



BUY WAR BONDS
REGULARLY
ON THE PAYROLL PLAN

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CARRYING THE FLAG

MORE than a hundred years ago a United States senator predicted Oregon would never become a state of the Union because a member of Congress of that state, traveling at the rate of 30 miles per day, excluding Sundays, would have to spend so many days on a trip to and from Washington that he would have only a fortnight to rest while there, if he were to make the round trip in a year.

The lack of adequate transportation in those early years greatly retarded the development of the country. It impeded the movement of troops and their supplies and the conduct of other government business. It held down to a mere trickle the movement of settlers along trails and streams to the vast areas of the West, and prevented the marketing of their produce.

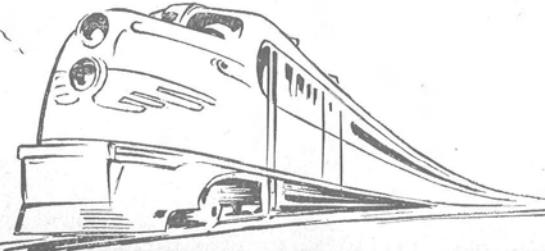
Shortly after the senator made his prediction, and only 52 years after the adoption of the Stars and Stripes as the national emblem, the first steam locomotive in the United States was given a trial run. Thereafter the construction of railroads spread rapidly and the greater speed and reliability of the transportation they provided revolutionized the progress of the country. By the vital services performed in developing the resources of the nation, uniting the states, and binding together the tens of thousands of cities and towns, the railroads accompanied the flag into every remote corner of the land.

Not only in these peacetime developments were the railroads of inestimable value to the nation: Their services also have been essential when this country has been involved in war. The railroads first became a factor in warfare during the Civil War, and their experiences at that time enabled them to be of tremendous importance in the first World War and of even greater importance in this war.

Recognition of the value of the railroads in the present war frequently has been given by officers of the Army and Navy, officials of the government and leaders of industry. "The railroads are supplying all the essential requirements of the military service and are doing so exceedingly well and to the satisfaction of the military authorities" . . . "They have done a magnificent job" . . . "Of all the dynamic industries of America, the nation perhaps owes its greatest debt of gratitude to the railroads. In America's peacetime past, the railroads were essential; they are vital in the wartime present."

Never has there been a time when railroad men had so great reason to be proud of their industry as now. It is satisfying to be identified with an enterprise that in peacetime provides most of the transportation required in the industrial life of the nation. It is a still greater satisfaction when that enterprise, in addition to its normal activities, can be depended upon to move the millions of troops and the millions of tons of material needed when the nation is at war.

Milwaukee Road men and women may well be proud that through their efforts this railroad is making its full contribution to the splendid accomplishments of the American railroads.



Chicago, Milwaukee, St. Paul and Pacific Railroad Company

HENRY A. SCANDRETT, WALTER J. CUMMINGS, GEORGE I. HAIGHT, TRUSTEES

The following about the new withholding tax is quoted from a circular from the United States Treasury Department's Payroll Savings Division. The information contained in it is important. Please read it carefully.

That 20% Withholding Tax!

1. The Withholding Tax is *not a twenty per cent tax on payrolls* as people have been led to believe in the newspaper accounts but a very small per cent of the average wage earner's pay check. For example, a married man with three children, earning \$2,500 per year, will have withheld about \$1.00 per week from his pay — *not twenty per cent* — but only a little over 2%.
2. There is no increase in taxes this year under the Withholding Tax law. In fact, the Victory Tax withholding of 5% has been reduced to 3% and has been made part of the Withholding Tax. Persons who have filed an income tax return for this year will have no more withheld from their weekly or monthly pay check than they had to set aside each pay day in order to accumulate the funds with which to meet the quarterly payments due March 15 and June 15 under the old law. No one can escape the income tax, but now, for the first time, it can be met on the budget system without fuss or worry and without placing a burden upon the average wage or salary earner.
3. Every person whose income tax liability for 1942 under the old law is \$50.00 or less has his 1942 taxes entirely forgiven. The slate is wiped clean and he begins to pay his current tax for 1943 in very small deductions (of considerably less than \$1.00 per week). Those whose tax liability for 1942 is greater than \$50.00 have three fourths of it forgiven and will pay half of the remaining fourth on March 15, 1944, and the rest on March 15, 1945. What better way is there to insure that these small payments be met than by the regular purchase of War Bonds under the Payroll Savings Plan? They are the safest investment that anyone can make today. In case of need they can be turned into cash to meet those two installments on the tax due one and two years from now. In the meantime, interest accumulates so that they will be worth more if they have to be cashed at that time. Better that, than to borrow money, as many people have had to do this year because they failed to set funds aside each pay day to meet their income taxes.

Don't let confusion and misunderstanding mislead you into thinking that War Bond buying must be reduced to pay taxes under the Withholding Tax law. It simply isn't true. Your country must depend upon the mass buying of War Bonds by all people to win this war, to prevent inflation, and to make the future secure for its citizens in the readjustment period after the war is won.

Declining Trend of Material Flow to Railroads

Flow of materials to the railroads has been declining since March, 1942, although the volume of traffic and accompanying wear and tear on track and equipment has been as steadily advancing. The railroads, because of heavy traffic and increased earnings, are in more favorable position to make large purchases of materials, but war scarcities interfere. Railroad expenditures for materials, exclusive of rail, ties and fuel, have been less in each month since June, 1942, than in the corresponding months of the preceding year. They actually were 41 per cent less in December, 1942, than in December, 1941, and for the last six months of 1942 they were 17 per cent less than for the corresponding period in 1941. The trends toward declining flow of materials to the railroads have continued since last December. If they are not reversed, ability of the railroads to maintain the transportation capacity they have demonstrated since Pearl Harbor will be seriously impaired.

Rail Taxes Continue to Climb

The railroad tax bill for February, this year, was upwards of 20 million dollars greater than the total for the two months of January and February, last year. The tax bill for the two months, January and February, 1943, was \$260,414,072, as compared with \$112,238,102 for the like period of 1942, or an increase of approximately 132 percent. The total railroad tax bill for the first two months in 1943 was greater than the total for the full year in either 1933, 1934, or 1935, and the tax bill for the first quarter of this year is in excess of the total for the full year in any year 1936-1940, inclusive.

Four Times More Military Freight Than in First World War

The heaviest monthly movement of military freight by rail during World War I amounted to 1,445,535 tons, according to a recent announcement by the Army Transportation Corps. The heaviest monthly movement of military freight in the first year of the present war amounted to 5,600,000 tons, or approximately four times as much.

In the first 12 months of the present war rail movement of military freight reached the stupendous total of 41,000,000 tons, and it is anticipated that the total in the second 12 months will be at least 12 per cent greater. In the peak 12 months of World War I rail movement of military freight amounted to a total of only 11,224,427 tons.

Passenger Movement Four Times Greater than in First World War

During the first year of the present war the railroads have transported 11,641,838 troops, including inductees, the Army Transportation Corps reports. A total of only 2,734,528 troops, including inductees, was handled in the first year of World War I.

"Of the troops moved during the first year of the present war," the Transportation Corps statement says, "almost 60 percent traveled on special trains. The railroads were called upon to provide 21,000 special trains, in which there were included 197,288 passenger cars and 79,443 baggage and freight cars. More than 55,000 open top cars were included in the special trains, reflecting the large numbers of trucks, tanks and heavy guns now included in the equipment of a military unit."

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How Car Shortage Was Avoided Last Year

Voluntary car efficiency efforts, carried on jointly by the country's shippers and rail carriers, prevented a car shortage of at least 175,000 cars a week at the peak of last year's traffic, according to a recent statement by G. H. Shafer, president of the National Association of Shippers Advisory Boards. While recognizing that General Order No. 18 of ODT is now proving its worth in car conservation, Mr. Shafer pointed out the fact that this order, requiring better utilization by increasing the average car load, did not become effective until Nov. 1, 1942, well after the year's season of peak traffic had passed. "It therefore must give way," he said, "to the voluntary, self-policing actions of shippers and receivers, so far as credit for the 1942 performance is concerned."

Much Heavier Movement of Army Freight Overseas

Shipment of army freight overseas in the first year of the present war, has been approximately six times greater than in the first year of World War I, the Transportation Corps has pointed out. In the first year of World War I about 1,725,000 measurement tons of Army freight was sent overseas, as compared with 10,474,923 measurement tons of Army freight in the corresponding period of this war.

The largest monthly total to date in the present war was 1,554,127 tons, as contrasted with 450,446 tons reported for the peak month of the first war. Cargo being shipped to overseas troops now averages 82 pounds per man per day, as compared with 43 pounds in the comparable period of World War I.

O. N. Harstad Returns to Road



O. N. HARSTAD, who was granted a leave of absence to accept service with the Office of Defense Transportation at Washington, D. C., on Dec. 1, 1942, has returned to our railroad and will resume his duties as general manager of Lines East.

In addition, Mr. Harstad has been appointed assistant chief operating officer for the system. The appointment became effective on June 20.

Customer Says We "Give More"

We can be forgiven for feeling at least a little proud of ourselves when customers write such letters as A. D. Lent, of Cedar Rapids, Ia., recently addressed to F. N. Hicks, passenger traffic manager, Chicago. Mr. Lent's unusually complimentary letter follows:

"I think it's only fair that I should express my appreciation for the splendid service and accommodations your line has afforded me since I've come to depend so much on train and bus travel since gas rationing.

"It's such a relief and pleasure to step off one of the so-called de luxe lines—crowded, dirty, rough riding, slow, unscheduled and sourly manner—to get onto one of the clean, well-ventilated, smooth-riding Hiawatha coaches—roomy and usually uncrowded and on time, with courteous and interested personnel. Then to enjoy a good meal in the diner without investing a day's eating money on one meal. Believe me, gentlemen, these extra values of yours are appreciated! In hotel lobbies nowadays the "boys" talk trains and buses instead of autos, as in the pre-rationing

days, and you'd flush with pride to hear the compliments that are directed your way in the midst of a welter of condemnation of many other lines. One gets the impression that you are trying to 'give more' rather than 'get more,' which is damn good business!

"Here's wishing you continued success."

Mont., succeeding E. H. Johnson, transferred.

Store Department

Effective June 1, 1943:

J. V. Miller is appointed manager of stores with headquarters at Milwaukee, Wis.

D. H. Phebus is appointed assistant general storekeeper with headquarters at Milwaukee shops.

J. V. Anderson is appointed assistant general storekeeper with headquarters at Minneapolis, Minn.

A. M. Lemay is appointed assistant general storekeeper with headquarters at Minneapolis, Minn.

J. C. MacDonald is appointed assistant general storekeeper with headquarters at Tacoma, Wash.

A. A. Koester is appointed traveling storekeeper with headquarters at Milwaukee shops.

G. A. J. Carr is appointed district storekeeper with headquarters at Milwaukee shops, Wis.

R. K. Baker is appointed assistant district storekeeper with headquarters at Milwaukee shops, Wis.

A. C. Harris is appointed district storekeeper with headquarters at Tomah, Wis.

H. A. Reiff is appointed division storekeeper of the La Crosse Division with headquarters at La Crosse, Wis.

L. V. Schwartz is appointed district storekeeper of the Southern District with headquarters at Savanna, Ill.

C. C. Smola is appointed district storekeeper of the Northern District with headquarters at Mason City, Ia.

C. A. Capon is appointed division storekeeper of the I&SM Division with headquarters at Austin, Minn.

J. C. Hart is appointed district storekeeper with headquarters at Deer Lodge, Mont.

H. L. Stamp is appointed division storekeeper of the Trans-Missouri Division with headquarters at Miles City, Mont.

J. J. Dorsey is appointed division storekeeper of the Rocky Mountain Division with headquarters at Deer Lodge, Mont.

C. E. Oeschger is appointed local storekeeper at Mason City, Ia.

Appointments

Operating Department

Effective June 20, 1943:

O. N. Harstad has been released from service with the Office of Defense Transportation at Washington and will resume his duties as general manager of Lines East. In addition, he is appointed assistant chief operating officer for the system.

Effective June 1, that portion of the Coast Division between Avery, Ida., and Othello, Wash., including branch lines and Othello Terminal, is designated as the Idaho Division.

G. H. Hill is appointed superintendent of the Idaho Division with headquarters at Spokane, Wash.

L. Wylie is appointed superintendent of the Coast Division with headquarters at Tacoma, Wash., vice G.H. Hill, transferred.

A. O. Thor is appointed assistant superintendent of the Coast Division with headquarters at Tacoma, Wash., vice L. Wylie, promoted.

F. E. Devlin, Jr., is appointed

trainmaster of the Idaho Division with headquarters at Spokane, Wash.

Freight Traffic Department

Effective June 16, 1943:

M. M. Wolverton is appointed general agent at Omaha, Neb., succeeding J. E. Finnegan, who is retiring after many years of efficient and loyal service.

G. E. Benz is appointed division freight and passenger agent at Aberdeen, S. D., succeeding M. M. Wolverton, promoted.

C. P. Cassidy is appointed traveling freight agent with headquarters at Minneapolis, Minn., succeeding G. E. Benz, promoted.

Engineering Department

Effective June 16, 1943:

E. H. Johnson is appointed division engineer of the Idaho Division, with headquarters at Spokane, Wash.

V. E. Glosup is appointed division engineer of the Trans-Missouri Division, with headquarters at Miles City,

The Passenger Traffic Department

Personnel School



CONSIDERING the number of people who expressed curiosity about the coed-Rails who have been brightening the premises around the Chicago general offices during recent months, it seemed to be about time for the passenger traffic department's personnel school to take a bow.

Approached during recess, Frank Kennedy cheerfully set about explaining the why and the wherefore of the class he teaches, and by the time recess was over, 15 minutes later, the writer had concluded that the personnel school is one of the most unusual innovations ever to develop on this or any other railroad.

Before the war, when there was travel to be promoted, Mr. Kennedy's title was that of travel promotion agent. But that was before Mr. Hicks and Mr. Sengstacken concluded that the best way to make sure our ticket offices were efficiently staffed during the war would be to start at scratch and train women for the jobs. When that decision was made, Mr. Kennedy's title changed. It is now professor, or instructor, or authority on the selling of passenger transportation. Regardless of what title applies, his job is that of training women to take over certain positions which have been, or will be, left vacant when the men who have filled them are taken into the armed services. The girls are to be employed in ticket offices, at reservation and information desks, and in similar capacities anywhere on the road and at any time they are needed.

Things on the old railroad are changing—whether for better or for worse depends on who is having the opinion, and the angle

of his bias. But, turn the picture as we will, it still looks mighty like the railroads, the first, last and safest retreat of total masculinity, have at last felt the touch of the hand that rocks the cradle and hangs the ruffled chintz. It might be well to explain at this juncture, however, that in the case of the personnel school there is definitely no cradle rocking or chintz hanging on the docket, although some of the students have had occasion to develop proficiency at both.

The girls who enter these classes are carefully selected, with particular emphasis being given to educational background and personal appearance. A knowledge of geography and the ability to type are additional qualifications which are given consideration.

Frank Kennedy, instructor, gives his personnel school class a pointer as they work on a problem itinerary with the aid of their "textbooks" (maps of the railroad, atlases, timetables, the "Official Guide of the Railways," and similar sources of information). Shown, l. to r., are: Mrs. Laura Gault (husband in the Army), Miss Helen Dodson, Miss Marianne Freck, Mr. Kennedy, Miss Adele Kozlowski (sister of Mrs. Anne V. Madrala, above), and Miss Dorothy Miller.



Mrs. Anne V. Madrala, one of the first women trained in the passenger department's personnel school, has been selling tickets in the Union Depot at Milwaukee since April. Her husband is a sailor who has served in the Solomons.

Classes Small, Training Thorough

The first class was begun on Dec. 16, 1942, and, including the five women who are in the current class, the course of training has been given to fourteen individuals. The nine "graduates" have already been placed in Milwaukee and Chicago, and it is expected that the five now in class will be out on their own, playing the





Observation trips here and there along the line, as well as tours through trains as they stand in Chicago Union Station, are a part of the "curriculum." Mr. Kennedy and his five students are here shown lending an ear to Conductor Fred C. Tew of Wauwatosa, Wis., as he talks to them about the schedule of the Morning Hiawatha.

exacting game of questions and answers, before long.

The time required for the training of a student varies, none being released until her training is considered adequate, but ordinarily it is limited to two months.

There are a number of reasons why the classes have been kept small. In the first place, enrollments are accepted only as the need for replacements appear. Thus far there has not been a general exodus of those men whose positions the girls are trained to occupy. However, just what the Selective Service demands will be in the future is not known, so it cannot be said yet whether the classes will be greatly enlarged or not.

The magnitude of the training job is another reason for keeping the classes small. That fact does not reflect unfavorably on the students, but indicates, rather, the tremendous scope of the subjects with which they must be familiar if they are to do their work satisfactorily.

It is noteworthy that the average beginner in the class, never having had experience with railroads, knows next to nothing about them. Things which seem elementary to us who have made it our life work are completely strange to them, and yet their job is to become, in a few short weeks, experts, as it were, who can tell a lot of old timers a thing or two about their own business. But they must be given, first, an intelligent background of railroad facts, such as what makes trains go, where they go, how they are operated, who operates them, and something about railroading in general.

That is merely the foundation work. It must be followed by an almost endless assimilation of facts, figures, information on a thousand

facets of the business of transporting people from here to there and back again. It is Mr. Kennedy's sizable task to lead his neophytes into this new, strange maze and then show them how to find their way through it, coming up with a quick and correct answer to any of that nightmarish number of posers which the public has such a penchant for asking.

Schedules, Accommodations, Connections, Itineraries

Being typical of their time and their sex, the girls had hardly more than glanced at the cover of a timetable before undertaking the job of translating them for others. They are taught to read ours and those of other roads. They learn to read them quickly, backward, forward and sideways, at the same time answering queries as to where dogs should be checked, where meals can be had, for how much, and how far apart they are, what with rationing and such.

They study the trains of connecting lines and make trips on our own trains to learn what a parlor car looks like, what conductors and brakemen do, what a through ticket consists of, and how to tell a Pullman duplex from an upper berth in one of our own tourist sleepers.

A good deal of this training requires individual, personalized attention from Mr. Kennedy, and it would be a difficult and slow process if he attempted to give the same amount of attention to large classes.

However, regardless of the number of girls in training, the comfortable fact is that the personnel school is organized and in smooth operation, thus providing the means of coping with most of the personnel problems which may arise in the department.

"The Personality of the Railroad"

In explaining the work that he is attempting to do in his classes, Mr. Kennedy put considerable emphasis on the importance of voice training. "Their voices will be the personality of the railroad in the opinion of those who will hear them on the telephone and in person," he said. "They are asked to listen to themselves occasionally in order to appraise their own voices, and then they are taught to correct what they find to be wrong."

The voice culture they learn goes hand in hand with what Mr. Kennedy referred to as the absolute essentials in their future work—"patience, affability and courtesy."

Already, by way of giving them a practical preview of their work, their instructor has let them spend a little time in the information booth at the Chicago Union Station, and has heard many favorable comments about the pleasantness, willingness and cheerfulness they display.

Professor Kennedy chuckled as he told of the humorous incidents that have come up in the classes.

"Without exception," he said, "these girls are amazed at the size of our railroad, the number of railroads in the country, and the over-all magnitude of railroading. And their amazement has produced some amusing results.

"For example, they seem to be doing a lot of traveling in their sleep. One of them came into class recently and announced that she went to bed in Chicago the night before, but woke up in New Orleans. Just this morning one of them said, 'Since I left here last night, I have been to Seattle and back—in a day coach.'"

The passenger department recognizes that the personnel school alone cannot produce a highly efficient ticket seller or reservation clerk. Proficiency will come as a result of training, *plus* practical experience, but, what with the wartime rush, it is no longer possible to give the new employe her background and practical training right on the job and simultaneously.

Just how long the personnel school coed-Rails will be with us is anybody's guess. They may leave as soon as the war is over, or they may be permanently assimilated into this vast railway system whose size awed them as beginners. It goes without saying that we will want them around as long as there's a job for them to do and as long as they care to stay.

There's something about their "patience, affability and courtesy" which makes them welcome. Very welcome, indeed.

If You Will, You Can

Or, to put it another way, IF YOU CAN,
YOU WILL probably eat better next winter

HAVING nursed his garden through the worst spring in the memory of living man, the weary but indomitable Victory Gardener is at last beginning to see, taste and brag about the proof of his horticultural talents.

The Milwaukee Road has encouraged its employes to grow vegetable gardens on its right of way or anywhere possible, and now feels obliged to go a step farther in its effort to help its large family help itself in the matter of food for its tables.

As this is written, gardens in the greater part of our territory have begun to produce, and many of the vegetables are suitable for canning. In this connection there are some suggestions and admonitions which all gardeners—old hands as well as new ones—will do well to bear in mind.

The April issue of the Milwaukee Magazine carried an article which stressed strongly the advisability of doing one's gardening under the guidance of a garden club or other group which could enlist the assistance of The United States Department of Agriculture and the state university extension services. Those who availed themselves of that service at the time of planting will be in line for similar help in the matter of canning. Others, who have not yet taken advantage of the latest discoveries in the art of canning, are asked to do so immediately.

Those who know how, tell us that the canning of home-grown fruits and vegetables is simple enough, provided the canner follows the rules, but there are dangers which must be noted.

The following, quoted from the Chicago Daily Tribune, indicates the danger of *botulism*, the deadly poison which may develop in non-acid vegetables. Please read it carefully:

DOCTORS WARN HOME CANNERS; BEWARE POISON!

