and dining car department, is reported as being en route home to Chicago after 17 months overseas. He served in the combat zone as a repairman in an Engineers construction battalion. Private Hutto has been in the Army since December, 1950.

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**WESTERN AVENUE**



E. A. Brennan

assistant coach yard foreman and coach yard foreman before he became general foreman. Employees of the car department presented Mr. Brennan and his wife with a gift to commemorate his retirement and wished him continued health and happiness in the years ahead.

In recalling the events of his almost half a century of service, Mr. Brennan said that, had he the opportunity, he would like to serve an identical span in the same capacities. "It was a wonderful experience," he said, "and I enjoyed every bit of it."

The Army Home Town News Center informs us that Pvt. Thomas M. King was recently graduated from an Infantry division noncommissioned officer leaders school in southern Germany. He was selected for the training course on the basis of his military bearing, leadership potential and proven ability in the line of duty. Private King was employed in the master mechanic's department before entering the Army last February. He has been overseas since September.

*"The worst sin towards our fellow creatures is not to hate them, but to be indifferent to them: that's the essence of inhumanity."*  
 —George Bernard Shaw

**BENSENVILLE**

Dorothy Lee Camp, Correspondent

The welcome mat was out on Dec. 29 when Roy Love returned to Bensenville as the new assistant superintendent of the Chicago Terminals and George Wilson returned as our new superintendent of terminals.

Dutch Miller, train clerk, spent Christmas in the hospital, as did Day Chief Train Clerk Irvin Franz. Both will be laid up for some time and would appreciate hearing from the boys.



Pvt. A. A. Coltrin, Jr.

Pvt. A. A. Coltrin, Jr., a yard clerk now in the armed forces, sent a picture home to his parents for Christmas from Camp Roberts, Calif. Young Coltrin's folks both are clerks at the Bensenville office. "Ma" runs the teletype machines on the 11 to 7 shift and "Pa" is an all-around man and also helps out on the teletypes.

Our sympathy to the family of Switchman Pete Haynes who passed away Christmas Eve. Pete had spent a good many years in the terminals, mostly around Bensenville.

C&M Brakeman Pete Kucharski is back on the C&M 69 after several months off due to a back injury.

Sympathy to the family of John McFadden, retired Illinois Division engineer, who passed away Dec. 25 in San Louis, near Riverside, Calif.

Jim Imbler, yard conductor, got a real Christmas present as his daughter presented him with a new grandson, named for both grandfathers. Little James Rogers Spain weighed in at the Belmont Hospital Dec. 25.

Floyd Rowan, retired engineer of Mont Clare, is showing off his 45-year pass.

Steve Lass, retired operator of Cragin tower, welcomed several railroad visitors over the holidays. Steve is always glad to hear from the boys, as he is not able to be up and around.

Joe Frost, relief operator for tower 4, came up with a late bit of news for 1952—that it was a happy year for him and his wife, with a "Little Frost" to keep them busy.

Charlie Umberham, Jay Line conductor, spent Christmas in Hot Springs, Ark.

Santa Claus (Train Director Joe Camp) made his usual rounds on Christmas Eve in a new car and a beautiful new red suit (your correspondent had the thrill of making the suit). Colored movies were taken of the wee tots and Santa on his stops. On the list of some 35 stops were the Bensenville roundhouse and yard office, Galewood office, and the Soo Line roundhouse where he visited a special friend and night Foreman Fergus Flynn.

Santa Claus and his car (no snow, no reindeer) made stops also at the homes of the following Milwaukee Road people: Tony Martinek, train clerk, to see Tommy, Jimmy and Stephen; Yardmaster Glen Phillips to see Noreen, Johanna, Johnny and Glen II; Yardmaster Bob Lewin, to see Sandra, Carol, Allen and Jimmy, and so many little Lewin cousins that he couldn't keep track of the



**UNION STREET SEND-OFF.** A gala dinner party in the Harvey restaurant in the Chicago Union Station which was attended by almost 100 on-the-job associates and friends honored the retirement of Victor Petersen, chief clerk at Union Street, on Dec. 30. Mr. Petersen started with the Road in 1906 and with the exception of two years in the Union depot was employed continuously at Union Street until he retired. Shown here at the speakers' table, from left; Mrs. R. G. Larson, wife of agent at Union Street, Mr. Larson, Mr. Petersen, Mrs. Petersen and Victor Jr.

**Milwaukee Shops**

STORE DEPARTMENT

Earl L. Solverson, Correspondent

Received a Christmas card from Ray Wheeler, retired crane operator now residing at Loomis, S. D., Box 16. Writes that he is improving. Drop him a line.