A warning against botulism, "the most powerful poison known," was issued in the Journal of the American Medical Association, released for publication Apr. 14. Botulism is food poisoning and the journal's article states:

"During the coming canning season many persons who never have attempted home canning will preserve garden produce. The danger from botulism is ever present unless proper precautions are taken.

Any foods that show the slightest evidence of spoilage should not even be tasted, for the toxin of the *botulinus bacillus* is the most powerful poison known.

"The problem calls for concerted efforts by agricultural advisers and public health personnel in warning against faulty methods for home canning." The journal's article declares that of 367 outbreaks of botulism in the United States since 1899, 284 were traced to foods "canned in the home."

A very detailed chart entitled *Wartime Canning*, prepared by the Michigan State College, Extension Division, for distribution to any and all groups and individuals who want it, is typical of the safe instructions which are to be had. It not only gives a complete set of general directions for the various kinds of canning, but offers elaborate "timetables" for the processing of all fruits and vegetables. Typical of the care with which the chart has been prepared is the warning it offers with regard to the botulism poison. It says:

"The boiling water bath method of processing cannot always be depended upon to prevent spoilage of the non-acid vegetables. To safeguard against the poisoning known as botulism, ALL NON-ACID VEGETABLES NOT PROCESSED IN A PRESSURE COOKER SHOULD BE BOILED FOR 10 MINUTES BEFORE THEY ARE EVEN TASTED."

The purpose of these repeated admonitions is certainly not to discourage the beginning canner from attempting to do any canning at all. On the contrary, the threat of a short yield from American farms this growing season indicates the extreme importance of every housewife canning every pint of those fruits and vegetables which can be spared from the summertime table. The point is that the canning must be done with care.

And the best way to make sure canning is done correctly and safely is to do it according to the suggestions of the experts.

The family which not only grows its own vegetables but processes them and sets them aside for winter, is an asset to the country.

Virtues are learned at mother's knee, vices at some other joint.

PLEASE NOTE

Every housewife who plans to can fruits or vegetables this summer is encouraged, for the sake of safety and economy, to address a postcard to the United States Department of Agriculture, Washington, D. C., or to the state university extension service, asking for the latest information concerning processing methods. No charge will be made.

L. B. Jenson

L. Burton Jenson, general paint supervisor, passed away at his home in Whitefish Bay, Wis., a suburb of Milwaukee, on May 15, after having served the Milwaukee Road for 46 years.

He was born in Chicago in 1873 and learned his trade as a painter and sign writer in his father's carriage and sign shop at Appleton, Wis. In 1897 he became a painter at Milwaukee shops, was promoted to assistant painter foreman in 1899, master painter in 1909, general foreman in 1918, and from 1928 to 1941 served as passenger shop superintendent. In 1941, he assumed the position of general paint supervisor, which position he held until the time of his death.

Mr. Jenson knew railway painting well, and was at one time chairman of the painting section of the Association of American Railroads. During Mr. Jenson's superintendency the Milwaukee passenger shops became one of the most progressive coach shops in the country, constantly seeking and installing new and better methods and shop practices.

Attention, Veterans

In order to comply with a request made by the Post Office Department, mail intended for the secretary-treasurer of the Veteran Employees Association of the Milwaukee Road should be addressed to:

Mrs. Grant Williams
6167 McClellan Avenue
Chicago 30
Illinois

RIGORS OF WAR NOTE

With pipe tobacco being packed in paper, what are telegraph operators going to do for sounders when their old tobacco cans wear out?

P.S. to Perfect Shipping

**Loss Prevention Department Selects
Winners of Perfect Shipping Contest**

THIS is a postscript only in the sense that April, as everybody knows, is Perfect Shipping Month, and here we are talking about it in July.

But it seems that on the Milwaukee Road people are developing a habit of regarding every month as the proper time for proper handling of merchandise, so perhaps our bringing the subject up again can't be regarded as a postscript at all.

A great deal has been going on since the April issue of the Milwaukee Magazine carried the article in which W. L. Ennis, assistant to chief operating officer, in charge of claim prevention, made a strong appeal for renewed interest in the prevention of loss and damage.

For one thing, Perfect Shipping meetings have been held at a great number of points along the railroad and a total of 2,533 individuals have listened to and participated in the discussions regarding ways in which Perfect Shipping can become a reality on our own railroad. Among those who attended these meetings were agents, switchmen, freight house men, section men, engine men, car department employes, clerks, and others, including Railway Express employes, shippers and consignees.

Mr. Ennis and his committee received a total of 135 letters and suggestions as entries in the Perfect Shipping

Roy Worthington, captain of Milwaukee Road police in Sioux City, Ia., was one of the four winners of \$25 War Bonds in the Perfect Shipping letter writing contest. His contribution follows:

UNDER present conditions of railroading, claim prevention is a subject that is very easy to lose sight of. With the present phenomenal increase in traffic, due to war conditions, most of us are so busy with pressing and immediate demands on our time that this most important subject is one that can be very easily overlooked. This should not be.

The manner in which we handle the lading that is entrusted to our care during this period of national emergency will in a large measure directly influence the amount of business that will be entrusted to us after the war is over and conditions return

Campaign contest which was announced in the April issue of the Magazine. Prizes consisting of \$25 War Bonds for the four best letters, and \$10 in War Stamps for each of the five best suggestions on the subject of loss and damage prevention have been awarded.

The War Bond winners are:

W. P. Radke, agent, Chicago Heights, Ill.

R. L. Worthington, captain of police, Sioux City, Ia.

Frank Morris, engineer, Chicago, Ill.

W. E. Sandstedt, lead carman, Bellingham, Wash.

The winners of War Stamps are:

R. W. Hunt, agent, Scenic, S. D.

Harry King, check clerk, Galewood Station, Chicago,

Ill.

A. Magera, car inspector, Mobridge, S. D.

Glenn J. Edwards, chief clerk to division freight and passenger agent, Davenport, Ia.

H. A. Goodell, agent, DePere, Wis.

Some of the winning letters are quoted below, and the ones not included in this issue will appear in subsequent issues. One of the winning suggestions has been boxed and is presented in connection with this article. The other four suggestions will appear serially from month to month.



Roy Worthington, captain of police

to normal. It should be borne in mind that a large proportion of the business we are now enjoying formerly moved by truck and other means of transportation, and unless we set up and maintain a standard of service so high that it cannot be ap-

proached by other means of transportation, this lading, with relaxation of restrictions on rubber, manufacture of trucks, increased supply of manpower, etc., will certainly return to its previous mode of transportation. While our business tends upward at the present time, there will come a time when the pendulum will swing in the other direction. It should be the job of all of us to prepare *now* for that inevitable downward swing, and by the careful handling of the merchandise entrusted to us, secure for the railroads during the post-war period the traffic which we are getting at the present time.

The present shortage of practically every kind of material forces us to face a situation that is serious, to say the least. If we lose or damage a shipment that cannot be replaced, we have immediately incurred the enmity of both the shipper and receiver—an enmity which will probably

be remembered long after this war is over. If we lose or damage a shipment on which it was necessary for the consignee to secure a priorities order, the resultant correspondence and untangling of official red tape, as well as the delay in delivery of the duplicate shipment, will also tend to foster an antagonistic spirit toward the railroads which we cannot well afford.

Much of the lading we are handling at the present time has an important part in national defense, and from the standpoint of patriotism, if for no other reason, it should be the duty of all of us, as loyal Americans, to handle every shipment as though it belonged to us personally and could not be replaced. Shipments of explosives, inflammable materials, etc., are given very careful attention and handling as a matter of course. Let's handle all shipments as though they were highly explosive and we will have the solution of the loss and damage problem.

A factor that will enter largely into the solution of the claim prevention problem is the proper education of new employees. This writer has made it a practice to interview every new trainman, engineman and switchman hired on the Second District of the Iowa & Dakota Division. They have been carefully selected. As a whole they have a uniform high standard of intelligence, and in time no doubt will make valuable employees. However, the fact should never be lost sight of that *they are new men*; new to the railroad; new to their jobs; and new to the language that railroad people speak. They are all sufficiently intelligent to appreciate the importance of handling lading carefully if they are taught how, and it should be the duty of every supervisor to do his utmost to get these new men started off right. This educational campaign among the new men should be handled in a tactful and diplomatic manner, but the importance of this feature of railroading should be so emphasized that it will not be easily forgotten. The incidence of error, with resultant claims for loss and damage, among new employees will be high unless steps are taken to prevent it. Conductors, engineers, and engine foremen should be encouraged to watch the new men closely and see that they get started off right. Working habits that are acquired during the formative years of these men will persist. See that they are the right kind of working habits.

With the increased amount of less than carload freight now moving, it is also necessary that freight house



Frank Morris, locomotive engineer

forces be constantly supervised and cautioned to guard against errors in loading and transferring, which mean delay and increased handling, which in turn increases the chance of damage. They should be reminded that industries, due to the induction of many of their men into the armed forces, are using inexperienced men, and they should feel it part of their job to guard against the errors of these men, in neglecting to obliterate previous markings, bills of lading improperly or insufficiently filled out, and other errors of this nature. The older men in the freight house should also be encouraged to take an interest in the new men and get them started on the right path, both with respect to Claim Prevention and Safety. There are right ways and wrong ways of handling trucks, moving heavy and odd size shipments, and so on—the older men all know the right ways, and they should be urged to help the new men along by

teaching them the proper way of doing their work.

It has always seemed to this writer that there was nothing quite so completely a bad investment for the railroad as a lost or damaged shipment. When our treasurer pays a coal bill, it means that we have received fuel for our locomotives and for the heating of our buildings and facilities. When the payroll is audited and the pay checks made out, it means that we have purchased the services of several thousand loyal employees. When we pay for new locomotives and cars, it means that we have added to our property and furnished the means by which additional employees may be hired; when we lose or damage a shipment, the cancelled claim voucher is nothing more or less than a costly monument to some one's carelessness or negligence, and nothing is received but the ill-will of the parties we most desire to please—our patrons.

Let's fix it so we won't have Loss and Damage!

A \$25 War Bond was Frank Morris' reward for submitting the following prize winning letter in the Perfect Shipping letter writing contest. Mr. Morris is a locomotive engineer in the Chicago Terminals.

THE losses incurred by the railroads of this nation are definitely slowing up our war effort and costing the railroads and the nation tremendous sums of money and some-

(Continued on page 18)

A Suggestion For Perfect Shipping

The following, written by H. A. Goodell, agent at DePere, Wis., is one of the five suggestions which won \$10 in War Stamps for each of their authors in the Perfect Shipping Campaign letter-writing and suggestion contest:

In the interest of Perfect Shipping, I would like to pass along information which has been helpful to me in preventing errors in billing freight.

Count the number of pieces shown on each bill of lading and mark the number of pieces at the bottom of it; also add the weights shown on the bill and mark the total weight at the bottom.

After the waybill has been made and before it is removed from the typewriter, check the number of pieces shown on the waybill with the number shown at the bottom of the bill of lading; also check the weight shown on the waybill with the weight shown at the bottom of the bill of lading.

In many cases this check can be made at a glance and it has proved at this station to be very helpful in eliminating errors.





Front and Center!



Pvt. Elmer W. Holte

Pvt. Elmer W. Holte and his brother, Pvt. Ralph J. Holte, both of whom were formerly employed in the car department at the Minneapolis shops, are now in the Army.

Elmer is stationed somewhere in Canada, after having helped in the building of the Alcan Highway.

Ralph, at last report, was in New Guinea, in mud up to his knees.



Pvt. Ralph J. Holte



Corp. Sylvester V. Eckstein

Corp. Sylvester V. Eckstein is somewhere overseas with a railway operating battalion. He was employed as a telegraph operator on the Madison Division before enlisting in the Army.



Kenneth W. Proeber, U.S.N.

Kenneth W. Proeber, seaman 2nd class, now stationed at Norman, Okla., is studying to become an aviation machinist. He is the 19 year old son of A. J. Proeber, Milwaukee Division passenger conductor.



Lt. John M. Conway

Lt. John M. Conway, a member of the Quartermaster's Corps at Camp Lee, Va., was a clerk in the freight auditor's office, Chicago, for five years before entering the Army.



Kenneth Seefeldt, U.S.M.M.

Kenneth Seefeldt, formerly employed in the store department at Milwaukee, is now a member of the United States Merchant Marine. His uncle, Ed Seefeldt, is an electrician at the Milwaukee shops.



Pfc. William O. Zunker

Pfc. William O. Zunker, who is a battery clerk in a field artillery outfit at Camp Shelby, Miss., was assistant timekeeper at the Galewood freight house, Chicago, before entering service on Nov. 20, 1942. He was with the road for seven years.



Sgt. Joseph Connelly

Sgt. Joseph Connelly, shown seated at his desk at Camp Crowder, Mo., is in the Signal Corps. His father is section foreman at Kimball, S. D., and he himself formerly worked on the section, although immediately before entering the Army he taught accounting in high school.



Robert Martin, U.S.N.

Robert Martin, formerly employed as a store department laborer at Nahant, Ia., joined the Navy in December, 1942, and is now a seaman 2nd class, stationed at the Great Lakes Naval Training Station.



Sgt. Tech. Vincent Freihoefer

Sgt. Tech. Vincent O. Freihoefer, formerly a clerk in the Davies yard office, Milwaukee, is the son of William Freihoefer, a welder in the passenger truck shop there. Sergeant Freihoefer is at present in the finance department of the Army Air Force Advanced Flying School at Dodge City, Kas.



Sgt. Byron H. Fabel

C. H. Fabel, extra agent and operator on the La Crosse and River Division, has two sons who are serving their country overseas.

Sgt. Byron H. Fabel is with a quartermaster's outfit somewhere in Africa.

Staff Sgt. Dermont E. Fabel is in India, but the Army deems it advisable not to mention just what he is up to.



Staff Sgt. Dermont E. Fabel



Lt. Robert W. Fulton
Lt. Robert W. Fulton, warrant officer at Luke Field, Ariz., was formerly a brakeman on the Kansas City Division.



Pvt. Robert J. Hackett

Robert J. Hackett, son of F. Hackett, who is a roundhouse employee in Madison, S. D., was taken prisoner during the fighting in Tunisia, and when last heard from was in Italy.



Sgt. Louis J. Pazeur, Jr.
Sgt. Louis J. Pazeur, Jr., is with the 729th Railway Operating Battalion at Camp Thomas A. Scott, Fort Wayne, Ind. Before entering the Army he was an Iowa Division brakeman working out of Savanna, Ill. He is the son of Conductor L. J. Pazeur of Marion, Ia.



Pfc. William J. Kelly

Pfc. William J. Kelly, son of John Kelly, car inspector at Aberdeen, S. D., is stationed at the Aberdeen Proving Grounds, Aberdeen, Md., with an ordnance unit.



Pvt. Paul R. Ashland
Pvt. Paul R. Ashland, former chief clerk in the roadmaster's office at Mitchell, S. D., and correspondent for the Milwaukee Magazine, entered the Army recently and is now stationed in Alaska.



Ensign Robert A. Derrickson

Ensign Robert A. Derrickson, formerly a telegrapher on the Chicago Terminals and Milwaukee Divisions, was commissioned last summer and left a few weeks ago for service somewhere in the Pacific area.

Clerk: "No, Madam, we haven't had any for a long time."

Manager (overhearing): "Oh, yes, we have it madam; I will send to the warehouse immediately and have some brought in for you."

(Aside to Clerk): "Never refuse anything; send out for it."

As the lady went out laughing, the manager turned to the clerk.

Manager: "What did she say?"

Clerk: "She said: 'We haven't had ain lately.'"



Edward Springer Ruth Springer Alvin Springer
Machinist F. X. Springer, of the Aberdeen, S. D., roundhouse, has two sons and a daughter in the service. Edward Springer is in active service with the Navy. Ruth Springer is with the WAACs at Camp Polk, La. Corp. Alvin Springer is with the Army somewhere overseas.



Pvt. C. J. Roberts

Pvt. C. J. Roberts was formerly a brakeman on the I&SM Division. At present he is abroad with a railway outfit.



Pvt. Clarence S. Anderson

Pvt. Clarence S. Anderson, a former clerk in the office of the agent at Evanston, Ill., is undergoing his basic training at Fort Lewis, Wash.



Pvt. Bernard Crist and his father, H. S. Crist

Bernard Crist, now stationed in Aberdeen, Md., is shown with his father, H. S. Crist, a conductor on the Iowa Div.



Pfc. Vito D. Valone

Pfc. Vito D. Valone, formerly employed in the B&B department at Western Avenue, Chicago, is stationed at Camp White, Ore., with the 316th Engineering Battalion.



Staff Sgt. and Mrs. Don C. Wood

Staff Sgt. Don C. Wood, son of machinist in the roundhouse at Mitchell, S. D., is stationed at Camp Gruber, Okla. He was married recently, and is shown above with his bride.



Sgt. Harry Reinhart
Sgt. Harry Reinhart, who was formerly employed in the car accountant's office, Chicago, has been stationed on an island somewhere in the Southwest Pacific for many months.



Pfc. K. W. Barbian
Pfc. K. W. Barbian is somewhere in Africa helping to run a railroad. Four years prior to entering the Army, he was a clerk in the district storekeeper's office, Savanna, Ill.



Sgt. Louis C. Meyers
1st Sgt. Louis C. Meyers, former clerk at Fairmont, Minn., who went into the Army via the National Guard, has been stationed at Kodiak, Alaska, since Sept. 16, 1941.



Aviation Cadet J. L. Maher
Aviation Cadet John L. Maher, former rate clerk in the St. Paul freight department, is now taking his basic training at Greenville, Miss.



M. Sgt. R. A. Lefever
Master Sgt. Richard A. Lefever, only son of Thomas Lefever, a Rocky Mountain Division engineer, is a native of Three Forks, Mont. He is now somewhere in North Africa.



Pvt. S. W. Finkbiner, Jr.
Pvt. Service W. Finkbiner, Jr. is with the Infantry at Camp Carson, Colo. He is the son of S. W. Finkbiner, a carman at Lewistown, Mont.



Pvt. Edmund J. Bradtke
Pvt. Edmund J. Bradtke, who was a clerk in the freight auditor's office, Chicago, is now with the 60th Training Group, Squadron 118, at Kessler Field, Miss.



Pfc. Jack Walter
Pfc. Jack Walter, former brakeman on the I&D Division, is now overseas with a railway operating battalion. His father, E. A. Walter, is an engineer with 37 years of service.



Pfc. Elmer H. Stuedemann
Pfc. Elmer H. Stuedemann, son of Edward H. Stuedemann, B&B carpenter of Glencoe, Minn., is stationed at Seattle with the military police.



Pvt. Grant J. Jensen
Pvt. Grant J. Jensen, former section laborer at Faribault, Minn., and son of Section Foreman John J. Jensen of Faribault, is somewhere in the Pacific with the Marines.



Gerald M. Griswold, U.S.N.
Gerald M. Griswold, yeoman 1st class, stationed somewhere in the British West Indies, was a stenographer in the office of Trainmaster Calligan, Chicago Terminals, before joining the Navy.



Pfc. Erven L. Langschwanger
Pfc. Erven L. Langschwanger, formerly a section man at Lyons, Ia., has been in the Army since Apr. 11, 1941. He is now somewhere in North Africa recovering from a wound.

A crowd of German airmen arrived at the gate of heaven and clamored to get in.

"Who are you?" asked St. Peter.

"We're the 50 German airmen who were shot down today by the R. A. F.," was the reply.

Said St. Peter: "Wait a minute while I look at the DNB communiqué."

After reading it he came back and

announced: "It says here that only two German airmen were shot down today. So two of you can come in and the rest of you can go to hell."

A farmer was visiting a Mexican settlement after some years' absence. Talking to an old friend on a ranch, he said, "So old Buff's gone. Did you miss him?"

"No," replied the other, "that's why he's gone. I never miss."

Tony, the office janitor, had been working faithfully at his job for several years, when he surprised his employer one day by asking for a vacation.

"We can't get along very well without you," said the boss. "You don't need a vacation. You'll only blow in your money and come back broke."

"I like to have vacation," persisted Tony. "I get married and I kinda like to be there."

Louise Knoke Honored

Veterans' Reunion Postponed

M R. GILLICK and the committee who, at this season of the year, are usually planning the time and place for the Milwaukee Veterans' annual convention, are again obliged to announce that it will be necessary to postpone it.

It is realized that this will be a great disappointment to many of the membership who have been looking forward to the possibility of a favorable change in war traffic that would permit the Veterans to lay aside their jobs for a two or three day reunion. The fact remains, nevertheless, that the uncertainty with regard to availability of extra railway equipment and hotel accommodations necessary for such a convention makes the postponement imperative.

Veterans are so necessary in keeping the wheels moving that it would be impossible for any number of them to be away at one time. It is said that many of the older Veterans who have contemplated retiring and taking the pension are not doing so, realizing that their remaining on the job is contributing to the end of the war and the final victory, when a real Milwaukee Veterans' Convention can be held, celebrating victory as well as the long-delayed reunion.



Miss Knoke is shown receiving a copy of *Semper Paratus*, the Coast Guard song, from Chief Petty Officer George Raschford, bandmaster of the Coast Guard Band. (Photo courtesy the Minneapolis Daily Times.)

THE honors fell thick and fast for Miss Louise Knoke, 17 year old daughter of E. R. Knoke, car distributor at Minneapolis, as a member of a class of 426 students to graduate from Roosevelt High School, Minneapolis, in June.

For being an all-round good student, outstanding in personality, scholarship and fine attitude, besides excelling in music, Miss Knoke received the Veterans of Foreign Wars' award in music.

At a Coast Guard band concert she received another honor. A copy of the Coast Guard song, *Semper Paratus*, autographed by every member of the band, was presented to her as a "representative student" from Roosevelt High School by Chief Petty Officer George Raschford, bandmaster. She also had the distinction of playing the oboe with the University Concert Band at their Annual Spring Concert at Northrup Memorial Auditorium, University of Minnesota.

The Roosevelt High School class prophecy forecasts hearing "Louise Knoke play for the first time on a nation-wide coast to coast hook-up." We have reason to believe a wise prophet wrote that.

Fred Orvis Retires After Nearly Sixty-Five Years on an Engine

AFTER almost 65 years of continuous service with the road, Fred C. Orvis of Ottumwa, Ia., has eased his last locomotive into the terminal yards and, on June 1, 1943, retired. In the following words, the Ottumwa Daily Courier carried the story of Mr. Orvis' retirement on the front page of its June 8 issue:

For a man who has lived through daylight and dark, through summer heat and winter storm with but a single purpose for so many years, it must have been about the roughest coupling he ever had to sever when he pulled the drawbar on that long train of service as engineman.

From the throttle of the Southwest Limited to engineer of a victory garden at his home, which he built 37 years ago on the corner of North Clay and West Third street, is a "division" transfer that only a railroad man can understand.

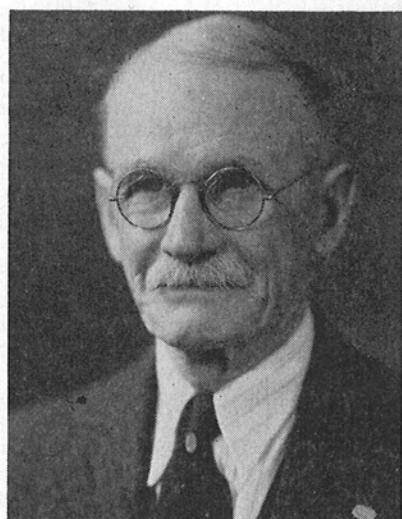
Longest Record of All

While Mr. Orvis himself may not enjoy this title, he was certainly the "daddy of all present-day engineers." For the past several years he had been the oldest engineer in active service, and all of the engineers in passenger service today on the Kansas City Division have fired for Mr. Orvis at some time.

It is quite possible that he holds the longest service record of any living railroad engineman in the entire Midwest.

When he came to the Kansas City Division, he was the 64th engineer on the list.

For one 12-year period he was engineer of



Fred C. Orvis

the Milwaukee's crack train, the Southwest Limited, running between Davenport and Ottumwa.

Native of Wisconsin

Born May 2, 1864, in Madison, Wis., he remained in his Badger state city until he was 24 years old. However, he was already an eight-year veteran with the Milwaukee. He had entered that service in 1880 as a fireman on the west end of the Prairie du Chien Division and on June 15, 1887, he was married to Mary Ellen Crehan in Prairie du Chien where they established

One year later, in 1888, he was transferred to Marion, Ia., and was promoted to locomotive engineer on the Council Bluffs Division, running on all of the Milwaukee branches from the Mississippi River to Council Bluffs and South Omaha.

After living in Marion for four and one-half years, Mr. and Mrs. Orvis moved to Chillicothe, Mo., where they remained six years before coming to Ottumwa. Here he was to become a fixture—a fixture in the community as well as a fixture in the cab of the largest locomotives on the division.

Now, starting into his 80th year, Fred Orvis will tend his victory garden out on Clay Street. But he is bound to straighten up from his weeding as he identifies the number of every locomotive pulling the Rutledge hill.

BOTH Major W. E. Cummins, former Lines West conductor, and Mrs. Cummins are in the service of their country, he in the Seattle District Transportation Office, and she as captain in charge of the Red Cross Motor Corps in Spokane, which post she has held for the past year and a half.

Major Cummins, who was promoted from the rank of captain on Mar. 29, began his service with the road as a water boy on the H&D Division, and later worked as a coach cleaner at Fargo, N. D., during his high school days. Shortly thereafter he entered train service as a brakeman on the I&D Division. In 1907 he went to Mobridge, S. D., and was later employed continuously on Lines West as conductor, rules examiner and trainmaster, with the exception of one year as an officer in France during the first World War. At present he is officer in charge of the Tacoma Branch of the Port Agency, Port of Tacoma, under Lt. Col. Donald Farris, who is commanding officer, District Transportation Office, Seattle. Colonel Farris, by the way, was himself employed by the road in a clerical capacity in Madison, Wis., many years ago.



Maj. W. E. Cummins



Mrs. W. E. Cummins

Minneapolis Switchman Appraises Life in Iran

Excerpts from letter received by Superintendent D. T. Bagnell, Minneapolis, from Corp. Lyle N. Osberg, former Minneapolis switchman, somewhere in Iran:

"Leko and I are still together, but Peiffer is on a different assignment, although we are all in the same outfit and are doing our best; you can count on that! [Leko and Peiffer are both Minneapolis switchmen.]

"We have a few large diesels out here now and they are nice to work with as it is quite hot at present and a steam engine is a killer, as it gets too hot for the enginemen on it.

"We have a monkey for a mascot and she sure is a bear. She eats and drinks most anything, but she is especially fond of beer and she gets drunk as anybody on nights we get our beer. Our beer is rationed, 8 cans every 10 days, so we don't get much."

"The whiskey, wine and native beer cost plenty, and it's terrible to drink. Some of the stuff they call vodka tastes like potato moonshine and puts the boys away if they drink it.

"They have some Persian whiskey out

here and that's the nearest thing we found to American whiskey, but it's not so good either. The wine is like vinegar.

"When we first came to Iran it was hard to tell the women from the men, as they all dress very much the same, only the women aren't able to grow a beard—that's about the only way we could tell them apart.

"The women wear rings in their noses, countless rings on their fingers, bracelets on their arms, and bangles on their ankles, although most of this jewelry is brass and very cheap silver. It's fun to see them with all their finery.

"Due to there being so many different classes of women, some are tattooed around the mouth, neck, arms and legs. The burlap bag plays a big part in their clothing, as nearly all of them wear a piece of burlap in one way or another.

"Some of the men are tattooed like the women, but they don't wear jewelry. They have some sort of beads they seem to have in their hands always.

"I've seen them bury their dead and they have quite a ceremony. They have sort of a stretcher and they lay the body on that and then they start to wash it by pouring water over the body so many times, and then after the water they wrap the body in a white cloth, then they turn the stretcher upside down and it becomes sort of a cradle. They place the body in the cradle after it's wrapped in the white cloth and a blanket, and then they face the whole affair toward the sun, and then they have a short service, and carry the body away to the place of burial. They don't have caskets or anything; it shows how cheap life is at this particular place."

Corp. Osberg also addressed a letter to one of the Magazine correspondents, and said he'd picked up an old copy of the Milwaukee Magazine there in Iran—property of a bunk mate—and was thrilled to death to read all about the road. Was

particularly pleased to see his own name there. The article mentioned that he hadn't been heard from—so his letter was sent to correct that very bad situation.

A REFRESHING taste of government issue humor recently arrived in the Magazine office via J. A. Strohmeyer, correspondent in the freight auditor's office, Chicago. Pvt. Donald R. Kloss, who had formerly worked with Mr. Strohmeyer, had written him from Camp Butner, N. C., saying, in part:

"The 10 weeks that have just passed have been most interesting and educational. During this time everything has been 'G.I.' I dug G.I. fox holes, took G.I. cover and concealment, worked and trained G.I., ate G.I., slept G.I., and now, G. I'm looking forward to a furlough."

Engineer's Son Tells of Experiences at Sea

Chief Gunner's Mate Kenneth L. Speulda, son of Engineer H. L. Speulda of Sioux City, Ia., is a veteran of 13 years on the high seas and a survivor of the sinking of the destroyer Walke in the Solomons area last Nov. 15. A month or so ago he visited his parents for the first time since 1939.

For four months prior to United States entry into the war, his ship convoyed merchant vessels to England. After United States entry he served six weeks on patrol duty at Reykjavik, Iceland, and later was with task forces that raided the Marshall and Gilbert Islands in February, 1942, and the later raids on the Solomons and Lee Islands in New Guinea.

He was also in a Coral Sea battle. Following this engagement, he went to Australia for a time and then to New Zealand and back to the States. His stay was short before going back to convoy duty, making several trips to the Solomons area with troops and supplies.

It was on this mission that his ship was sunk, along with several others. "We met



Kenneth L. Speulda, chief gunner's mate

the Japs at night," he said, "as they were coming in to land troops." When his ship was hit, the force of the explosion threw him into the air and he was stunned when he hit the deck. At the time he was at the bow of the ship and when he regained consciousness he went aft where he saw everyone was abandoning ship.

Although he didn't realize it at the time, he suffered a fractured back in the battle. After 14 hours in the water he was picked up by a scouting plane and was transferred to a torpedo boat which took him to a hospital where he was placed in a cast for several months.

Mr. Speulda was brought back to the United States where he entered a hospital in California for about five weeks before going to Sioux City for a visit with his parents.

The Speuldas have two other sons in the armed forces. Harold is a gunner's mate 2nd class somewhere in the Pacific and Ralph is a gunner's mate 3rd class, but his whereabouts are unknown at present.

Kenneth wears campaign bars for both the Atlantic and American theater of war, for the Southwest Pacific campaign, and also a good conduct medal.

CORP. Tony Skszynata, formerly employed at the Union Street station in Chicago, writes as follows from an undisclosed location "up" somewhere or other:

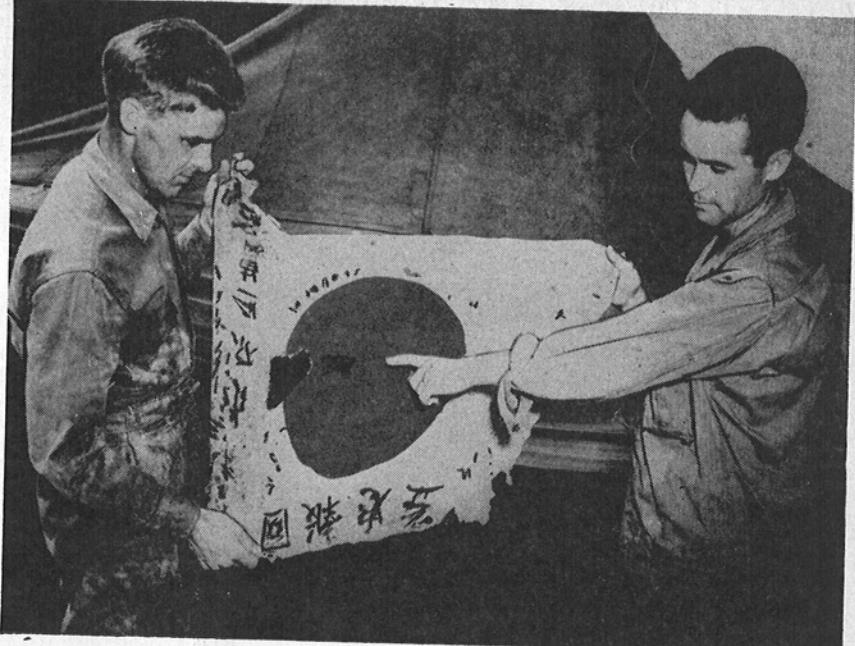
"I received the Milwaukee Magazine in yesterday's mail call. After I got through reading it I felt like getting into the harness again at 310 N. Union. I'm sorry I can't write and tell you about the beautiful scenery we have up here. Censorship, you know. I have been stationed here for almost 14 months now, and I hope this war is over in the next 14. Please give my regards to the boys at 310, and thanks for sending the Milwaukee Magazine up here."



Corp. Tony Skszynata

SGTM. Wesley A. Hajek was with the road for 20 years, 15 of them in engine service on the Black Hills line, before he went to work running engines for Uncle Sam wherever the Army wanted engines run. The following, quoted from a letter which he recently addressed to the Milwaukee Magazine, provides a pretty fair picture of railroading in Iran (used to be Persia) as seen by a Milwaukee Road man.

I have received two of your Milwaukee Magazines; was glad to get them and the news on the good old Milwaukee. I would like to get every issue. I am running on the Persian Railroad; we have a lot to put up with but the power is 100 per cent better than it was when we first started to operate. We have all American power now and get over the road a lot faster and easier. When we had the English power, going up the mountains we would stall for



A battle-ripped trophy captured in New Guinea fighting is examined by two sergeants from Milwaukee—Arthur Moldenhauer, and John J. Pershing, a third cousin to Gen. John J. (I.N.S. photo, courtesy Milwaukee Sentinel).

steam, blow up and go a few miles and stop again.

Our division is 91½ miles long. It used to take us from 12 to 18 hours; now it takes 4 to 5½ hours and no trouble. Of course, our tonnage isn't too great. We haul 850 tons with two engines and they have about all they can do. We have a 1.67 per cent grade, the highest point being 7,056 feet, and it falls to 4,000 feet. That isn't all—with 850 tons you have from 4 to 7 brakes. What I mean, you are lucky that you don't run through a couple of towns. You always have the brake valve in your one hand and God Almighty in the other, but we are doing a wonderful job with the young engineers we have. We have a lot of Diesels. They are good engines. I like them but they are slow up hill, although steady. No oil smoke to get



Somewhere in the Orient, Staff Sgt. Milton Kutz, who was formerly employed in the Minneapolis freight office, takes a sightseeing trip in a "rickshaw" while on furlough from his job as Army Air Corps ferry pilot. (Photo courtesy the Minneapolis Tribune.)

on you, and going through these tunnels you just about go under with the heat.

Don't think we will be here long the way it looks.

STAFF SGT. MILTON KUTZ, who enlisted in the Army in October, 1941, and who has the distinction of being the first employee from the Minneapolis freight office to volunteer for service before Pearl Harbor, is shown taking a sightseeing trip the easy way somewhere in the Orient.

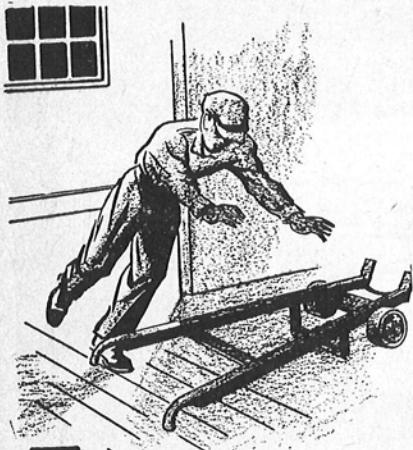
Sergeant Kutz was not only the first Minneapolis freight office employee to enlist, but he was the first to be shipped overseas. He is with the Air Corps.

A Fighter-Sightseer Reports

The following, taken from the Chippewa Herald Telegram, quotes in part a letter which James Sullivan, a former employee in our perishable freight department at St. Paul, wrote home. His brother, Joe Sullivan, is in the office of Trainmaster P. J. Madigan, St. Paul. Here is the letter, after passing the naval censor:

"When we first hit Guadalcanal, we got a very hot reception. We were chased out of the harbor by air raid before we could get completely unloaded. We had a bombing that night—did not have time to dig a fox hole and it was too dark to locate some already dug, so two fellows and myself lay on the ground by the air field. I laugh now at my first reaction to bombs, but of course there was not much laughing at the time. We had 96 bombings while we were there, some of them very severe. The bombings are not nearly as bad as shellings. In October we were unmercifully shelled from sea for 2 hours and 40 minutes and bombed at the same time for good measure. I never knew there could be so much hell on earth at one time—16 inch shells! I said all of the prayers I knew and was wishing I knew some more.

Safety First



HAND-TRUCKS, WHEN NOT IN USE, SHOULD BE LEFT STANDING IN A SAFE PLACE.

THE PREVENTION OF ACCIDENTS CAUSED BY FALLING IS A DIFFICULT PROBLEM FOR SAFETY ENGINEERS. THESE ACCIDENTS MORE OFTEN RESULT FROM UNSAFE ACTS ON THE PART OF THE VICTIMS OR OF THEIR FELLOW WORKERS THAN FROM LACK OF GUARDS OR SAFETY DEVICES

One shell landed smack on our tent; of course, we were not in it but only a few yards away in our fox hole. I am sure prayers were all that saved us that night. We had eight or nine more shellings and a lot more stuff.

Meets New Zealanders

"I am back in harness after having had a short rest in New Zealand. Surely was glad to get away from Guadalcanal. For a five day leave three other fellows and myself went inland to a town called Hamilton about the same size as Chippewa. Went to lots of parties and stayed at a nice hotel. Every morning at 7:30 the maid comes in with tea and cookies. I don't care for tea so early but one got tea anyway. Everyone leaves his shoes in the hall at night to be shined. My buddy and I came in late one night and decided to have some fun, so just changed all the shoes around. In the morning there was much commotion and I am sure we were suspected because the nice old judge across the hall quit saying good morning.

"They have queer railroads—narrow gauge and small trains, first, second and third class, the only difference being the price. They get "speeding" along at 35 miles an hour and all of a sudden on go the brakes and everyone rushes off the train for tea. Everything stops for tea!"

Lieut. Fenno Tells of New Guinea Fighting

Lt. John C. Fenno, who left the engineering department in September, 1941, to enter the Army, and who was in New

Guinea with the 32nd Division, is no stranger to these columns. The last report which the Milwaukee Magazine carried appeared in the February, 1943, issue and announced that he was seriously wounded on Dec. 31. According to a letter recently received in the engineering department in Chicago, Lieutenant Fenno is now probably back in active service. Portions of the letter written from Australia, are quoted below:

Japs Had Advantage

"The Japs had all of the advantage of high ground and prepared position. We had to seek out the pill boxes and machine gun nests one by one and destroy them. We seemed to spend most of our time ploughing through mud and water and fighting insects. Shallow fox holes full of water were our only protection. But we kept pushing, never gave them a moment's rest, and finally gained our objective.

"The Japs fought like the rats they are, and we always had to be sure that each one we passed was a dead one. It is significant that the only prisoners were too badly wounded to fight any longer.

"Our introduction to New Guinea was not very pleasant. The first night we were subjected to a typical torrential downpour. No sooner had the rain stopped than the air raid siren sounded. We had not had time before dark to complete all the fox holes, and it was a sight to see three or four men clad only in dripping wet shorts splash up and flop one on top of the other into a fox hole full of water. We soon became used to the air raids and the fox holes and even made up a pool as to what time the planes would come and how many there would be.

"Keep 'Em Fleeing"

"After we had moved up to the front the raids became less frequent, as our Air Corps proved their superiority. We did see several dog fights in our vicinity and all ended with Tojo on the run. I think it is time for the Air Corps to change their slogan to 'Keep 'em Fleeing.'

"You may be interested to know what it feels like to be hit by a few bullets. We were advancing over a more or less open field covered with tall grass when the machine guns opened up. Two bullets hit my helmet and spun me around and then something hit me on the left shoulder and knocked me flat. I was conscious of no pain, only a numbness, and it was only when I got up and tried to raise my Tommy gun that I found I could not use my arm. The aid man came up then and tied me up. A couple of hours later when the attack was over, I started back to the aid station. I was embarrassed to find that I was too weak to walk more than half way, but the pain was just beginning to be felt and I was soon glad to be carried the rest of the way. From then on I have a rather confused picture of native litter bearers and men in white with big needles, and a plane. I came to in a hospital with a pretty American nurse beside me and a tremendous plaster cast weighting me down. I was flown to Australia and finally ended up here."

The Good Old Days

Do you remember the old days when "movin' pictures" were in their swaddling clothes and "still" slides like these were thrown on the screen for the purpose of cautioning, warning, cajoling, informing, heckling, kidding and rebuffing us?

"Somebody's Baby is Crying; is it yours?"

"Positively No Stamping of Feet or Whistling."

"One Minute Please, to Adjust Machine."

"Ladies without Escort Cordially Invited."

"Don't Spit on the Floor. Remember the Johnstown Flood."

"For the benefit of patrons who may have uncovered automobiles on the outside, IT IS RAINING."

"Ladies being annoyed while in this theatre, kindly notify Special Officer."

"No Dogs Allowed in this Theatre."

"Ladies under 45 will please remove their hats."

"Don't let your Children act like wild Indians—Keep Them Quiet!"

"Baby left in lobby is crying like the dickens."

"This theatre is scrubbed out three times a week. Remember there are ladies present."

"Good Night." (You said it, brother!)
—from *Two Minutes With You*.

Her Father Writes

I have a neighbor, Samuel Green,
Who likes to talk—not to be mean,
But just to brag to anyone,
About his stalwart soldier son.
I took him into town today,
In "share-a-ride," and all the way,
He talked and talked about his Jim,
His soldier boy, so full of vim.
He said, "I'm sorry as can be—"

All this while looking straight at me—
"For those who cannot have a boy,
To be their country's pride and joy."
He prattled on and on, until
My hands were itching for the kill.
At last I cried, "Cut out your cracks;
I've got a daughter in the WAACs!"

—CONTRIB.

What Did You Do Today . . . For Freedom

Today, at the front, he died. Today, what did you do? Next time you see a list of dead and wounded, ask yourself:

"What have I done today for freedom?
What can I do tomorrow that will save the lives of men like this and help them win the war?"

REMINDER

It's safer to label all rumors baloney;
In time of war they're mostly phoney.
And, even if they're partly true,
Think of the harm the tellers do.
The only "repeater" that's worth a trifle
Is in the Army. And it's a rifle.

Life begins at 40, and so do fallen arches, lumbago, bad eyesight and the tendency to tell a story to the same person three or four times.

SERVICE CLUBS

A GLANCE AT SOME OF THE CLUB MEETINGS

By W. C. Wallis
Public Relations Representative
Milwaukee, Wis.