Gilbert O. Leack, chief clerk to the district storekeeper, acquired the title of grandpa Nov. 23. The grandchild is named Jude Michael, son of Paul Leack who formerly worked at the shops during his summer vacations.

Store department unit 11 of the Hiawatha Service Club elected the following officers on Nov. 15 at the North Avenue freight depot auditorium: Fred W. Braun, chairman; Bob Carver, vice chairman; and Sylvester P. Lemke, secretary-treasurer. We are looking forward to a good year with these boys at the helm. Send your dues to S. P. Lemke,

**UNION STREET**

Florence La Monica, Correspondent

Otto Schultz, retired entry clerk at Galewood and father-in-law of Frank Werner, Union Street, passed away and was laid to rest Dec. 11. Also, Jack Brooks, B&B department at Union and Kinzie Streets, passed away Dec. 8. His remains were shipped to his home town in Pennsylvania.

Andrew Abraham of the office force was taken to the hospital suddenly on Dec. 23. At this writing he is still confined there.

Joe Harvatt and Dick Norcross, both retired, paid us a nice social visit during the holidays.

Victor Petersen, chief clerk, retired Dec. 31. We certainly wish Vic a lot of luck and hope he will find many interesting and pleasant things to do in the future. Our new chief clerk is Raymond J. Hoffman. I speak for all of us in promising him our cooperation.

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care of the district storekeeper.

We were all saddened to hear of Mrs. Arthur Metzzen's serious illness. Art is the timekeeper for the DSK and GSK offices.

Arthur Weber, now with the chief carpenter's office at Milwaukee and a former store and accounting department employe, is under a doctor's care at this writing.

The DSK and GSK offices have moved from the old main store building to the new and modernized pattern shop building. Quite an improvement in features and facilities. The car and locomotive department offices are on the first floor and the store and mechanical engineer departments are on the second floor. The stationery department has moved to the old foundry building and the lower section is in the process of moving. The upper floor section will follow soon.

Padre Vidal Banazek, son of Stockman Frank Banazek, after several weeks in the United States to tell of his experiences and needs at the Mission Catolica in Nicaragua, Central America, has returned to that country and writes a five-page summary of his work. His bishop sent him to Rama to help in the mission school there. Spent about four weeks on the trip via boat and horseback—a very rugged journey. His people are in need of many items of clothing and other needs. Contact Stockman Banazek if you have anything to offer.

Chauffeur Elmer F. Hess is leaving the Road after 34 years of service to take over a partnership in the Lewis Cleaners at 734 South 2nd Street; clean, repair and alter all garments. Elmer's friends wish him every success in his venture.

The December issue of Railway Purchases and Stores carried among its lead articles the paper with which Bob Metzfeld, assistant sectional stockman, won the first prize in the 1952 annual essay contest sponsored by the Purchases and Stores Division of the A.A.R. As reported in The Milwaukee Road Magazine for August, Bob's essay entitled "Personnel Training in the Purchases and Stores Organization" was one of two winners chosen from the 150 entered in the nationwide contest. He also won the first award in 1939.

**CAR DEPARTMENT—OFFICE OF SHOP SUPERINTENDENT**

Vincent O. Freihoefer, Correspondent



William Toebak

William Toebak, who started working as a tinsmith in the tin shop at Milwaukee on Oct. 16, 1916, and who has worked faithfully in that position for the last 36 years, retired Nov. 28 at the age of 74.

"Silver" lifetime passes were presented to 42 active and 36 retired car

department employes who have from 45 to 49 years of service with the company. Air Brake Foreman Tom Birch has the honor of being the only active foreman in the department to hold a "silver" pass, in fact, Mr. Birch, with 49 years of actual service, tops all active foremen, both in the car department and locomotive departments in that capacity. Tom started working for the Road as a machinist helper in January, 1904, when he was only 15 years of age. He was promoted to air brake foreman on Mar. 17, 1917.

Two proud fathers are Dominic Albanese whose daughter Mary was born Dec. 15 and Harold Schultz whose son Robert was born Dec. 20.

Sympathy is extended to the families of the following active and retired employes who passed away during December: Franz Daun, blacksmith helper, who died Dec. 1 at the age of 63; John T. Drinka, Sr., laborer in the freight shop, who died Dec. 11 at age 67; John Beattie, retired carpenter, who died Dec. 17 at the age of 69; John Martin, machinist, who died Dec. 2 at age 68; Theodore Bersie, carman, who died Dec. 3 at age 72; and Nicholas Mulder, carman, who died Dec. 27 at age 68.