Madison (Wis.) Club Gives Party for USO

A very gratifying letter from J. F. Machotka, director of the local USO, was received by J. F. Conlin, freight agent at Madison, Wis., who acted as general chairman of the Service Club's program and activity committees which sponsored the highly successful party in the USO club rooms on May 28. Pete Donis, club treasurer, Walt Kloebssadel, F. J. Dempsey, R. A. Corbett, W. M. Cameron, W. F. Murphy, J. H. Vanderhie, J. A. Dempsey, E. P. Kingston, and K. P. Moore assisted Mr. Conlin in the preparation and handling of the party.

The Madison Milwaukee Road Women's Club furnished and served the refreshments, and, as indicated in Mr. Machotka's letter, certainly deserves a full measure of credit for its part in this worth while project.

The orchestra, composed of Milwaukee Road employees in Madison, does not anticipate offering serious competition to any of the big name bands, but their rhythmic tunes provided entertainment for the many music lovers present that evening. Free bingo, with prizes furnished by the USO and the Service Club, and Milwaukee Road movies were provided for those members of the service personnel who did not care to dance.

In all, the Madison employes and wives

This all-male aggregation was in attendance at the May 27 meeting of the Green Bay Service Club. Those seated are, l. to r.: M. G. Deacon, treasurer; E. F. Landry, first vice chairman; W. C. Mauer, chairman; V. E. Lowell, secretary; and George Buntin, second vice chairman.



Employees at Madison, Wis., recently installed this honor roll which carries the names of 70 men from the Madison Division who are now serving their country. Shown at the dedication on June 9 are, l. to r.: Mmes. Brey and Warren, representing the Women's Club; Superintendent J. A. Macdonald; W. M. Cameron, superintendent's chief clerk; and Ray Corbett, carpenter who constructed the honor roll.

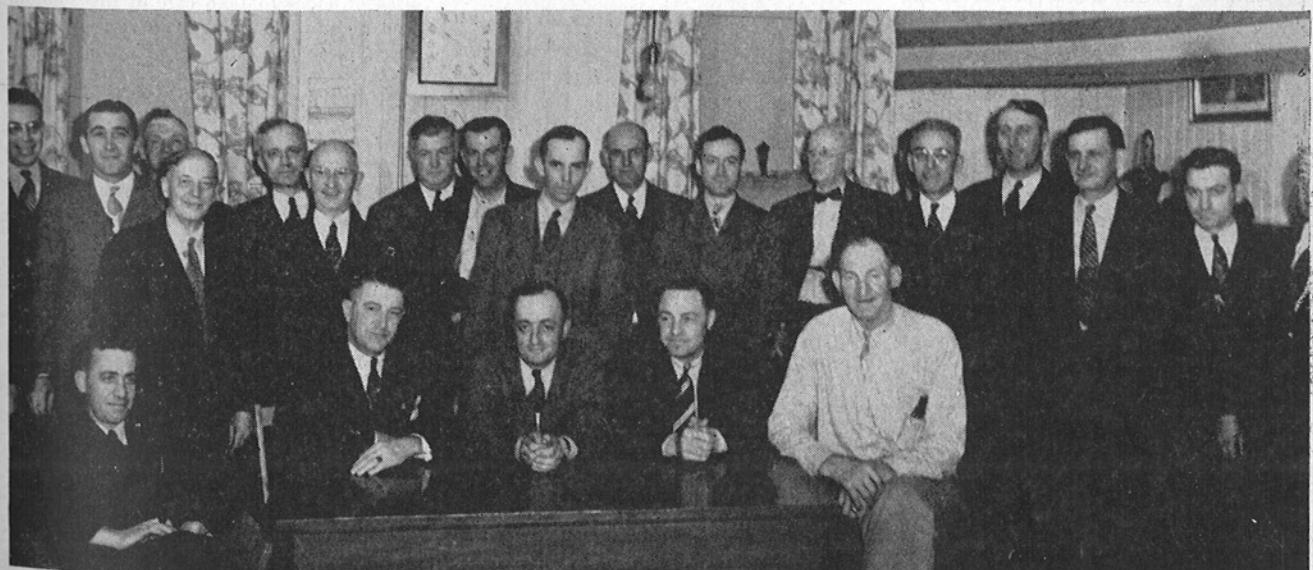
provided a full evening's entertainment for approximately 1,000 people, service personnel and their guests.

As a means of continuing their work with the USO, the Service Club, at its June meeting, voted to purchase and present a dozen packs of the Milwaukee Road playing cards to the USO for use in its club rooms.

In keeping with the Madison employes thoughtfulness for members of Uncle Sam's armed forces, a large honor roll, eight by four feet in size, has been installed in the lawn area on the station grounds. About 100 attended the dedication of the honor roll held on June 9,

which at that time contained the names of 65 men from the Madison Division. Five more names are now to be added to the roll, as C. L. Hying, J. A. Donis, Don DiLoretto, W. J. Hughes and W. V. Meuer have entered the service.

In accepting the honor roll on behalf of the employes of the Madison Division, Superintendent Macdonald said: "It is the emblem of the sacrifice which our co-workers are making for the cause of American liberty. It is fitting that this plaque be here as a daily reminder to us who remain at the home front, of the supreme service that these men are rendering to their country and ours."



Green Bay Club

The Navy should get credit for an "assist" at the May meeting of the club, for it was the entertainment provided by Navy movies shown by Green Bay Recruiting Officer Noble Janelle and his assistants, First Class Petty Officer Fred Boughton and Charles Franssens, as well as the promise of a good meeting planned and conducted by Bill Mauer and his assistants that attracted the employees to this meeting and kept them interested. The Navy despaired of recruiting anyone from the attending group of Rails, but the pictures and an especially interesting discussion of the *whys* and *wherefores* of the Navy uniform by its wearer, Fred Boughton, did much to entertain the group and reassure the many who have sons and relatives in this branch of the service that the Navy is really OK.

At this meeting, W. C. "Bill" Mauer of the car department was elected club chairman for the coming year, and will be capably assisted by E. F. Landry, George Buntin, V. E. Lowell, M. G. Deacon, W. F. Kramer, H. K. Matthews, J. B. Phillips, Clyde Peterson, H. Bennett, F. Lemerond, D. Fillion, R. J. DeVries, W. H. McClean and E. S. Reeves as officers and members of the club's executive committee.

The ration version of the Dutch lunch was served following the meeting and during this social period, "Over There" stories told by veterans of World War I provided much of the entertainment.

La Crosse Club

"Democracies depend upon cooperation to get the best work done, and the excellent results of the close coordination of activities of local, state and national law enforcement agencies testify to the effectiveness of such teamwork." Sgt. Bill Boma of the LaCrosse City Police Force further explained his above statement and pointed out numerous possibilities for all civilians, and especially railroad employees, to assist in the apprehension of undesirables by reporting suspicious activities to the proper law enforcement agency and letting them do the necessary investigating.

Sgt. Boma was the guest speaker at the May 31 meeting of the LaCrosse Service Club and his remarks were very interesting and educational. E. Erickson and his program committee are to be congratulated on the fine type of entertainment they are securing for the club meetings.

John Elliott capably conducted the business meeting and was assisted by the following committeemen: Hall and refreshments—George Weber, John Saley, C. J. Knapp and F. T. Detsinger. Program—E. Erickson, R. E. Hiler and A. O. Sundat. Notification—H. F. Ogden, Dan Smith and L. McCullough.

Lunch and card games followed the meeting and program, and those in attendance are anticipating another good time at the next meeting. A reminder: *all* of the local employees are invited to attend these meetings and participate in the fun.

What is a fox?

A fox is a wolf who sends flowers.

Milwaukee Hiawatha Club

Three hundred dollars in cash prizes will be given away at the fifth annual picnic sponsored by the Milwaukee Hiawatha Service Club to be held on Sunday, July 25, at State Fair Park in Milwaukee. All Milwaukee Road employes and their friends are invited to attend and a good time is assured.

One of the features on the day's program will be a concert by the Milwaukee Hiawatha Service Club Band, plus baton twirling by Miss Abbie Wendel, the band's majorette. Vaudeville acts are also on the program. Softball games between two Galewood teams and teams from the Service Club; special games for the youngsters; and other games for every one will also be a part of the day's entertainment. Plan now to attend. Remember Sunday, July 25, State Fair Park, Milwaukee, the Milwaukee Hiawatha Service Club's fifth annual picnic.

P. S. to Perfect Shipping

(Continued from page 9)

thing will have to be done about it.

At this critical time in our history when we are engaged in a great war, we need everything that we can produce in this land of ours to use for the winning of this war.

It is a disgrace that our efforts should be hampered—in fact, seriously crippled—by loss and damage to freight. Every hour that is spent in the manufacture of goods that are lost or damaged is that much time wasted.

The railroads are not the only losers when they pay out loss and damage claims. Everyone who is working for them, in fact, everyone in the world is indirectly adversely affected by this loss of wealth. If we railroad men would reduce these loss and damage claims to an absolute minimum, we in the railroad industry would be materially better off.

The greatest cause of loss and damage is *carelessness* and if everyone of us would do his job just a little better, the number of claims and the amount of money to pay them with would be materially reduced.

To be more specific, if the engineers, trainmen and switchmen would do their best to avoid at all times the rough handling of trains and cars, the result would be beneficial. It is also very necessary that the carmen do a good job at all times, as an oversight by a car inspector or a slipshod job done by a car repairman could be, and very often is, the cause of a serious wreck.

The freight handlers can be of invaluable assistance to this movement by doing a good job of loading the

cars, and the trackmen can be a great help toward the elimination of claims. The trackmen, by eliminating bad stretches of track, can aid in reducing accidents and claims.

Towermen and switchtenders can help in this movement by being on the alert to prevent the unnecessary stopping of trains, because every time a train is stopped, its chances of damage are greatly increased.

After summing up the above mentioned causes of loss and damage, it should be apparent to everyone of us that all of these causes should and must be eliminated by us for our common good.



Army Finds That Soldiers' Uniforms Are Not Uniform

Fitting Johnny Doughboy out with a uniform and seeing that he continues to look trim is a major task for the Army Quartermaster Corps. A report just made public by the War Department shows that it takes 42 sizes of blouses, 25 sizes of overcoats, 46 sizes of trousers, and 240 sizes of shoes to take care of the soldiers who daily exchange civilian clothes for Army uniforms.

On the East Coast, the Army has found physiques tend toward the short, stocky type, while in the South, along the Gulf and in the eastern regions of the Southwest, taller and leaner men prevail. Another thing the Army learned through outfitting its soldiers is that as training progresses, waistlines recede, shoulders broaden and feet grow bigger. American clothing manufacturers are doing such a good job of keeping up with these variegated needs that 70 per cent less alteration work is required on Army clothing than at the start of Selective Service.

"Lady, will you please get off my foot!"

"Why don't you put your foot where it belongs?"

"Don't tempt me, lady. Don't tempt me."

RETIREMENTS

The Following Employes' Applications for Retirement Were Recorded in April, 1943

CHICAGO GENERAL OFFICE

Linn, W. A. Asst. to Chf. Purch. Ofcr. Chicago, Ill.
Wrobel, F. Janitress, Acctg. Dept. Chicago, Ill.

CHICAGO TERMINALS

Dupak, S. A. Carman. Chicago, Ill.

COAST DIVISION

Campbell, R. B. B&B Foreman. Tacoma, Wash.
Carlock, L. H. Clerk. St. Maries, Idaho
Collins, E. J. Machinist, Loco. Dept. Tacoma, Wash.
McOmber, C. J. B&B Carpenter. Tacoma, Wash.
Olson, J. M. Wire Chief, Teleg. Dept. Seattle, Wash.
Sakey, J. Carman. Tacoma, Wash.

DUBUQUE & IOWA DIVISION

Muir, J. Acety. Cutter, Car Dept. Dubuque, Iowa

HASTINGS & DAKOTA DIVISION

Anderson, C. S. Custodian. Milan, Minn.
Letts, G. A. Brakeman. Aberdeen, S. D.
Thompson, A. L. Section Laborer. Bristol, S. D.
Tinnes, E. Coal Dock Foreman. Bird Island, Minn.
Vanderlick, L. H. Conductor. Aberdeen, S. D.

IOWA DIVISION

Ott, C. O. Loco. Engineer. Perry, Iowa
Searles, D. Conductor. Perry, Iowa

IOWA & DAKOTA DIVISION

Kruse, H. J. B&B Foreman. Mason City, Iowa
McClintock, R. R. Loco. Engineer. Mason City, Iowa
Smith, H. Trainman. Mason City, Iowa

KANSAS CITY DIVISION

Canton, J. R. Painter, Loco. Dept. Kansas City, Mo.

LA CROSSE & RIVER DIVISION

Millard, M. E. Loco. Engineer. La Crosse, Wis.
Schiefelbein, H. J. Trucker Frt. House. Portage, Wis.

MILWAUKEE DIVISION

Johnson, J. W. Extra Gang Laborer. Rondout, Ill.
Mobelio, N. Section Laborer. Rondout, Ill.
Simmons, J. W. Agent. Sturtevant, Wis.

MILWAUKEE TERMINALS

McGrath, E. J. Check Clerk. Milwaukee, Wis.
Pesch, M. M. Helper, Car Dept. Milwaukee, Wis.
Pichalski, A. Carman Helper. Milwaukee, Wis.
Siergiej, F. G. Helper, Car Dept. Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Hays, H. Conductor. Three Forks, Mont.

SUPERIOR DIVISION

Roels, C. L. Car Repairer. Green Bay, Wis.
Westbury, F. J. Baggageman. Milwaukee, Wis.

TERRE HAUTE DIVISION

Lake, F. L. Loco. Engineer. Terre Haute, Ind.

TRANS-MISSOURI DIVISION

Davis, G. Laborer. Thunderhawk, S. D.
Schaefer, E. Blrmkr. Helper. Mobridge, S. D.

TWIN CITY TERMINALS

Cadoo, W. T. Mail Handler. St. Paul, Minn.
Mayer, F. W. Mcnsth., Loco. Dept. Minneapolis, Minn.
O'Callaghan, G. Yard Clerk. St. Paul, Minn.
Schrieber, J. M. Switchman. Minneapolis, Minn.

The Following Employes' Applications for Retirement Were Recorded in May, 1943

CHICAGO GENERAL

Simonds, A. M. Typist, Auditor Passenger and
Station Accounts Office. Chicago, Ill.

CHICAGO TERMINALS

Connolly, J. F. Janitor, Freight House. Chicago, Ill.
Hannowell, S. Cook, D. C. Dept. Chicago, Ill.
Hume, R. W. Conductor. Chicago, Ill.
O'Connor, J. J. Caller, Freight House. Chicago, Ill.

COAST DIVISION

Anvinson, A. Boilermaker Helper. Tacoma, Wash.
Kooper, C. A. Conductor. Malden, Wash.

DUBUQUE AND ILLINOIS DIVISION

Church, C. E. Locomotive Engineer. Savanna, Ill.
Glosser, J. D. Car Inspector. Nahant, Iowa
Reichwein, A. M. B&B Carpenter. Savanna, Ill.
Sieber, H. C. Locomotive Fireman. Savanna, Ill.

HASTINGS AND DAKOTA DIVISION

Ambli, C. F. Cashier. Montevideo, Minn.
Johnson, W. L. Locomotive Engineer. Aberdeen, S. D.

IOWA DIVISION

Fiala, J. E. Section Laborer. Tama, Iowa

IOWA AND DAKOTA DIVISION

Myers, J. L. Locomotive Engineer. Sioux City, Iowa
Olson, M. Conductor. Mitchell, S. D.

IOWA & SOUTHERN MINNESOTA DIVISION

Reichow, E. F. Section Foreman. Farmington, Minn.
Tuftee, L. G. Car Inspector. Austin, Minn.
Weihm, H. L. Telegrapher. Rosemont, Minn.
Winter, E. A. Conductor. Mason City, Iowa

KANSAS CITY DIVISION

Andrews, J. Telephone Opr. Kansas City, Mo.
Burns, C. H. Warehouse Foreman. Kansas City, Mo.
Kellogg, A. R. Switchman. Kansas City, Mo.
Miller, O. H. Boilermaker. Kansas City, Mo.

LA CROSSE & RIVER DIVISION

Burrows, E. J. B&B Foreman. LaCrosse, Wis.

MADISON DIVISION

Kading, A. H. Agent. Platteville, Wis.
McTernan, H. Ex Gang Laborer. Prairie Du Sac, Wis.
Ziel, E. W. Loco. Engineer. Madison, Wis.

MILWAUKEE DIVISION

Carmichael, D. H. Loco. Engineer. Milwaukee, Wis.
Klumpers, W. Warehouseman. Waupun, Wis.

MILWAUKEE TERMINALS

Diercksmeier, F. Switchtender. Milwaukee, Wis.
Habich, F. T. Machinist. Milwaukee, Wis.
Ladewig, E. W. Helper, Car Dept. Milwaukee, Wis.
Otto, G. F. Electrical Foreman. Milwaukee, Wis.
Proudfoot, I. G. Special Officer. Milwaukee, Wis.
Steckhahn, A. Boilermaker. Milwaukee, Wis.

TERRE HAUTE DIVISION

Stuebe, O. W. Machinist. West Clinton, Ind.

TRANS-MISSOURI DIVISION

Day, P. S. Section Laborer. Red Elm, S. D.
Walters, E. B. Loco. Engineer. Miles City, Mont.
Wise, W. H. Loco. Engineer. Miles City, Mont.

TWIN CITY TERMINALS

Andersen, P. K. Boilermaker Hprr. Minneapolis, Minn.
Stackpole, W. C. Gen. Car Dept. Supr. Minneapolis, Minn.

The Milwaukee Railroad WOMEN'S CLUB

Ottumwa Chapter

Mrs. K. M. GOHMANN, Historian

May meeting was preceded by one of the delicious luncheons for which the committee is getting quite a reputation. Mrs. W. I. Wendell, chairman, and her helpers prepare the food and the members are charged 30c each for the luncheon, in lieu of the former cooperative luncheons when each one prepared the food at home and took a covered dish to the meeting. President Mrs. Wildford gave a final report on the formal dance sponsored jointly with the Milwaukee Service Club for the men at the Ottumwa naval air station on Mar. 24 and 25, which was followed by a discussion ending in the club voting to entertain the naval air station men once each month, as has been requested of them by the general committee of Ottumwa in charge of the social functions for these men.

Chairman of Membership Mrs. C. W. Becker gave her final report on drive for this year, reporting 366 contributing, 225 voting, total membership 591. Congratulations are certainly in order for the fine work accomplished by Mrs. Becker and committee in so successfully and in such a short time putting over the membership drive. Mrs. John Lindholm, chairman of the rummage sale committee, reported proceeds of \$15.51 from the sale on Apr. 24. On Saturday evening, May 15, a cooperative dinner was held in the club house, the guests being all the retired employes.

Another committee chairman who has been kept busy is Mrs. Tom Kemp. With so much illness the sunshine committee chairman has a real job. She would appreciate very much, should you know of a member of the Milwaukee family who is ill, if you would telephone her. It is desired to remember all those who are shut-ins because of illness.

Avery Chapter

Mrs. E. F. HUSABOE, Historian

Our spring party was held May 1 in our club rooms. Pinochle was enjoyed by eight tables. Everyone looks forward to this and our Christmas party, as there are not many other social activities in Avery, but with our men folks working full and overtime very few of them are able to be present at these gatherings.

Our May 5 meeting was called to order by our president, Mrs. Hardy Pears. Reports of committees were given. Treasurer reported \$100.44 in the treasury. Lunch was served by hostesses Mrs. Geo. Murray and Mrs. A. S. Harrigan. The remainder of the evening was spent in playing pinochle.

Deer Lodge Chapter

Mrs. BELLE PEARS, Historian

Our May meeting was held on the 21st, with our president, Mrs. John Coey, presiding. A dessert luncheon was served by Hostesses Woolman, Rose and Craig at very prettily appointed tables with a patriotic motif. After luncheon regular business meeting was held. Letters of appreciation

were read from some of the men in service who had enjoyed our hospitality in the canteen service. Memberships are still coming in and some splendid donations were reported for the canteen service. Mrs. Myrtle Richardson, a former member, who now lives in Seattle, was a welcome visitor. A social hour of bingo followed business meeting. Twenty-three members present.

Madison, Wis., Chapter

Mrs. KENNETH KUNZ, Historian

Our chapter met May 6 for regular meeting. Welfare Chairman reported spending \$20; Good Cheer Chairman \$6. Following a short business meeting Miss Carol Branley spoke to us on Women in War Work and stressed the fact that there are six million women doing war work and that they are doing an excellent job.

On May 20 a very enjoyable afternoon was spent at our club rooms at a dessert luncheon and card party. There were 20 tables at play, and we were happy to have as our guests some Northwestern railroad ladies. Door prizes of war stamps were given. Ways and Means Chairman, Mrs. Leonard White, had charge of the party. Mrs. R. Ford was chairman of the dining room, with Mmes. T. McGowan, G. Davenport, J. Hodgson, and T. Fitzgerald assisting her. Mrs. A. M. Killian was chairman of the luncheon, with Mmes. C. A. Parkins, McMann, C. I. Peck and Wm. Warren assisting her. Mrs. I. Kenney was chairman of the cards, with Mmes. S. Smith and I. Brey assisting her.

A lunch of coffee and doughnuts was served by our chapter on May 28 to 400 service men and their guests at the local U.S.O. Center. We served cafeteria style from a long table, which was decorated in red and white, with a banner across the front with the name of our club on it, which we now have in our club room. We wish to thank Mr. Corbett for painting it

for us. The service men were very appreciative of the lunch. Mrs. I. Brey was chairman. Mmes. W. Cameron, Wm. Warren, W. Relihan, C. I. Peck, J. Tomlinson, B. Hurlbut, and K. Kunz assisted her.

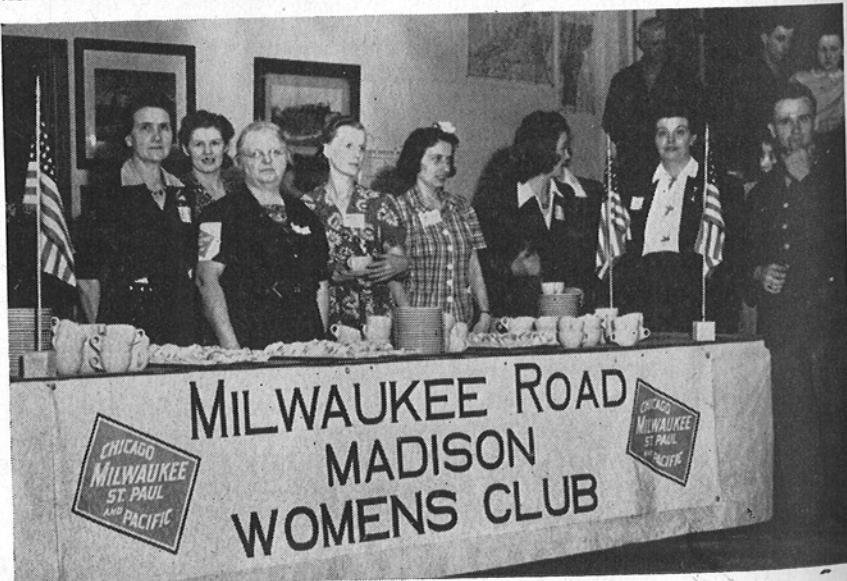
La Crosse Chapter

Mrs. C. J. WETHE, Historian

The social and dining rooms of the Caledonia Street Methodist church were beautifully decorated in patriotic colors for our chapter's annual May luncheon, served by the Ladies Aid of that church. Ninety members were seated at the different tables, one containing the president, Mrs. John Rogowski, and past presidents, Mmes. E. R. Merrill, Joseph Burns, Harry Peed, Henry Troger, Victor Hanson and our guests, Miss Etta Linskog, Sec. Gen., Chicago; Mrs. F. M. Washburn, Gen. Director, St. Paul; Mrs. Wm. Hovey, General Safety Chairman, Sparta, and Mrs. E. J. Sainsbury, a former president of Minneapolis Chapter. At another table were seated the officers and committees. Beautiful defense corsages were presented to our president and guests.

Preceding the luncheon members pledged allegiance to the flag and sang The Star Spangled Banner, and the Logan High School Orchestra of seven pieces furnished music during the hour. The program which followed was opened by the president introducing the guests, past presidents, officers, committees and thanking the ladies for their untiring work. Mrs. Hovey gave the first talk on Safety First, Mrs. Washburn followed, speaking on experiences of club work, Miss Linskog brought greetings from Mrs. Kendall, and spoke on activities of all Milwaukee clubs and Red Cross work. Miss Susan McCabe of the Tribune, was also a guest. Two charter members, Mmes. Robert Taylor and Carey, helped with Red Cross work.

Business meeting followed the program.



This group of women, members of the Madison (Wis.) Chapter of the Women's Club, served doughnuts and coffee to servicemen and guests at a USO party which the Women's Club and the Service Club held on May 28. The women are, l. to r.: Mmes. G. E. Peck, K. Kunz, Wm. Warren, W. M. Cameron, W. J. Relihan, R. K. Hurlbut, and I. Brey.

Summary of Women's Club Activities

Covering year Jan. 1 to Dec. 31, 1942, inclusive.

							Increase over Dec. 31, 1941
Voting Membership Dec. 31, 1942.....	6,613					78	
Contributing Membership Dec. 31, 1942.....	10,719					262	
Total Membership Dec. 31, 1942	17,332					340	

Expended for Welfare and Good Cheer....\$7,357.99

Estimated value of donations of clothing and other articles, received and distributed by chapters which required no expenditure from club funds....\$1,208.37

Number of families given aid....467

Number of families reached through Good Cheer activities....6,023

Number of calls made in connection with Welfare and Good Cheer work..12,888

Number of messages of cheer and sympathy sent....3,802

Number of hours spent on Red Cross and other war work....48,972

Cleared on money-making activities....\$14,422.15

Number of books in circulating libraries of club on Dec. 31, 1942....4,489

Number of books loaned to members from circulating libraries....8,195

Amount expended for new library books....\$620.53

Amount earned on library book rentals....\$597.13

Invested in War Bonds by General Governing Board and local chapters during year 1942....\$7,685.00

Cash balance in General Governing Board and local chapter treasuries as of Dec. 31, 1942....\$27,836.88

Amount sent by General Governing Board to local chapters in membership prizes and for welfare work during year 1942....\$1,306.00

Respectfully submitted,

General Governing Board

REPORT OF MEMBERSHIP ON DEC. 31, 1942, AS COMPARED WITH THAT OF DEC. 31, 1941

Chapter	Voting Membership Dec. 31, 1942			Contributing Membership Dec. 31, 1942			Total Membership Dec. 31, 1942		
	Gain	Loss	Dec. 31, 1942	Gain	Loss	Dec. 31, 1942	Gain	Loss	
Aberdeen	416	12	599	2		1,015	14		
Alberton	32	4	36	2		68	2		
Austin	123	1	218	1		341	2		
Avery	56	6	108	4		164	10		
Beloit	94	1	134	1		228	2		
Bensenville	79	25	159	44		238	19		
Black Hills	90	1	122	1		212	2		
Butte	52	8	60	23		112	2	31	
Channing	49	1	48	1		97	2		
Chgo. Fullerton Ave.	447	6	754	14		1,201	8		
Chgo. Union Station	190	5	656	110		846	115		
Council Bluffs	33	23	43	30		76		53	
Davenport	70	2	150	1		220	3		
Deer Lodge	103	21	102	49		205	70		
Des Moines	52	1	58	4		110		3	
Dubuque	111	12	118	6		229	6		
Glencoe	..	27	..	30		57	
Great Falls	11	9	31	15		42		24	
Green Bay	163	24	272	7		435		31	
Harlowton	60	11	16	5		76	16		
Iron Mountain	46	4	50	6		96	10		
Janesville	167	5	188	19		355	24		
Kansas City	85	26	155	49		240	75		
La Crosse	155	2	228	29		383	31		
Lewistown	81	15	127	21		208	36		
Madison, S. D.	72	1	93	1		165	2		
Madison, Wis.	94	66	66	99		160		165	
Malden	36	30	30	21		66		51	
Marion	125	28	119	234		244		262	
Marmarth	32	6	44	4		76	10		
Marquette	90	33	21	2		111	31		
Mason City	203	7	315	19		518	26		
Merrill	28	10	20	3		48		13	
Milbank	50	1	90	5		140	6		
Miles City	248	3	332	37		580	40		
Milwaukee	264	11	620	43		884	54		
Minneapolis	131	25	833	229		964	254		
Mitchell	113	1	205	14		318	15		
Mobridge	124	10	82	26		206	36		
Montevideo	97	1	168	1		265	2		
New Lisbon	66	4	57	5		123	9		
Othello	40	2	87	1		127	1		
Ottumwa	216	5	333	6		549	11		
Perry	158	33	162	27		320		60	
Portage	120	5	83	4		203	9		
St. Maries	15	10	24	5		39		5	
St. Paul	102	1	295	1		397	2		
Sanborn	67	19	63	24		130		43	
Savanna	184	6	411	3		595	9		
Seattle	73	1	143	26		216		25	
Sioux City	204	31	346	10		550	21		
Sioux Falls	48	6	115	10		163		16	
Spencer	37	3	54	1		91	4		
Spokane	99	4	113	2		212	6		
Tacoma	140	24	293	41		433	65		
Terre Haute	234	72	302	43		536	115		
Three Forks	47	6	60	3		107	3		
Tomah	198	12	219	5		417	17		
Wausau	72	7	68	12		140	19		
Wisconsin Rapids	21	10	21	25		42		35	
Total	6,613	412	334	10,719	864	602	17,332	1,214	874

Treasurer reported \$195.70 on hand. Good Cheer reported 27 families reached; Membership, 272 members; Chapter voted to buy two war bonds. Letter from Camp McCoy thanking the club for the chair donated was read. Penny march amounted to \$1.89.

Milwaukee Chapter

MRS. DONALD MCKENNA, *Historian*

At our business meeting April 19 members agreed to discontinue our semi-annual birthday dinner for the duration and divide the money we now have in the birthday fund in three groups, and use same for War Bonds, Victory Club, and to purchase yarn for the Red Cross knitters.

Mrs. F. Ross, knitting instructor and chairman of our Red Cross Unit, reports for April one afghan finished, and second one nearing completion, also our class was credited with 90 hours for knitting and 90 hours of surgical and one blood donor. Ways and Means chairman reported receipts on card party held Apr. 29 were \$8.40. Sunshine fund \$3.59.

Othello Chapter

MRS. CHAS. PHILLIPS, *Historian*

Regular meeting was held on April 6. Good Cheer chairman reported 12 families reached with flowers, cards, etc. Several reported having their blocks for the quilt finished, and turned in the money for them. We are all anxious to see our quilt when it is completed. We are still enjoying our card parties given every month. The money received at these parties always goes to the Red Cross. News is scarce as all are busy in their Victory gardens.

St. Paul Chapter

MRS. J. O. O'CALLAGHAN, *Historian*

April meeting was given over to celebrating the birthday of our club. A delicious chicken dinner was served. We were very glad to have so many of our Minneapolis friends attend. Their interest and good wishes are appreciated. Mrs. O. D. Welke arranged a brush demonstration which netted the club \$6.

The May meeting was honored by the presence of Eta Lindskog of Chicago, who gave an interesting talk, which was followed by bingo and lunch. Good Cheer reported thirty calls, seven sympathy cards, one retirement card, and five dollars was voted to the Red Cross.

Bensenville Chapter

MRS. WHEELER GAGE, *Historian*

On May 5 the traditional birthday party was held in conjunction with the regular business meeting. The birthday bank netted \$8.00. Mmes. Newcomer, Bodenberger and Leek were in charge of the party using this money to defray the expenses of refreshments and prizes for bridge, pinochle and bunco.

Mrs. Rabun reported a balance on May 1 of \$250.22. Good Cheer report showed 25 telephone calls, nine cards and eight personal calls. Mrs. Newcomer, Librarian, reported 213 books loaned, \$25.09 spent for new books and \$16.60 cleared on rentals. Eighty-one Milwaukee employees and club members donated blood during the recent drive for the blood bank; 238 hours of surgical dressings were put in.

Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

On May 4 the club met at 10 a. m. to sew for the Mercy Hospital. Luncheon at noon was enjoyed by the 20 members present. We were glad to have as our guest, Miss Etta Lindskog from Chicago. She gave an interesting talk urging us to keep up our membership and take part in the war work.

Treasurer reported, April 1 balance, \$219.96; Mrs. Lord, membership chairman, reported for May, 45 voting, 24 contributing. The Red Cross had a good report, Mrs. McKinley, 20 hrs. work, 33 hrs. by Mrs. Morrison, Mrs. Dobson 15 hrs. surgical dressing, Mrs. Banta 10 hrs. It was with regret we accepted the resignation of Mrs. Bennett, our President. Mrs. Tarbet, who was first vice, will take her place as president, Mrs. Hills first vice, Mrs. Rhodus second vice. Mrs. Tarbet appointed Mrs. Banta social chairman.

Wausau Chapter

MRS. ALBERT KASTEN

Our club met May 11 for the annual May luncheon, after which meeting was held. Good Cheer Chairman reported that one plant and one gift had been sent to sick members and one meal had been served at a funeral.

April meeting was opened with repeating our club motto. Reports: A meal was served at the funeral of a member, and two members who were ill were remembered.

Sioux City Chapter

MRS. BEN ROSE, *Historian*

At April meeting following the pot-luck dinner, Red Cross chairman, Mrs. A. H. Nelson, reported: Gray Ladies 29 hrs., USO 8 hrs., ten sweaters 275 hrs., home nursing 40 hrs., block warden 10 hrs., Red Cross relief in recent flood disaster 157 hrs., total 519 hrs. Mrs. Ed Carlin, Sunshine, reported: phone calls 13, cards seven, visits eight, flowers and gifts seven. Mrs. M. Gallas, Membership, reported annual drive was well on its way.

Mrs. T. Snyder, Entertainment, had arranged for moving pictures of the lumber camps of Idaho interspersed with some excellent Indian tribal pictures. Mrs. C. Smith displayed two beautiful Indian costumes over 100 years old, which formerly belonged to Sacajawea of Lewis and Clark expedition, and the other to the Bear Woman, both Shoshones. Club donated \$5 to the Red Cross annual drive.

Spokane Chapter

MRS. W. H. HUNTER, *Historian*

Colonel W. E. Cummins, home on leave from a coast center, was the special guest of our club when members had their April meeting, the 13th. A covered dish luncheon was served. Mrs. E. R. Berkey, president, presided. Mrs. Nathan Jones was elected corresponding secretary, and Mrs. T. C. Wurth treasurer, filling offices left vacant by removals. We are sorry to have Mrs. G. P. Slagle leave our chapter. She is moving to Milwaukee. We were saddened by the death of a member, Mrs. W. W. Cutler, on Mar. 11.

The club did 90 hours of Red Cross work during the month. At the benefit card party held April 3 prizes were daffodils. Mrs. A. L. Meeks and Mrs. R. W. Prosser were in charge of arrangements. Refreshments were served by Mrs. Ethel Perry and Mrs. H. Falscheer.

Madison, S. D., Chapter

MRS. CARL A. BERG, *Historian*

Business meeting was held April 13, Mrs. Ben Long, Vice President, presiding in the absence of Mrs. Martin Mathison, President, due to illness. Reports were given and a lunch served.

April 27, social meeting for members with the men as special guests. Cards were played with the prizes going to W. P. Griffin and Mrs. Robert Mathis. Door prize was awarded to A. C. Johnson. Refreshments were served by Mrs. Cecil Nelson, Mrs. A. C. Johnson, Mrs. Mike Perry and Mrs. John Broderick. There was a gift for Mrs. A. D. Moe who is moving to Mankato, Minn., to make her home and who has been active in our club.

Milbank Chapter

MRS. GERALD GARDNER, *Historian*

Monthly meeting was held the afternoon of Apr. 28, opening with the Pledge of Allegiance to the Flag and the club motto. It was reported a plant had been sent to Mrs. Clyve Prevey, and Mrs. Haslean, who is much improved, sent a "Thank You" card for the card shower she received while at Rochester. Good Cheer reported six Get Well and sympathy cards sent; Membership, 29 voting and 26 contributing; Red Cross report, 50 hours surgical dressings, two helmets and one sweater made, some fruit and 20 cards sent, 11 personal and phone calls made. A most delicious lunch was served by Mmes. G. Anderson, Chas. Matt, and Cleve Schmitt. \$2 was donated to the fund for care of City Park. Fifteen members were present, several of them playing bridge following the meeting and others looking on. Bank award of \$1 was awarded to Mrs. Cleve Schmitt.

Janesville Chapter

MRS. C. A. DRAWHEIM, *Historian*

Reports given at our April 6 meeting were: Welfare, \$39.14 spent, 40 phone calls, two families reached; Sunshine, \$2.39 spent, 45 personal and phone calls, persons reached six; Ways and Means, card party \$13.60; Red Cross, cut 493 Buddie Bags for soldiers, finished 193, made one sweater, one pr. sox, one hospital pajama, four women slips. Lunch was served.

A 6:30 dinner preceded our meeting on May 4, with 50 members present. A nice program, consisting of community singing and readings was enjoyed by all.

Reports, Welfare, \$19.51 spent, two families given aid, 15 calls made, donations without cost to club \$3.00; Good Cheer, \$1.50 spent, families reached 48, personal and phone calls 25, good cheer and sympathy cards sent 15; Ways and Means, bake sale \$32, card party \$10.70.

Dubuque Chapter

MRS. A. J. BENSCH, *Historian*

We held our regular meeting May 17. Mrs. Graham, First Vice President, presiding. The meeting was opened with the Pledge of Allegiance to the Flag and the repeating of the club motto.

Our ladies spent 24 hours doing Red Cross work. The good cheer committee sent out 10 cards and seven plants. We have had a number of letters from our boys in service thanking us for the decks of cards sent them by our chapter. Mrs. W. Swingle was elected president for the remainder of the year. A social hour followed with refreshments and cards.

Miles City Chapter

MRS. C. E. REHN, *Historian*

April membership meeting was a great success with 60 members responding to roll-call. Mrs. Hervin presided in absence of Mrs. Helm. Officers and committee chairmen gave reports. Mrs. A. C. Brisbane, Red Cross chairman, reported that Milwaukee women have spent 37 hours sewing and completed 53 garments. Four Milwaukee women have completed a total of 228 hours of Nurses Aid work. Many members have been wrapping surgical dressings, also helped the A. W. V. S. with their canteen. Five dollars was given to the Local Blood Bank for the Holy Rosary Hospital, sponsored by the Trades Labor Union. Mr. C. J. Rudquist sent a special gift of \$5.50 to the Club. Secretary was instructed to send thank you letters to the Red Cross and the A. W. V. S. for the canteen service and other courtesies extended to passengers of No. 16, marooned in Miles City during the recent flood waters. Mrs. William James, Sunshine chairman, read letters from boys in service. Mrs. F. W. Spear, introduced Dorcas Ingalls and Wilma Jean Trzinski, who gave readings. A trio composed of Mrs. W. C. Hardy, Mrs. Dan Browning, Mrs. Al Gates, accompanied by Mrs. R. N. Juergens, presented two numbers. Lunch was served from tables, cleverly decorated with miniature Easter Bunny and eggs by Mmes. Caine, James and Lathrop, representing the officers, who were hostesses. Cards followed.

New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

On Apr. 13, meeting was called to order by our Secretary, Mrs. R. Zielsdorf, at home of Mrs. D. Wescott. Good Cheer reported 23 personal and phone calls made, 10 cards sent, 18 families reached; Membership, 33 voting and 27 contributing members; Red Cross, three gifts given, nine garments completed and 72 working hours. Several members are now attending the Red Cross Home Nursing class. Some members helped solicit during the Red Cross drive. Ways and Means, \$3.86 profit from sale of vanilla and kleen-rite.

Plants were sent to railroad widows and widowers on Memorial Day. Our railroad graduates were also remembered with gifts at graduation time. Luncheon was served by Mmes. Wescott, Bullis, Alexander, Hurd, Smart and Andrews.

Tacoma Chapter

MRS. A. E. MOXNESS, *Historian*

Twelve members prepare and serve a hot lunch at each meeting to 100 or more members, enabling voting and contributing members to enjoy a social hour and lunch on meeting days.

Mrs. G. Harvey has three quilts and one afghan finished to be given by the Welfare Committee. Mrs. Humphrey displayed a beautiful crocheted chair set donated by Mrs. Fairbanks, to be sold by the Ways and Means Committee. Mrs. Speck reported the successful Valentine party sponsored by our chapter at the U.S.O. Center. A group of ladies, headed by our president, and with Mrs. Speck in charge, served coffee and cookies from a beautifully appointed table. Three hundred cups of coffee and 70 dozen cookies were served from 5 to 8 p. m. The boys enjoyed themselves, and, needless to say, our ladies enjoyed doing this work.

Number of Traffic Tips Reported by Traffic Tip Supervisors During May, 1943

Division	Pass.	Frt.	No. of Tips Per 100 Employees	Division	Pass.	Frt.	No. of Tips Per 100 Employees
	Tips	Tips			Tips	Tips	
Seattle General	36	7	24.4	Rocky Mountain Div.	25	3	2.9
Iowa & S. Minn. Div.	63	52	12.9	Iowa Division	40	3	2.7
Hastings & Dakota	110	10	9.6	Kansas City Division	17	6	2.7
Dubuque & Illinois	78	48	9.0	Milwaukee Division	34	2	2.6
Madison Division	37	9	6.7	La Crosse & River	29	12	2.0
Iowa & Dakota Div.	78	9	5.5	Milwaukee Terminals	68	5	1.7
Superior Division	28	5	5.3	Twin City Terminals	30	8	1.6
Chicago General	54	32	3.9	Coast Division	24	5	1.6
Chicago Terminals	3	106	3.7	Terre Haute Division	1	4	0.4
Trans-Missouri Div.	31	2	3.6	Miscellaneous	1	—	0.08
TOTALS.....					787	328	3.7

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF MAY, 1943, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.