**LOCOMOTIVE DEPARTMENT**

Arno Bartz, Correspondent

Earl Sampson, L&R Division fireman, was married Jan. 17 and at this writing is enjoying a wedding trip in the East.

Our retired superintendent of motive power, J. E. Bjorkholm, broke into print just before the holidays with an article in the Milwaukee Sentinel on his travels and experiences as a sailor in the Swedish Navy during his youth. It was an engrossing piece and one that added to the fine reputation of this grand gentleman.

John Duckhorn, roundhouse materialman,

retired Dec. 1 after 40 years of service. John had a long and varied service with our road, having held such positions as laborer, machinist helper, labor foreman, clerk and materialman. The fellows in the roundhouse threw a going-away party for him at the Sportsmen's Lodge and presented him with a cash gift. John left for Alameda, Calif., shortly after Christmas to live with his son.

Anyone interested in buying honey? See Louis Bednar, S.M.P. office clerk. He has hundreds of pounds of it. You see, Louie has a few dozen hives out in the country and he reports that honey production reached an all-time high this season, at least insofar as his bees were concerned. The honey is delicious and Louie's price is right. I know, I've had some.

To their friends outside Milwaukee I would like to report that Fred Williams, retired chief caller, and Everett Peters, retired boiler foreman, are getting along fine and enjoying their retirement. Both visited the shops last month.

We welcome back Art Schmitt, machinist helper in the diesel house, just returned after two years as a member of the Army occupation force in Germany.

Two northern division engineers died in December and to their families goes our deepest sympathy. Ted Ihde, 63, secretary of B.L.F.E. Guiding Star Lodge No. 130, died Dec. 27 after a short illness. Glen Walker died Dec. 26 at Van Nuys, Calif., where he had been making his home since his retirement in 1940.

Walter Gene Hogan, son of Earl Hogan, erecting foreman in the back shop, was returned recently from Korea and is now hospitalized in the States due to having his right leg badly shattered by a Chinese mortar shell. Walter worked as a laborer in the machine shop during school vacation shortly before going into the Army.

Harry Bates, machinist in the locomotive shop, retired Dec. 31 after 43 years of service.

**Coast Division**

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

We were shocked at the recent death of Cecil De Guire, who apparently was in good health and suffered a heart attack while in a doctor's office. Cecil was born in Green Bay, Wis., 61 years ago and came to the Milwaukee nearly 42 years ago, starting as round-

house clerk in Miles City, and becoming clerk and also chief clerk to master mechanic. Then World War I came on and he was with the Marines for about four years. From 1919 to 1931 he was assistant chief clerk in the superintendent of motive power office at Tacoma, and when that office was abolished he went to the general foreman's office. In 1950 he was appointed chief clerk to master mechanic, the job he was on when he passed away.

Locomotive Engineer Harry Cessford, another old time railroader, passed away at Portland, Ore. He started his railroad service in 1909 and for some years had been local chairman for the engineers. Some months ago he underwent an operation. He returned to work for a short while but was taken ill again and entered a hospital in Portland.

Eric Anderson, retired locomotive engineer, also passed away. He had worked for the Milwaukee from 1912 to 1946, when he retired.

William Bingham, machinist helper in the car department at Tacoma, also passed away recently.

Frank Bryan, time reviser, and Mrs. Bryan have returned from a month's visit in Washington, D. C. While there a baby girl arrived at the home of Mrs. Bryan's sister, Mrs. Pera, who was formerly Ruth Scobey, a clerk in the roadmaster's office at Tacoma.

Two of our trainmen have given up their independence for a life of matrimonial bliss, namely D. T. Freeman and F. Wyman.

The Columbians (women's team) in the Milwaukee bowling league at Tacoma are the first half season champions. At the end of the season the first half winners bowl the second half winners for the league championship.

**TACOMA**

E. L. Crawford, Correspondent  
c/o Agent

Greetings of the holiday season were received from Tom O'Dore, formerly of the freight office and son of J. O'Dore, assistant superintendent of the Rocky Mountain Division. Tom is now a full fledged journeyman electrician in Norwood, Pa.

We were happy to receive a Christmas card also from George E. Schwartz, who has been on military leave the past two years. He is stationed at Fort Lee, Va.

Agent O. R. Powels was surprised during

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**HOLIDAY HOSPITALITY.** Informal gathering of Seattle general office employees who were guests of Seattle Chapter of the Women's Club at a Christmas open house. From left: Al Nance, Mrs. C. S. Finlayson, Mrs. E. H. Suhrbier, C. A. Peterson, Mrs. E. M. Marx, R. J. Spurling, Mrs. Cecil Paige, V. E. McFadden, Mrs. A. J. Hillman, Mrs. Elsie Angove, Mrs. Delores Acurio, Mrs. Lillian Moody, Miss Jane Baldwin, Miss Pat Quinn and Miss Alice Bennett. Mrs. H. O. Engel, newly elected chapter president, was chairman of the affair.