Chicago General Offices

Arensdorf, John	Secy.to Asst. G.M.	Chicago, Ill.	1	26	Karch, Martha	Steno., Aud. Inv. & Jt. Fac. Accts.			
Barnett, H.W.	Frt.Clm.	Chicago, Ill.	4		Kuhn, M. Loretta	Off.	Chicago, Ill.		
Barry, Harold J.	Dist.Adjuster	Chicago, Ill.	1		Lamberg, O.J.	Secy.-Asst. to Purch.Agent	Chicago, Ill.		1
Benson, L.J.	Asst.to Chf.Opr. Off.	Chicago, Ill.	1		McNicholas, Marilyn	Jt. Fac. Examiner	Chicago, Ill.		1
Brown, J.L.	Gen.Supt.Trnsp.	Chicago, Ill.	1		Meyer, Mrs. Cecile B.	Mail, Expr., Bag. & Milk	Chicago, Ill.		1
Buckman, H.D.	Aud.Inv. & Jt. Fac.Accts.Off.	Chicago, Ill.	1	4	Mussweiler, H.J.	Mail, Expr., Bag. & Milk	Chicago, Ill.		1
Butler, J.S.	Ret.Acctn.	Chicago, Ill.	1		Nehf, W.W.	Chf.Clk.Tax Dept.	Chicago, Ill.		1
Culver, C.L.	Spec.Tax Agent	Chicago, Ill.	1		Oberiaenger, Gabrielle	Clk.Frt.Traffic	Chicago, Ill.		2
Dowling, J.E.	Clk.Frt.Traffic	Chicago, Ill.	2		Ornell, Edwin	Suprv.P/R Taxes	Chicago, Ill.		2
Dreutz, A.W.	Pass.Rate Dept.	Chicago, Ill.	1		Pace, Jos.E.	Off.	Chicago, Ill.		1
Dugan, Larry	Asst.Gen.	Chicago, Ill.	1		Rank, C.F.	Draftsman	Chicago, Ill.		1
Einbecker, Cecelia	Solicitor	Chicago, Ill.	1		Rennebaum, E.A.	Asst.Buyer	Chicago, Ill.		1
Eshelman, W.M.	Comp.Operator	Chicago, Ill.	1		Richards, E.	Bag., Mail, Expr.	Chicago, Ill.		2
Off.	Off.	Chicago, Ill.	1		Risberg, Russell	Bag. & Milk	Chicago, Ill.		1
Fortier, H.L.	Real Estate Dept.	Chicago, Ill.	1		Schneider, C.L.	Gen.Frt.Traffic	Chicago, Ill.		1
Gabriel, W.A.	Chf.Clk.Oriental	Chicago, Ill.	1		Vraney, J.E.	Chef	Chicago, Ill.		1
Graves, Vila	Traf.	Chicago, Ill.	1		Wallace, H.	Clk.Aud.Expend.	Chicago, Ill.		3
Hammer, E.E.	Asst.Secy.	Chicago, Ill.	2		Werner, J.	Off.	Chicago, Ill.		1
Helwig, W.F.	Depot Pass Agent	Chicago, Ill.	1		Westover, D.S.	Frt.Aud.Of.	Chicago, Ill.		1
Henkens, G.A.	Frt.Aud.Office	Chicago, Ill.	1			Aud.Pass.& Stn.	Chicago, Ill.		1
Highland, A.E.	Chf.Clk.to GPA	Chicago, Ill.	1			Accts.Off.	Chicago, Ill.		1
Isaacs, Nathan	Aud.Inv. & Jct.	Chicago, Ill.	3			Frt.Aud.Of.	Chicago, Ill.		1
Istok, John A.	Fac.Accts.Off.	Chicago, Ill.	1			Asst.D.P.A.	Chicago, Ill.		1
	Chf.Clk. to GAA	Chicago, Ill.	2			Chf.Per.Frt.Insp	Milwaukee, Wis.		2
	Clk.Frt.Traffic	Chicago, Ill.							54 32

Chicago Terminals Division

Bishop, N.	Asst.Agent	Galewood, Ill.	5	Miller, E.A.	Chf.W.B.Clerk	Chicago, Ill.			
Bitz, H.F.	Agent	Evanston, Ill.	1	Miller, John	C/L Notice Clk.	Chicago, Ill.			1
Boeck, H.F.	Chief Clerk	Galewood, Ill.	6	Morgan, Frank Jr.	Compt.Clerk	Galewood, Ill.			2
Borman, H.A.	Rate Clerk	Galewood, Ill.	3	Morgan, Frank Sr.	Claim Clerk	Galewood, Ill.			3
Brown, H.	Rate Clerk	Galewood, Ill.	3	Oeftering, J.J.	Rate Clerk	Galewood, Ill.			2
Cameron, Don V.	Clerk	Elsmere, Ill.	1	Polenzani, Joe	Clerk	Chicago, Ill.			18
Ensor, A.	Rate Clerk	Galewood, Ill.	2	Reiman, B.	Rate Clerk	Galewood, Ill.			2
Hale, E.G.	Livestock Agent	Chicago, Ill.	1	Stark, C.L.	Car Distributor	Galewood, Ill.			1
Henberger, Mrs. E.	Wife of Gen.	Chicago, Ill.	1	Thirsk, Olive	Stenographer	Chicago, Ill.			1
Hoffman, Ray	Foreman	Chicago, Ill.	1	Waskow, August	Check Clerk	Chicago, Ill.			5
Kerwin, John J.	Clerk	Chicago, Ill.	1	Willison, H.	Asst.Chf.Clk.	Chicago, Ill.			6
Kucera, Miles	Rate Clerk	Galewood, Ill.	4	Woldt, Charles	Foreman	Chicago, Ill.			1
LeMire, G.E.	Car Order Clerk	Chicago, Ill.	2	Wolff, E.D.	Lieut.of Police	Chicago, Ill.			1
McGrath, T.F.	Rate Clerk	Galewood, Ill.	29						3 106
	Rate Clerk	Galewood, Ill.	1						

Coast Division

Anderson, Millie	Clerk	Tacoma, Wash.	2	Olson, A.W.	Asst.Supt., S.& D.C.				
Barrett, Mrs. C.B.	Wife of Agent	Tekoa, Wash.	1	Otis, F.	Burner	Tacoma, Wash.			1
Batson, Melba	Car Dept.	Seattle, Wash.	1	Pentecost, Al	General Foreman	Tacoma, Wash.			1
Bell, F.C.	Checker	Seattle, Wash.	1	Rasmussen, F.W.	Chief Clerk	Seattle, Wash.			1
Brotchie, F.W.	Capt.of Police	Spokane, Wash.	1	Rusch, H.	Stenographer	Tacoma, Wash.			4
Cobley, W.H.	Freight Agent	Lynden, Wash.	1	Sandberg, C.L.	Clerk	Tacoma, Wash.			1
Cook, R.A.	Engineer	Tacoma, Wash.	2	Thor, Mrs. A.O.	Wife of Asst. Supt.	Tacoma, Wash.			1
De Guire, C.E.	Clerk	Tacoma, Wash.	2			Spokane, Wash.			2
Edding, Thelma	General Clerk	Tacoma, Wash.	1						24 5
Goldsborough, A.	Clerk	Tacoma, Wash.	4						
MacDonald, J.C.	Dist.Storekeeper	Tacoma, Wash.	1						

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Fr.t.				Pass.	Fr.t.
Dubuque and Illinois Division									
Althaus,Herbert	Expense Clerk	Dubuque,Ia.	2	7	Baugh,Willard	Baggageman	Mason City,Ia.	1	
Ames,John	O.S.& D.Clerk	Dubuque,Ia.	1	1	Boyett,Mrs.W.G.	Wife of Mach.	Sioux City,Ia.	1	
Brandt,J.	Storehelper	Dubuque,Ia.				Helper			
Ceurvorst,A.D.	Trmstr's Office	Davenport,Ia.	2	4	Brown,Mrs.Roy	Wife of Sec.			
Claussen,W.H.	Agent	Canton,Minn.	2	4	Burnett,M.L.	Foreman	Armour,S.D.	1	
Dubmeyer,A.	Welder	Dubuque,Ia.	1		Butcher,Alice	Trmstr's Clk.	Mason City,Ia.	1	
Dunham,Maynard	Sect.Stockman	Savanna,Ill.	1		Colloton,W.H.	Bill & Rate Clk.	Sioux City,Ia.	1	
Duschl,George	Laborer	Dubuque,Ia.	1		Desomery,L.J.	Conductor	Mason City,Ia.	1	
Eaton,Russell	Frt.Hse.Foreman	Savanna,Ill.	1		Dillabough,Harris	Instrumentman	Mason City,Ia.	1	
Eckstein,F.E.	Chi.Clerk	Dubuque,Ia.	1		Ervin,Harry	Car Dept.	Mason City,Ia.	1	
Ernst,Ben L.	Ret.Engineer	Dubuque,Ia.	1		Foster,W.S.	Switchman	Mason City,Ia.	4	
Fall,George	Frt.Hse.Foreman	Dubuque,Ia.	1		Foster,Mrs.W.S.	Sec.Foreman	Mason City,Ia.	1	
Galvin,Francis	Car Clerk	Dubuque,Ia.	1			Wife of Sec.	Avon,S.D.		
Gray,H.M.	Conductor	Dubuque,Ia.	1			Foreman			
Grill,Otto	Janitor	Savanna,Ill.	1		Friend,E.H.	Car Inspector	Avon,S.D.	1	
Hacker,Karl	Laborer	Dubuque,Ia.	1		Goodell,W.L.	Agent	Mason City,Ia.	2	
Hallahan,Clarence	Delivery Clerk	Dubuque,Ia.	1		Gray,K.V.	Tel.Operator	Hudson,S.D.	1	
Hartman,M.	Clk.Store Dept.	Savanna,Ill.	1		Gribben,Leo	Rate Clerk	Elk Point,S.D.	1	
Hocking,Walter	Chief Bill Clerk	Dubuque,Ia.	1		Gronvold,M.	Agent	Mason City,Ia.	1	
Johnson,H.E.	Loco.Crane Opr.	Dubuque,Ia.	1		Habenicht,A.T.	B.& B.Dept.	Wagner,S.D.	1	
Kelly,J.J.	Safety Appl.Insp.	Dubuque,Ia.	1		Hemmes,Mrs.O.S.	Wife of Engineer	Mason City,Ia.	2	
Kemper,Lyle	Cashier	Dubuque,Ia.	1		Hladky,C.H.	Sec.Laborer	Sioux Falls,S.D.	2	
Kuhn,Andrew	Car Dept.	Savanna,Ill.	1		Hudson,Zane	Station Force	Lesterville,S.D.	1	
Kurt,Francis B.	Clerk	Waukon,Ia.	12	14	Janssen,Casper	Sec.Laborer	Sheldon,Ia.	2	
Lincoln,Richard	Asst.Cashier	Dubuque,Ia.	2		Johnson,A.A.	Ret.B.& B.Crpnt.	Avon,S.D.	1	
Long,W.M.E.	Ret.Mach.	Savanna,Ill.	1		Joynt,F.H.	Station Force	Mitchell,S.D.	2	
McCauley,A.H.	Conductor	McGregor,Iowa	1		Kemp,Colonel	Flagman	Charles City,Ia.	1	
McDermott,Anne	R.H.Clerk	Savanna,Ill.	1		Kinney,H.L.	Chief Clerk	Sioux Falls,S.D.	1	
McGowan,W.G.	Chief Clerk	Dubuque,Ia.	1		Knoernschild,A.E.	Loco.Dept.	Mason City,Ia.	2	
Millar,Lucille	Clerk	Dubuque,Ia.	3	3	Kvidahl,Chris	B.& B.Clerk	Sioux City,Ia.	1	
Ohmer,Frank	Station Helper	Dubuque,Ia.	1		McCaughay,Mrs.H.L.	Wife of RHF	Elk Point,S.D.	1	
Ralston,Roland	Rate Clerk	Dubuque,Ia.	1		McCaughay,Mrs.V.K.	Wife of Trmn.	Mason City,Ia.	1	
Rohner,Fred	Gen.Clerk	Dubuque,Ia.	2		Moran,C Grace	Stenographer	Sioux City,Ia.	1	
Saltow,Harry	Station Baggageman	Savanna,Ill.	1		Oeschger,C.E.	Store Dept.	Mason City,Ia.	1	
Schwartz,L.V.	Div.Storekeeper	Dubuque,Ia.	4		Ogden,Mrs.O.F.	Wife of Sec.	Mason City,Ia.	1	
Stafford,W.A.	Clk.Frt.Traffic	Dubuque,Ia.	3		Olsen,C.P.	Foreman	Lennox,S.D.	1	
Thompson,L.E.	Laborer	Dubuque,Ia.	1		Paullin,F.E.	Equip.Mntnr.	Rapid City,S.D.	1	
Tressel,George	Bill Clerk	Dubuque,Ia.	3		Pappas,Tony J.	Clerk	Mitchell,S.D.	3	
Umacht,H.A.	Gen.Foreman	Dubuque,Ia.	2		Phillips,J.H.	Machine Helper	Mason City,Ia.	1	
Willmers,R.W.	Helper	Savanna,Ill.	26	1	Potter,Ruby	Engineering Dept.	Mason City,Ia.	1	
Withart,F.M.	Baggageman	Nahant,Ia.	1		Ryan,F.J.	Loco.Dept.	Mason City,Ia.	1	
Yzek,F.R.	Car Inspector	Marquette,Ia.	1		Shadie,W.G.	Yard Conductor	Sioux City,Ia.	2	
Youngblood,L.A.	Loco. Dept.		78	48	Shipman,H.M.	Conductor	Mason City,Ia.	1	

Hastings and Dakota Division

Aggen,Marjorie	Clk-Steno.	Aberdeen,S.D.	5		Bork,A.H.	Sec.Laborer	Plymouth,Ia.	1	
Bonun,Mrs.Iver	Wife of B&B	Aberdeen,S.D.	1		Bruha,F.H.	Agent	Dexter,Minn.	2	
Bruers,Mrs.A.W.	Carpenter	Graceville,Minn.	1		Carey,E.F.	Station Force	Kinbrae,Minn.	1	
Christianson,H.R.	Wife of Agent	Mellette,S.D.	1		Crabbs,Mrs.F.L.	Wife of Clerk	Madison,S.D.	1	
Falkenhagen,W.M.	Sec.Foreman	Watertown,S.D.	48	1	Crabbs,Phyllis	Dtr.of Clerk	Madison,S.D.	3	
Geiser,W.A.	Bus Driver	Fairmount,N.D.			Dosey,E.H.	Cashier	Blooming Prairie Minn.	39	
Goldade,Anton	Agent	Aberdeen,S.D.	1		Hanson,J.C.	Agent	Hayward,Minn.	1	
Hilt,Thomas	Ice House	Zeeland,N.D.	1		Hayes,Albert	Operator	Albert Lea,Minn.	3	
Hopp,Pearl A.	Laborer	Aberdeen,S.D.	26	2	Heidtke,Ben J.	Sec.Foreman	Brownsdale,Minn.	2	
Huger,R.F.	Sec.Foreman	Bristol,S.D.	2		Hoff,H.	Wife of Agent	Lanesboro,Minn.	2	
Johnson,Walter	Operator	Aberdeen,S.D.	4		Hoff,P.E.	Station Helper	Lanesboro,Minn.	1	
Lieb,G.L.	Eng.Crew Caller	Ortonville,Minn.	6	1	Hoffmann,Ray H.	Chf.Carp.Clk.	Austin,Minn.	1	
Lundberg,A.F.	Operator	Minneapolis,Minn.	1		Hubbard,Mrs.J.L.	Wife of Agent	Naples,S.D.	1	
Malsom,Anton	T.B.M.	Aberdeen,S.D.	1		Johnson,Chas.	Agent-Opr.	Sherburn,Minn.	3	
McCarthy,C.Ruth	Storehelper	Aberdeen,S.D.	1		Johnson,Roy	Cashier	Fairmont,Minn.	1	
Menzia,Anton	Clk Law Dept.	Aberdeen,S.D.	2		Kauder,G.E.	B.& B.Dept.	Madison,S.D.	1	
Moriarty,W.J.	Lumberman	Aberdeen,S.D.	4		Kennedy,P.X.	Agent-Opr.	Montgomery,Minn.	1	
Murphy,W.H.	Clk.Store Dept.	Aberdeen,S.D.	6	1	Kneeskern,D.	Asst.Tkt.Clk.	Austin,Minn.	2	
Riedl,R.W.	Chf.Clk.to DMM	Aberdeen,S.D.	1		Larkoski,J.A.	Roadmaster	Austin,Minn.	1	
Schulz,A.E.	Rodman	Aberdeen,S.D.	1		Luskow,F.F.	Roadmaster	Austin,Minn.	2	
Seiler,J.J.	Agent	Hosmer,S.D.	1		Malek,Mrs.A.	Wife of Agent	Bryant,S.D.	6	
Spatafore,Joe	Clerk	Aberdeen,S.D.	3		Malone,J.W.	Agent	Grafton,Ia.	3	
Stuedemann,E.H.	Yard Foreman	Aberdeen,S.D.	3		Mattice,A.J.	Conductor	Austin,Minn.	3	
Warner,Frank T.	B.& B.Carpenter	Glencoe,Minn.	1		McGovern,L.L.	Chf.Clerk	Austin,Minn.	3	
	Engineer	Minneapolis,Minn.	1		Olson,Charles	Son of Agent	Brownsdale,Minn.	1	
			110	10	Olson,Mrs.H.L.	Wife of Agent	Brownsdale,Minn.	3	

Iowa Division

Banyard,E.E.	Yardmaster	Perry,Iowa	1		Trueb,T.A.	Storekeeper	Madison,S.D.	1	
Casper,W.E.	Rndhse.Frmn.	Cedar Rapids,Ia.	1		Wahlman,W.G.	Agent	Matawan,Minn.	1	
Cornelius,C.R.	Ret.Conductor	Council Bluffs,Ia.	4		Williams,LeRoy	Rdmstr's Clk.	Austin,Minn.	1	
Davis,E.E.	Chief Clerk	Omaha,Neb.	3		Wood,E.H.	Agent	Alden,Minn.	1	
Dettman,Irvin	Machinist	Perry,Ia.	1		Wopat,E.L.	Agent	Vienna,S.D.	3	
Dillon,Irene	Clerk	Perry,Iowa	3		Wopat,Mrs.E.L.	Wife of Agent	Vienna,S.D.	4	
Faivor,W.E.	Rdmstr's Clerk	Marion,Iowa	1		Wopat,Judy Ann	Dtr.of Agent	Vienna,S.D.	2	
Giles,Clair	Store Dept.	Perry,Iowa	2		Wopat,Nadeen	Dtr.of Agent	Vienna,S.D.	1	
Hallerman,E.C.	Loco.Dept.	Savanna,Ill.	1						
Hodonak,J.A.	Engineer	Perry,Iowa	2						
Hoes,Frank	Mech.Dept.	Marion Ia.	2						
Hulshiger,Orville	Pumper	Springville,Ia.	2						
Jenkins,B.A.	Sec.Foreman								
Jess,E.C.	Ret.B.& B.	Marion,Iowa	1						
	Carpenter	Marion,Iowa	2						
McGuire,Alice	B.& B.Clerk	Oxford Jct.,Ia.	2						
McGuire,J.B.	Operator	Perry,Ia.	1						
McIntosh,J.T.	Ret.Electrician	Cedar Rapids,Ia.	1						
Muholland,G.C.	Switchman	Marion,Iowa	2						
Nollsch,Duane	Clerk	Marion,Iowa	1						
Reichert,V.M.	Car Inspector	Council Bluffs,Ia.	1						
Wahl,Francis	Helper	Manning,Iowa	1						
Wailes,J.	Sig.Maintainer	Paralta,Ia.	1						
Waln,R.A.			6	1					
			40	3					

THE MILWAUKEE MAGAZINE

Michael Sol Collection

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Kansas City Division									
Atkin, F.W.	Frt. Rate Clk.	Kansas City, Mo.	2		Adams, Charles S.	Welder	Milwaukee, Wis.	2	
Cherwirker, Fay	Sec. Foreman	Haskins, Iowa	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	5	
Clark, Vivian	Stenographer	Kansas City, Mo.	1		Bility, G.J.	Car Foreman	Milwaukee, Wis.	4	
Crane, Beulah	Tracing Clerk	Kansas City, Mo.	3		Braun, Walter	Foreman, Frt. Car			
Dornsife, Clyde	Engineman	Ottumwa, Ia.	1		Campbell, James G.	Shops	Milwaukee, Wis.	1	
Fehr, W.E.	Rodman	Ottumwa, Ia.	1		Carpenter, Ethel	Asst. Engineer	Milwaukee, Wis.	6	
Gibson, J.H.	Conductor	Ottumwa, Ia.	1		Corbett, Harvey	Stations Force	Milwaukee, Wis.	2	
Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	3		Deuster, George	Laborer	No. Milwaukee, Wis.	1	
Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1	Donovan, James	Boiler Shop	Milwaukee, Wis.	2	
Henson, Clyde	Sec. Foreman	North English, Ia.		1	Enwright, J.M.	Yard Clerk	Milwaukee, Wis.	1	
Kemp, Tom	Ret. Engineer	Ottumwa, Ia.	1		Fiebrick, G.F.	Wood Mill	Milwaukee, Wis.	1	1
Mills, J.W.	Cashier	Ottumwa, Ia.		1	Fischer, Joseph	Foreman	Milwaukee, Wis.	1	
O'Brien, Ed	Ret. Engineer	Ottumwa, Ia.	1		Fontain, A.	Tinsmith	Milwaukee, Wis.	1	
Reuner, Wm. N.	Car Dept.	Kansas City, Mo.	1		Freihoefer, Wm. J.	L.D. Equipment	Milwaukee, Wis.	1	
Riley, Bernice	Clerk	Ottumwa, Ia.		1	Giese, A.	Welder	Milwaukee, Wis.	1	
Ward, C.L.	Bill Clerk	Ottumwa, Ia.		1	Haak, Curt	Carpenter	Milwaukee, Wis.	1	
Wittenmeyer, Leona	Clerk	Ottumwa, Ia.		1	Heinan, W.	Loco. Dept. Pipe	Milwaukee, Wis.	2	
				17	Heinrich, E.J.	Shop	Milwaukee, Wis.	1	
				6	Hoerl, E.J.	Clerk	Milwaukee, Wis.	1	
					Johnson, Donnell	Chief Clerk	Milwaukee, Wis.	1	
						Triple Valve			
						Repr.	Milwaukee, Wis.	2	
					Kabacinski, C.M.	Load Inspector	Milwaukee, Wis.		2
					Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.		1
					Mehring, Marie	Ticket Sorter	Milwaukee, Wis.		
					Michalski, Charles	Carman	Milwaukee, Wis.		
					Neumann, Mike	Elec. Welder	Milwaukee, Wis.		
					Owsley, Robert	Freight Office	No. Milwaukee, Wis.		
					Phebus, D.H.	Asst. Gen. Stkpr.	Milwaukee, Wis.		
					Porter, L.B.	Supt. Tel. & Sig.	Milwaukee, Wis.		
					Schaefer, Arthur	Paint Mixer	Milwaukee, Wis.	7	
					Schram, George	Blks. Dept.	Milwaukee, Wis.	1	
					Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	2	
					Soyka, Agnes	Stenographer	Milwaukee, Wis.	1	
					Spende, J.V.	Clerk	No. Milwaukee, Wis.		1
					Spreemann, W.A.	Freight Office	Milwaukee, Wis.	2	
					Stark, Willard H.	Clerk-Steno	Milwaukee, Wis.	1	
					Starosta, Joe	Asst. Car Frmn.	Milwaukee, Wis.	1	
					Sternig, John	Carpenter	Milwaukee, Wis.	1	
					Strand, O.T.	Strand, O.T.	Stowell, Wis.	3	
					Strauss, Harold	Loco. Dept.	Milwaukee, Wis.	1	
					Thekan, Anthony	Steamfitter	Milwaukee, Wis.	1	
					Thoms, G.	Air Brakeman	Milwaukee, Wis.	1	
					Wolff, Evelyn	Seamstress	Milwaukee, Wis.	1	
					Zirbel, Walter	Triple Valve	Milwaukee, Wis.	1	
						Repr.	Milwaukee, Wis.	1	
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La Crosse and River Division

Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Bolmgren, E.W.	Div. Engineer	La Crosse, Wis.	1	
Brave, Mrs. Q.F.	Wife of Clerk	Wis. Rapids, Wis.	1	
Gallahan, J.J.	Yd. Conductor	Wausau, Wis.	1	
Mazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Frye, M.	Chief Clerk	Merrill, Wis.	1	
Genrich, Herman	Frog Shop Frmn.	Tomah, Wis.	1	10
Gnewuch, Mrs. C.W.	Wife of Cashier	Watertown, Wis.	1	
Gran, Irvin	Station Force	La Crosse, Wis.	1	
Hazelwood, E.E.	Chief Clerk	Wausau, Wis.	1	
Heath, G.D.	Carman	Wausau, Wis.	2	
Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2	
Kohls, Mrs. E.	Wife of Sec.	Elm Grove, Wis.	1	
Kopacek, John W.	Foreman	La Crosse, Wis.	1	
Larson, L.M.	Carman	La Crosse, Wis.	1	
Lumley, Earl W.	Carman	La Crosse, Wis.	1	
Manske, O.	R.R. Clerk	Watertown, Wis.	2	
Owecke, Harry A.	Rate Clerk	Winona, Minn.	2	
Ruder, George	W.H. Foreman	Merrill, Wis.	1	1
Ruder, W.	Yard Clerk	Merrill, Wis.	1	
Schand, Gregory	Trucker	Merrill, Wis.	1	1
Singer, J.W.	Operator	Merrill, Wis.	1	
Thomasgard, Ben	Carman	La Crosse, Wis.	1	
Vaught, E.J.	Agent	Hubbelton, Wis.	1	
Welty, A.J.	Rv. Expr. Driver	Red Wing, Minn.	1	
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	1	
			29	12

Madison Division

Agner, O.H.	Trn. Deptchr.	Madison, Wis.	2	
Blethen, W.W.	Stenographer	Madison, Wis.	1	
Coleman, James F.	Ret. Clerk	Madison, Wis.	9	
Coleman, Joseph	Tel. Operator	Boscobel, Wis.	1	
Connally, J.F.	Conductor	Madison, Wis.	1	7
Dahnke, J.F.	Agent	Monticello, Wis.	1	
Haffery, Howard R.	Car Dept.	Janesville, Wis.	5	2
Howard, Chas. Jr.	Helper-Clk	Darlington, Wis.	2	
Kilian, A.M.	Chf. Deptchr.	Madison, Wis.	1	
Kingston, P.J.	Conductor	Madison, Wis.	1	
Kline, O.S.	Trn. Dispatcher	Madison, Wis.	1	
Kurth, J.A.	Trn. Deptchr.	Madison, Wis.	1	
Lamanski, F.W.	Deptchr. Clk.	Madison, Wis.	1	
Macdonald, J.A.	Superintendent	Madison, Wis.	2	
McDermott, T.M.	Wrshse. Foreman	Madison, Wis.	5	
McDonnell, W.J.	Trn. Dispatcher	Madison, Wis.	1	
Parkin, C.A.	Trn. Dispatcher	Madison, Wis.	2	
Sommerfeldt,			37	9
Mrs. B.C.	Wife of Rate Clk.	Janesville, Wis.		

Milwaukee Division

Brown, C.A.	Cashier	Beaver Dam, Wis.	1	
Drake, S.	Warehouseman	Beaver Dam, Wis.	1	
Engh, T.M.	Signal Mntr.	Wadsworth, Ill.	1	
Fiebelkorn, W.G.	Chief Clerk	Beaver Dam, Wis.	3	
Hafemeister, Fred	Sec. Foreman	Granville, Wis.	1	
Henderson, Harry	Trucker	Horicon, Wis.	1	
Hein, G.	Fireman	Cambria, Wis.	1	
Howard, Mary V.	Clerk	Beloit, Wis.	2	
Johnson, W.W.	Relief Foreman	Horicon, Wis.	1	
Koelsch, Paul G.	Engineering Dept.	Milwaukee, Wis.	2	
Kuhn, H.G.	Clerk	Beaver Dam, Wis.	3	
Kuhn, Mrs. H.G.	Wife of Stn. Clk.	Beaver Dam, Wis.	1	
Kunz, E.J.	Agent	Randolph, Wis.	1	
Lentz, D.	Track Laborer	Horicon, Wis.	1	
Meyer, J.C.	Agent	Beaver Dam, Wis.	3	
Moe, Louis	Pump Repairer	Horicon, Wis.	1	
Muller, A.A.	Operator	Beaver Dam, Wis.	4	
Olson, A.H.	Roadmaster	Horicon, Wis.	2	
Quandt, H.L.	Agent	Iron Ridge, Wis.	1	
Sielaff, B.C.	Agent	Omro, Wis.	1	1
Waldecker, O.F.	Rate Clerk	Freeport, Ill.	1	
Wegdecker, J.	See. Foreman	Iron Ridge, Wis.	1	
Whitty, James	See. Laborer	Horicon, Wis.	1	
			34	2

Milwaukee Terminals and Shops		Rocky Mountain Division	
Adams, Charles S.	Welder	Lewisburg, Mont.	1
Belond, H.	AAR Inspector	Lewisburg, Mont.	1
Bility, G.J.	Car Foreman	Butte, Mont.	1
Braun, Walter	Foreman, Frt. Car	Butte, Mont.	
Campbell, James G.	Shops	Butte, Mont.	1
Carpenter, Ethel	Steno. & Bill.	Butte, Mont.	6
Corbett, Harvey	Mach. Opr.	Butte, Mont.	2
Deuster, George	Station Force	No. Milwaukee, Wis.	1
Donovan, James	Laborer	Milwaukee, Wis.	2
Enwright, J.M.	Boiler Shop	Milwaukee, Wis.	1
Fiebrick, G.F.	Yard Clerk	Milwaukee, Wis.	1
Fischer, Joseph	Wood Mill	Milwaukee, Wis.	1
Fontain, A.	Foreman	Milwaukee, Wis.	1
Freihoefer, Wm. J.	Asst. Engineer	Milwaukee, Wis.	1
Giese, A.	Streets	Milwaukee, Wis.	1
Haak, Curt	Loco. Dept. Pipe	Milwaukee, Wis.	1
Heinan, W.	Shop	Milwaukee, Wis.	2
Hoerl, E.J.	Clerk	Milwaukee, Wis.	1
Johnson, Donnell	Chief Clerk	Milwaukee, Wis.	1
	Triple Valve		
	Repr.	Milwaukee, Wis.	2
Kabacinski, C.M.	Load Inspector	Milwaukee, Wis.	
Keller, E.A.	Chief Clerk	No. Milwaukee, Wis.	1
Mehring, Marie	Ticket Sorter	Milwaukee, Wis.	1
Michalski, Charles	Carman	Milwaukee, Wis.	1
Neumann, Mike	Elec. Welder	Milwaukee, Wis.	1
Owsley, Robert	Freight Office	No. Milwaukee, Wis.	2
Phebus, D.H.	Asst. Gen. Stkpr.	Milwaukee, Wis.	1
Porter, L.B.	Supt. Tel. & Sig.	Milwaukee, Wis.	1
Schaefer, Arthur	Paint Mixer	Milwaukee, Wis.	7
Schram, George	Blks. Dept.	Milwaukee, Wis.	1
Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	2
Soyka, Agnes	Stenographer	Milwaukee, Wis.	1
Spende, J.V.	Clerk	No. Milwaukee, Wis.	1
Spreemann, W.A.	Freight Office	Milwaukee, Wis.	2
Stark, Willard H.	Clerk-Steno	Milwaukee, Wis.	1
Starosta, Joe	Asst. Car Frmn.	Milwaukee, Wis.	1
Sternig, John	Carpenter	Milwaukee, Wis.	1
Strand, O.T.	Strand, O.T.	Stowell, Wis.	3
Strauss, Harold	Loco. Dept.	Milwaukee, Wis.	1
Thekan, Anthony	Steamfitter	Milwaukee, Wis.	1
Thoms, G.	Air Brakeman	Milwaukee, Wis.	1
Wolff, Evelyn	Seamstress	Milwaukee, Wis.	1
Zirbel, Walter	Triple Valve	Milwaukee, Wis.	1
	Repr.	Milwaukee, Wis.	1
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Business is good—what there is of it—traffic tips help to make more of it.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Seattle General Offices									
Andrews, J.H.	Chf.Clk., Frt.Clm.	Seattle, Wash.	1		Adams, S.N.	Window Cashier	St. Paul, Minn.	1	
Barkley, A.H.	Off. of Asst.to Trustee	Seattle, Wash.	5		Anderson, John	Car Dept.	Minneapolis, Minn.	1	
Cumming, J.R.	Asst.Tax Commssnr.	Seattle, Wash.	2		Baxman, E.E.	Asst.Coach Yd.	Minneapolis, Minn.	1	
Donald, L.F.	Gen.Manager	Seattle, Wash.	1		Beckstrom, J.A.	Foreman	Minneapolis, Minn.	1	
Engel, H.O.	Clerk	Seattle, Wash.	3		Bjornsvik, Ole	Freight Station	Minneapolis, Minn.	1	
Goodman, C.F.	Asst.Chf.Clk.to GM	Seattle, Wash.	1		Blondo, William	Car Dept.	Minneapolis, Minn.	1	
Greengard, S.	GM Exec. & Law Dept.	Seattle, Wash.	3		Brown, E.L.	Laborer	Minneapolis, Minn.	2	
Harvey, S.W.	Off. of Asst.to Trustee	Seattle, Wash.	2		Campbell, H.R.	Clerk	Minneapolis, Minn.	1	
Kennedy, E.	Chf.Clk.to GM Investigator, Frt.Clm.	Seattle, Wash.	1		Capon, C.A.	Car Dept.	St. Paul, Minn.	1	
McGalliard, S.O.	Supt.of Transportation	Seattle, Wash.	2		Cashill, Marion	Chief Clerk	Minneapolis, Minn.	1	
Meyer, N.A.	Surgical Dept.	Seattle, Wash.	2		Curran, T.J.	PBX Operator	St. Paul, Minn.	2	
Naramore, H.S.	Tel.S.B.Opr.	Seattle, Wash.	1		Donehower, S.C.	Loco.Engineer	St. Paul, Minn.	1	
Notske, Mrs. M.	Off. of Asst.to Trustee	Seattle, Wash.	1		Farrell, L.F.	Agent	St. Paul, Minn.	1	
Oliver, F.H.	Switchboard Opr.	Seattle, Wash.	2		Flaherty, B.J.	Sec.Stockman	Minneapolis, Minn.	1	
Reed, A.T.	Telegrapher	Seattle, Wash.	1		Gallagan, John J.	Switchman	St. Paul, Minn.	1	
Reynolds, Frank D.	Auditor	Seattle, Wash.	2		Kolberg, J.	Police Dept.	Minneapolis, Minn.	2	
Strassman, J.N.	Off. of Asst.to Trustee	Seattle, Wash.	1		Korslund, Alfred	Chauffeur	Minneapolis, Minn.	2	
Walla, Ruth	Investigator, Frt.Clm.	Seattle, Wash.	1		LaGread, M.	Car Dept.	Minneapolis, Minn.	2	
Whatmore, H.R.	Off. of Asst.to Trustee	Seattle, Wash.	2		Leevers, W.T.	Coach Yard Frmn.	Minneapolis, Minn.	2	
Williams, H.J.		Seattle, Wash.	36	7	Lindgren, Ruth	Storehelper	Minneapolis, Minn.	2	
					Mars, Leda M.	Clerk, Police Dpt.	Minneapolis, Minn.	1	
					Neumann, William	Clk.Loco.Frt.Off.	Minneapolis, Minn.	1	
					Olson, Earl	Car Dept.	St. Paul, Minn.	1	
					Penny, A.	Pipefitter	Minneapolis, Minn.	1	
					Peterson, Walter	Car Foreman	Minneapolis, Minn.	1	
					Rothmund, A.C.	Switchtender	St. Paul, Minn.	1	
					Spencer, H.E.	Cashier	St. Paul, Minn.	1	
					Thelen, A.J.	Mail Trucker	Minneapolis, Minn.	1	
					Turnquist, Paul	Loco.Frt.Office	St. Paul, Minn.	1	
						Car Dept.	Minneapolis, Minn.	1	
								30	8

Superior Division

Arvo, Mrs. Ed	Wife of Eng. Watchman	Iron Mountain, Mich.	1	
Barrette, A.	Sec.Foreman	Crivitz, Wis.	1	
Broncoel, R.H.	Telegrapher	Appleton, Wis.	1	
Buechler, F.T.	Superintendent	Green Bay, Wis.	1	
Buntin, G.	Engineer	Green Bay, Wis.	2	
Christianson, M.S.	Equip.Mntnr.	Menominee, Mich.	1	
DeGrave, Albert	Ret.Carman	Green Bay, Wis.	1	
Duquaine, Robert	Sec.Laborer	Crivitz, Wis.	1	
Finnelli, Frank	Sec.Laborer	Crivitz, Wis.	1	
Goodell, A.R.	Agent	Lena, Wis.	1	
Herman, M.B.	File Clk. & Steno.	Green Bay, Wis.	1	
Heup, S.W.	Clerk	Menasha, Wis.	1	
Howlett, A.J.	Foot-board Yardmaster	Menasha, Wis.	1	
Johnson, Julia	Clerk	Green Bay, Wis.	1	
Johnson, O.	Sec.Laborer	Crivitz, Wis.	1	
LaVea, F.J.	Agent	Republic, Mich.	1	
Liese, A.W.	Frt. & Pass.Agt.	Appleton, Wis.	2	
Longworth, R.L.	Switchman	Menasha, Wis.	1	
Mogan, C.A.	Conductor	Iron Mountain, Mich.	1	
Nelson, Victor	Coal Shed Opr.	Crivitz, Wis.	1	
Phillips, J.B.	Time Reviser	Green Bay, Wis.	3	1
Reeves, E.C.	Sig.Maintainer	Green Bay, Wis.	1	
Trigloft, Bernard	Clerk	Iron Mountain, Mich.	1	
Van Boven, C.E.	Agent	Stiles Jct., Wis.	1	
Willman, R.E.	Agent	Forest Jct., Wis.	1	
Wizner, John, G.	Engineer	Menominee, Mich.	1	
Ziejeski, John	Sec.Laborer	Crivitz, Wis.	1	
			28	5

Terre Haute Division

Daniels, B.E.	Asst.Engineer	Terre Haute, Ind.	4	
Merritt, John E.	Switchman	Faithorn, Ill.	1	4
			1	
			1	

Trans-Missouri Division

Althaus, A.J.	Machinist	Miles City, Mont.	1	
Anderson, Dora H.	Cashier	Mobridge, S.D.	3	
Bennett, H.P.	Yard Clerk	Roundup, Mont.	1	
Bryant, John W.	Instrumentman	Miles City, Mont.	1	
DeFrancesco, Mike	Sec.Foreman	Trail City, S.D.	1	
Gamber, Robert	Police Dept.	Calypso, Mont.	1	
Greer, Custer	Capt.of Police	Miles City, Mont.	1	
Harr, H.M.	Police Dept.	Miles City, Mont.	1	
Kimpton, R.A.	Engineman	Miles City, Mont.	1	
Lathrop, Herbert	Loco.Carpenter	Miles City, Mont.	1	
Rafferty, G.	Fireman	Miles City, Mont.	1	
Scharff, Anton	Staty.Engineer	Miles City, Mont.	1	
Snow, Oliver	Sec.Foreman	Timber Lake, S.D.	1	
Stamp, H.L.	Chf.Clk. to Dist. Stpkr.	Miles City, Mont.	1	
Warner, E.H.	Police Dept.	Mobridge, S.D.	1	
Wilke, A.W.	Police Dept.	Mobridge, S.D.	2	
Wilke, Eunice	Daughter of Police Dpt.Em.	Mobridge, S.D.	14	
			31	2

Twin City Terminals Division

Adams, S.N.	Window Cashier	St. Paul, Minn.	1	
Anderson, John	Car Dept.	Minneapolis, Minn.	1	
Baxman, E.E.	Asst.Coach Yd.	Minneapolis, Minn.	1	
Beckstrom, J.A.	Foreman	Minneapolis, Minn.	1	
Bjornsvik, Ole	Freight Station	Minneapolis, Minn.	1	
Blondo, William	Car Dept.	Minneapolis, Minn.	1	
Brown, E.L.	Laborer	Minneapolis, Minn.	2	
Campbell, H.R.	Clerk	Minneapolis, Minn.	1	
Capon, C.A.	Car Dept.	St. Paul, Minn.	1	
Cashill, Marion	Chief Clerk	Minneapolis, Minn.	1	
Curran, T.J.	PBX Operator	St. Paul, Minn.	2	
Donehower, S.C.	Loco.Engineer	St. Paul, Minn.	1	
Farrell, L.F.	Agent	St. Paul, Minn.	1	
Flaherty, B.J.	Sec.Stockman	Minneapolis, Minn.	1	
Gallagan, John J.	Switchman	St. Paul, Minn.	1	
Kolberg, J.	Police Dept.	Minneapolis, Minn.	2	
Korslund, Alfred	Chauffeur	Minneapolis, Minn.	2	
LaGread, M.	Car Dept.	Minneapolis, Minn.	2	
Leevers, W.T.	Coach Yard Frmn.	Minneapolis, Minn.	2	
Lindgren, Ruth	Storehelper	Minneapolis, Minn.	2	
Mars, Leda M.	Clerk, Police Dpt.	Minneapolis, Minn.	1	
Neumann, William	Clk.Loco.Frt.Off.	Minneapolis, Minn.	1	
Olson, Earl	Car Dept.	St. Paul, Minn.	1	
Penny, A.	Pipefitter	Minneapolis, Minn.	1	
Peterson, Walter	Car Foreman	Minneapolis, Minn.	1	
Rothmund, A.C.	Switchtender	St. Paul, Minn.	1	
Spencer, H.E.	Cashier	St. Paul, Minn.	1	
Thelen, A.J.	Mail Trucker	Minneapolis, Minn.	1	
Turnquist, Paul	Loco.Frt.Office	St. Paul, Minn.	1	
	Car Dept.	Minneapolis, Minn.	1	
			30	8

Off Line Offices and Miscellaneous Group

Welch, J.	Asst.Secy.-Treas	New York, N.Y.	1	
			1	0

If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.



"When I Cook Meat I Share the Smell With Mrs. Roberts, and Vice Versa!"

About People of the Railroad

INFORMATION TALES TIDINGS
EXPERIENCES BULLETINS CHATTER VERSE
REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS
HUMOR BROADCASTS CH.
STORIES

Milwaukee Shops



Locomotive Department

*John A. Macht
Correspondent*

Office

Bill Plainse, retired machinist, paid the boys a visit recently. Bill looks the same as always and says he is feeling and says he is feeling fine.

Machinist Charley Meyer, who was in an automobile accident and out of service for 18 months, returned to work on May 28.

John Duckhorn in the roundhouse has two sons in the Army; Richard, former machinist apprentice, is now located at New Orleans, and John, who recently became a corporal, is with the Air Corps at Atlanta, Ga.

Ambrose Mansur, machinist, has been off for the past month on account of sickness and we hope for his speedy recovery.

George Riley, assistant shop engineer, is the proud father of a baby boy, born May 22.

Electrician Apprentice Eugene Jacobs is also going around with a broad grin, being the proud father of a baby girl, born June 1.

Richard Andrews, clerk in Mr. Koop's office, was married on May 29. As the old saying goes, we hope all his troubles will be little ones.

Yes, the *seegars* were passed around in all of the above three cases.

Roundhouse Carpenter John Scale's son, John, has now been called to military service. He worked in the car department, and his other son, William, who has been in the Navy since August, 1942, has been overseas on convoy duty; he recently came home on a furlough.