**A BIT OF CHEER.** The comfort of Milwaukee Road people hospitalized at Wesley Memorial Hospital, Chicago, is the special concern of the Chicago chapters of the Women's Club. Mrs. J. L. Brown, veteran good cheer chairman of Union Station Chapter (left), and Mrs. O. P. Catlin, co-chairman, are shown during the course of their monthly visit to the hospital leaving a holiday remembrance with Veikko Behm, Chicago Terminals switchman.



**FOR THE V.F.W.'s.** The Sunday Morning Breakfast Club Inc. of Milwaukee, a civic betterment organization, cites Milwaukee Chapter of the Women's Club for its work as an affiliate of the Veterans Administration Voluntary Service Center Advisory Committee. The award was made in recognition of the club's efforts during the past seven years on behalf of war veterans hospitalized at the administration center at Wood, Wis. Mrs. Frank Ross, chairman of the committee which visits the hospital, is shown with Joseph Fibinger, president of the breakfast club (center), and Earl Accola, chief of special services at the hospital.

Bisson and Zelda spent a week in Canada. K. D. Alleman, assistant claim clerk, flew to Chicago and back as part of his vacation.

Yard Trainman D. C. DeForrest welcomed a new baby daughter Nov. 30. Deborah Anne, bringing the roster up to four boys and two girls.

Robert S. Hanes, formerly expense clerk in the freight office and now bookkeeper at Consolidated Dairy, won a valuable lot in Tacoma recently by writing the best slogan on Skyline Terrace Homes in a contest promoted by the Tacoma Master Builders Association. He intends to build a home on the site. Last year he won an airplane trip to Honolulu and back for a best slogan.

#### SEATTLE YARD

F. J. Kratschmer, Correspondent

R. W. Janes, retired roundhouse foreman, called on us on Dec. 4 and we all enjoyed hearing about the experiences he and his wife had on their recent trip to Florida, Louisiana and the Southeast.

Locomotive Engineer Lou McDonough was all smiles on Dec. 4 when he called his home after shift and found out that he was a grand-daddy. His son Noble and wife were blessed with a baby boy, their first. Noble is interchange checker in the yard office.

Hank Lomax has taken a job as yard checker on the second shift. He was timekeeper for an extra gang during the summer.

Frank Nelson, retired yard switch foreman, called to see the boys on Dec. 10. Frank says he is just taking things easy. In the past few years he and his wife have been to New York, Los Angeles and the Twin Cities.

Carman Henry W. Schmidt, who has been off since early in September on account of ill health, entered a local hospital Dec. 14 for observation and rest.

Hayden Weber who has been relief car foreman at outlying points during vacation periods, is back at his old job on the repair tracks.

Bert Roberts, retired PFI employe, called at the yard on Dec. 23, having just returned from a trip to the East. While back there, he picked up a new Nash car. He also drove his mother back with him. She is 86 years old and enjoyed the trip to the west coast very much.

#### QUIZ answers

1. Washington, D. C.
2. A passenger car carries passengers, while a passenger train car is any car commonly used in passenger train operations.
3. About 400 miles. The average haul in 1951 was 420 miles.
4. Pantograph.
5. 1,276,000.
6. Eastern.
7. About 111,000 on the average.
8. Traffic department.
9. About 2½ cents—2.6 cents, to be exact.
10. A track used for arriving trains in a freight yard.

The Milwaukee Road Magazine

## Sgt. 1st Class Einar H. Ingman U. S. Army Medal of Honor



"The sergeant charged alone . . ."



**T**HE REDS IN AMBUSH on the ridge had lain concealed, withholding their fire. Now they opened up. The two squads were trapped. Their leaders were wounded; others were dropping.

Sgt. Ingman took command. He reorganized the survivors, assigned fields of fire, encouraged the men to fight. A red machine gun opened fire. The sergeant charged it alone, neutralizing it with a grenade.

Then he tackled another gun. A grenade and a burst of fire knocked him down, badly wounded. He got up, reached the gun, and dispatched the entire crew. When his squad reached him, they found Sergeant Ingman unconscious—but 100 of the enemy fleeing in panic.

"Bucking the Communists," says Sergeant Ingman, "takes an awful lot of staying power. The G.I.'s have got it. You have, too, when you invest part of your hard-earned pay *regularly* in Bonds."

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**WINTER SCENE.** East end of Hyak (Wash.) yard, looking west.