The following boys from the locomotive department have been inducted into the Army just recently:

Machinist Apprentice Harold Reinold.
Machinist Helper Frank Ujich.
Machinist Helper Theo. Repinski.
Machinist Helper Chester Brezgel.

I regret that because of other duties I will no longer be able to write this column for the Magazine and wish to take this opportunity to thank all those who contributed news items. The interest which readers have taken in this column is sincerely appreciated. I am sure my successor, Louis Bednar of this office, will write some very interesting articles for your pleasure.

A neutral, visiting Berlin, was curious about the food condition.

He turned to a native, who was acting as his guide, and asked:

"Is it true that Germans are eating horse-meat?"

"Ah," reminisced the Nazi, "those were the good old days!"

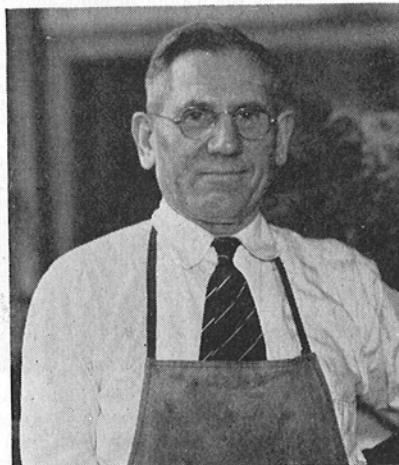
Car Department

Myrtle Zunker, Correspondent

The column and I had a little rest but we're glad to be back with a few items of interest about our boys at home and those in the service. To date Uncle Sam has taken 201 boys from this department, the following being in the recent group who left:

William Brohman	Alex Meyers
Stanley Gralewicz	Eugene Weiss
Harold Offermann	Ralph Midgley
Sig. Gralewicz	Lawrence Tome
Tom Kintin	Allen Barrick
Wm. Schwab	

Ralph Midgley and Sig Gralewicz left us to become Lieutenants Midgley and Gralewicz, and we are certainly proud of them. They looked every inch officers and we know they will both do a good job. At present Ralph is in New Orleans while Sig is at Fort Slocum, N. Y. Ralph visited us on his way from Fort Slocum to New Orleans and reports that it is a wonderful life.



Frank Statman, an upholsterer in the Milwaukee shops, retired June 14. He has the distinction of having worked for the road since Feb. 20, 1906, without suffering a single injury.

Our recent Army and Navy visitors included Dick Schaffer, Dick Severson, Marshall Johnson, Al Oertel, Elroy Koester, Joe Pollack, Steve Belcek, and Ray Altenbach.

Can you imagine how these two boys felt? The scene is a road on an island somewhere in the North Pacific. A Sea Bee is driving a Navy truck along and stops to give a soldier a lift. The Sea Bee—Al Roesler; the soldier—Bob Hoferer, who had worked together for years in the freight shop. Both boys write, trying to explain their feelings when they recognized each other. Guess they had quite a visit.

George Wood writes from Africa that through a Red Cross State Registration Book he discovered that Kenny Petzhold from Mr. Nystrom's office is located in the same vicinity. They have corresponded and are trying to arrange a meeting, which would be a treat for both of them.

Ted Tanin is no longer the "lone wolf" but is now a member of the team known as "Mr. and Mrs." Good luck and happiness to you both.

Electrical Foreman Gus Otto retired to enjoy life in the country. His place is being filled by Clarence Wellnitz. Einar Nelsen, in turn, is handling the work formerly performed by Clarence.

The new car program is now in full swing and some of our old standbys are now working the second shift. We miss the familiar faces—the pay-day cokes, too.

Sgt. Oscar Kramer, formerly of the passenger department, writes from Langley Field, Va., and asks to be remembered to all his old friends.

Clarence Rogers has written to inform us he is now in Iran. He reports a very interesting trip and also says "hello" to you all. Anyone wanting the addresses of any of these boys, please contact me because I know they would enjoy hearing from you.

Billy Moch continues to be the prize whittler and Janet's collection of animals is beginning to look like a miniature zoo. Good work, Bill, they are really clever.

The entire department joins in extending sympathy to Mrs. L. B. Jenson in the sudden death of her husband. We shall miss his friendliness and friendship.

Say, fellows, how about making arrangements for blood donations. I hear the Milwaukee County quota isn't being filled as rapidly as it has been in the past. You railroaders are always boasting about what huskies you are—let's give some of that good red blood to the best cause in the world. I'll be glad to make your appointments for you.

Our sympathies are extended to the family of Jules Boileau who passed away recently.

Wedding bells have rung and Al Oertel has joined the ranks of the "happily married." We all join in wishing you happiness and good luck.

Heinie Imhauser and Joe Keller have taken up fishing as a 100% hobby. They tell about the fish they catch but as yet no one has seen any proof. 35 in one night and they wouldn't even bring me one little perch. They can't blame us for not believing their stories.

Vince Nystrom reports from Aberdeen that he is the proud father of Erich Bahr Nystrom. Congratulations! We hope he grows up to be a better fisherman than his father.

Charlie Kreil and family visited his son in the Coast Guard in Florida. They report an enjoyable visit and from the looks of Charlie, absorbed plenty of sunshine.

By the time you read this, Marshall Johnson will no longer be an Air Cadet but will be a full fledged pilot with the rank of lieutenant. Congratulations, Marshall! We are proud of you.

Remember Ike Ketchpaw, who formerly worked all around the freight shop, including the office? He paid us a visit the other day. Ike is working for the government at present, having achieved success in his endeavor. However, he reports that his bearded Uncle is tapping him on the shoulder and he expects to be in

the Army in a short time.

A plea to the old-times—how about giving a good example in accident prevention for the new men around here. We've had too many injuries and they were by no means all suffered by new men. Let's get together on this proposition and present a clear record for at least one whole month.

Davies Yard

J. J. Steele,
Correspondent



Alex Meyer's name has been added to our Honor Roll of the Davies Yard men serving in the armed forces. Alex was inducted on June 11 and we all wish him good luck and Godspeed.

Clarence Ermisch has at last had his ideal vacation. Clarence rode to Minneapolis on the Hiawatha and enjoyed it very much. He is anxious to let it be known that his trip was at his own expense, but claims that every penny was well spent.

Lieut. Starosta, Corp. Roland Wolff, and Pvt. John Zawada and Charlie Ullman were back to see the old gang last month. All of them looked fit as fiddles and rarin' to go.

Woe be to the man that knocks the Brewers' ball team when Ralph "Frenchy" Haslam is around. At the present time Frenchy is ushering at the Brewers' Ball Park and knows each of the players personally. Anyone desiring to know the batting average of their favorite player can contact Frenchy for the information.

Gerald Appell has proven that he is made of hero material. On June 13 while attending a picnic at Lake Denoon, Gerald saw a boat capsizing and immediately swam out to the boat and rescued the drowning man. Gerald brought the man to shore and gave him artificial respiration, but due to a bad heart the victim never regained consciousness.

We recently received news that George Maertz is somewhere in Iran. George is in the very best of health, and while there George had an opportunity to visit Daniel's Tomb. George has decided that after this memorable visit he is going to read his Bible and learn more of Daniel and his being thrown in the lion's den.

Store Department

Earl L. Solverson
Correspondent

Several of the office girls attended a luncheon at the Cape Cod Inn in honor of two prospective brides—Katherine Kramer and Ruth Engel.

Ruth Reinders made a trip to Texas to visit her fiance, Howard Halsha, a flying ace in Uncle Sam's service. The fatal day should soon be at hand.

Carl Wandy, the office boy, was called to the colors. Look out, Hitler and Tojo! He was replaced by blonde Rosemary Wood, who is doing very well.

Ruth Stademeyer is a newcomer to the office. Welcome!

ODE TO A BROKEN HEART (Kenny Windl)

There once was a fellow named Kenny
Who thought he had girls, oh so many
When they found him untrue
They all said they were thru,
And now he finds he hasn't any.

(From one who suffered.)

'Tis reported that Jerry Meyer, the steel man, has been associating with a nice

young lady from the Association of Commerce. Jerry should use his influence to put in a plug for the Milwaukee Road with the Association.

The employees regret the loss of Mrs. A. M. Lemay, wife of Assistant General Storekeeper. She died June 4.

Robert Metzfeld, of the order bureau, is the proud father of a baby girl. Mother and daughter are doing fine but Bob is recuperating slowly, or is it the lack of sleep and the many added chores? Grandpa Paul is overjoyed. Many friends called during "open house" to lease-lend their advice. Should result in great improvements??

Pfc. Emil (Kid) Bruder, formerly employed in the stationery dept., wrote recently to John Waldman, from India, stating that it was a land of mystery.

Walter E. Neulreich was recently promoted to sergeant and his outfit was transferred from St. Petersburg, Fla., to Lincoln Army Air Base at Lincoln, Nebr. From the grapefruit bowl to the dust bowl.

John Waldman has three boys in the service: Pvt. Donald is located at Navy Pier in Chicago; Pfc. Raymond at Grand Rapids, Mich.; and Lt. J. G. Joseph at Great Lakes, Ill. Jack had better beware of those huffy sons.

Jerry Johannes has been summoned to appear before the induction doctors on Saturday, June 19. He is badly afflicted with the Sheepshead or Shaskopf itch and fishing-itus but then the doctors may also be so afflicted and desire his company. He'll have to do his fishing in other ponds, and we'll be expecting some real fish.

Minnie Maier returned to work after a month's absence due to illness. Carol Turenske suffered a blood clot after an operation and is still at home. We look forward to her early return to work.

Office of Mechanical Engineer and Supt. of Car Dept. Harold Montgomery Correspondent



Milwaukee Road Bowling League held its first meeting for the coming year with the express purpose of giving those fellows who thought a change to a Scratch League would be more satisfactory to all concerned. The proposal was put up for question and after a short discussion the 14 teams present voted a big "NO CHANGE." The next meeting of captains will be held August 20 at which time the franchise money for the team, bowlers, and shirt sizes must be in or franchise will be forfeited.

Lieut. Ernest North visited the gang after his training period in the East. Ernie has a G.I. haircut and looks trim with his heavy coat of tan.

Willard E. Schroeder is back in the S.C.D. after being away to camp for almost a year. Bill was honorably discharged as he was in the "older bracket." A good bowler on the loose, or is he?

Jack Armstrong is doing his stuff for the Coca Cola team up in the Shorewood Businessmen's League. He's all right—we like him.

Miss Betty Telderer is the next young lady to take that plunge into the sea of matrimony. The lucky young man is Corp. John Pershing Sprague, the day July 3 at St. Madeline's Chapel in San Antonio, Tex., where the newlyweds will stay. Best wishes and good luck!

Major Wm. B. Reitmeyer stopped in to

say "hello" while on a six day leave. Bill lost a little of that extra avoidpous.

Rudolph (always in the news) Broekema became a grandpa again. At last—a boy! Will grandson follow in the footsteps of the "Old Salt"?

Donald Froemming is the new lad in the drafting room. He has been added to the locomotive drafting staff and at present is "doing his stuff" for "Old Joe" Chandler. Don has just graduated from Nathan Hale High in West Allis. Welcome to our "squared circle," Joe, Jr.

Has anyone seen anything of a man's shoe, size 8? John Schnell is missing one after several of his friends were over to see him. He thinks someone took it along "by mistake." Note: John had a date that night and couldn't find his shoe.

Don't forget to reserve the date July 25, for the big Service Club picnic at State Fair Park.

L. McAllister finally shot a big 617 series. It was in the roll-off for the championship, too. He had games of 197, 160, 160 for 517, but a misprint gave him 617. Note: Bucky is gathering up all the available copies of the misprint as he may never shoot a "600" series again.

Milwaukee Terminals

Passenger Station

George A. Steuer, Division Editor
Superintendent's Office
Milwaukee, Wis.

It has been said that in these very strenuous times when the whole world is topsy-turvy and war is rampant in almost every corner of the globe, that anything can happen, and therefore we are not at all surprised when the impossible puts in an appearance, and we just shake our head and say—believe it or not, here it is. This is one we pulled out of the mail bag recently, addressed to the Milwaukee Road, anonymous of course, and here is what it said:

"Enclosed is two dollars, which is for fare I owe the railroad for a trip made some time ago.

Please credit same to your conscience fund."

Well, our treasury is two dollars to the good, a bothered conscience has been set at rest, and our faith in humanity, which was slightly shattered lately, is coming back into its own.

We received a very interesting letter from Marvin Kuehn, who is undergoing transformation from general superintendent's personal stenographer, to yeoman in the Navy. Marvin is located 306 at Camp Scott, U. S. Naval Training Station, Farragut, Ida. He always did want to see the West, so here's good luck from the whole gang. I know he will like to hear from the bunch, so drop him a line.

Leah (Dolly) O'Neil, who has been batting 100 per cent at the Milwaukee freight house for the past several years, is now on the job as personal stenographer to the general superintendent. Nice going, Dolly, and lots of luck.

Fowler Street Station

Nola Mallas, Correspondent

Congratulations to Mr. and Mrs. Henry Drake who were married on May 31. Mrs. Drake was formerly Germaine Kehl.

John Brower's furlough from the Army was well timed, for when he arrived in Milwaukee, his mother, Lucille Brower, was taking her vacation from the office. John is a corporal at Fort Sill, Okla., at-

tending Officers Candidate School.

Mr. and Mrs. Joe Hoerl took a trip recently to Seattle, Wash., to spend some time with relatives and friends.

Sgt. Harold Knop stopped in at the office to see some of his old co-workers. Harold is at Bowman Field, Ky., in the Air Corps. Ed Kurtz, stationed at Fort Riley, Kan., came in the other day and was taken by surprise over the change at the messenger desk. We trust Ed met all the girls there. It seemed as if it were old home week for all the boys, for Pfc. Neuemeister was also in town. Walter is stationed at Camp Stewart, Ga., and works in the office in the personnel department. Another visitor was Corp. George Lawrenz who works in the finance department in the Army and is secretary to Major Lesley.

June Paulsen, as our new expense clerk, enjoys her work very much. Edward T. Nowicki has once again returned to his old job as biller.

Congratulations to Mr. and Mrs. Bill Roessger. It's a bouncing baby boy.

Stowell station office got its face lifted with several coats of paint, shaded and blended with color soothing to the eye and pleasing to our customers. Hats off to the painters for their good work and to those that made this rejuvenation possible.

Ed (Baby Chick) Foster has several cigar boxes of new tomato plants sprouting. They are coming up fine, but the sprouts are making him wonder. The plants have the appearance of growing mustard. Do you think someone sabotaged the seeds when he was absent a little while? Could be.

You know, folks, we see section men along the right of way who are out there in every kind of weather and doing fine and essential work, yet we leave them out where credit is due. Let us take our hats off to them for the good job they are doing.

Talking about hats off, let's raise them to our local telephone operators, for they have a tedious duty. Let us all have more patience and consideration. Remember they are doing their utmost to accommodate all under all circumstances. That little word of kindness goes a long way.

Lost: One cantankerous appendix! Finder, please do not return to former owner, Jimmy Madushaw, for he is doing very well without it.

Chestnut St., North Milwaukee, North Ave. and West Allis

Richard J. Steuer, Correspondent

Every department on and along the Milwaukee Beer Line was represented at the recent safety meeting held at the Union Depot. Agent Leahy and Superintendent Bannon were completely satisfied with the turnout of yardmasters, trainmen, switchmen, section men and office clerks. Safe railroading is the only railroading that obtains the correct results.

After 46 years of faithful service with the Milwaukee Road, and justly proud of this fact, Frank Thielke, demurrage clerk at Chestnut Street, has retired. His colorful railroad career began way back in '97 when he was just 18 years old. He worked as an extra on a section gang at Hanover, Wis., up on the Mineral Point Division. His interest in telegraphy prompted him to learn this interesting work and in short order he mastered the key. His first job as an operator was at Coleman, Wis. In the next few years, Frank held numerous positions as telegrapher and relief agent, and in 1906 came to Milwaukee and worked in the Local freight office under Agent W. G. Miller. In 1912, he worked for the

Western Weighing and Inspection Bureau, but the love of railroading was strong, and he was back with the Milwaukee Road in the local freight office again. Since that time, Frank has held many positions, his latest being that of demurrage clerk at Chestnut Street. An interesting party arranged by retired Weightmaster Fred Butz was held in honor of Frank's retirement, and he was presented with many gifts and good wishes by the entire force.

Mr. Thielke's position was filled by Frank Vail, who worked at North Milwaukee prior to this appointment. Bill Warner is now handling Mr. Vail's former position of demurrage clerk at that station. Ed McGrath has advanced to the A. O. Smith yard job, and his new partner is Eddie Beck, late of the North Avenue night gang.

Since we last went to press, a few of our servicemen were home on furlough and dropped in to see the gang. Pts. Tom Regan, Ernie Reinhardt, and Bill Koepke were some of the welcome "strangers," the others being Corp. Eddie Kurtz and Corp. Bob Fechner. Last week Pfc. Al Stollenwerk dropped in on his first furlough since the Army claimed him, and he certainly looks as if he gained all of the 10 pounds he claimed he did.

H. C. Ruck is the new agent at West Allis. Mr. Ruck was operator at Wauwatosa, Wis., previous to his new appointment. A new yard clerk is also reported at West Allis, Oliver G. McKagan.

Our sick list is headed by Bill Clerk Betty Metschl, who is recovering from a major operation. We hope to see her well again soon. During her absence, Larry Janus is handling the chief bill clerk duties, and Miss Kowalski is filling in as bill clerk.

The cold weather continues to harry our horse-shoe pitchers, and at this writing, with the season six weeks old, Clerks Larry Janus and Dick Steuer are on the top of the standings. This pair has not lost a single match to date, and that is something when you have throwers like veteran Ted Woktasiak, Ed Hoerl and Charlie Barth in the league.

Found in my WB file...Bill McGrath, rate clerk, displays a 25 year button these days. Congratulations, Bill, make it 25 more!...Car clerk Walter Demerath won 50 dollars in a lucky night of Bingo...Of course he is going to report that as in-

come next year, he says...Fred Butz received a nifty stamp book from one of his unknown admirers on his recent birthday. He can't figure out who was so generous...The North Milwaukee force is drinking pink milk these days. The new concoction has cherry juice mixed in with the milk...No wonder their complexions are so rosy!...Mention of food in this column reminds us of the story about a certain clerk who wanted to get on the good side of a young lady and offered her a bag full of choice bakery. That certain clerk is still in the dog house, for the young lady found a cockroach in the bag after sampling a few choice morsels...Last minute scoop...Pvt. Bill Stein has been transferred to the south lands, Camp Claiborne, La., to be exact.

I&D Division

Marquette-Sanborn

M. B. Hickey
Division Editor pro tem
Superintendent's Office
Mason City, Ia.

P. E. McGuire, conductor on the I&D Division since 1904, received word the first of June that his son Lawrence McGuire, pilot in the Army Air Corps, was a prisoner of the Japanese, and not missing in action as was reported to him about a year ago. Mrs. McGuire is recuperating from a major operation and received word of this while still in the hospital. Lawrence McGuire saw action in Bataan and it was after this engagement that he was reported missing. Mr. and Mrs. McGuire have another son in service in the Canal Zone.

Raymond A. Lunsman, son of Art Lunsman, Mason City, has been promoted to corporal at Camp Bowie, Tex.

Charles M. Reisdorf, former fireman on the I&D Division, has been promoted from corporal to technical sergeant. He is stationed at Ft. Wayne, Ind.

Pfc. James P. McCauley, formerly of Spencer with the maintenance of way dept., was on furlough the first part of June. His friends at Spencer and Mason City were very pleased to see him and he had nothing but praise for his camp, Camp Phillips, Salina, Kan., where he is with the military police as motorcycle instructor.

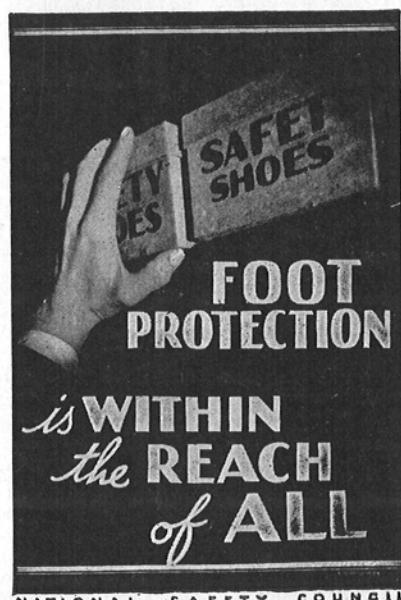
Harry Ervin, switchman at Mason City, had a very happy family reunion early in June when his son Lyle was able to make a one day visit at his home with his mother, father, and sister. Lyle enlisted in the Navy in March, 1940, and has not been home since. He left Mason City for Philadelphia, Pa., where he will take further training in refrigeration on submarines. After completing this course he expects to have a leave of six to eight weeks which he will spend with his family at Mason City. Lyle now has the title of machinist's mate second class.

Sympathy of the I&D Division is extended to Mason Barr, on the death of his wife the first part of June.

Sympathy is also extended to Mrs. William Fosha, on the death of William Fosha, retired trainman, who passed away on June 10.

A committee meeting was held in the club rooms at Mason City on June 11 to plan one of the Mason City Service Club's famous picnics. It was decided to hold the picnic about the middle of July and committees were appointed. The picnics last summer were such a great success that we all hope for a repetition this year.

Now that younger grandfathers are all the vogue, we understand that a precedent has also been established that they



give out cigars, especially as in the case of Monte Kemp, special officer, Mason City. His new addition is a granddaughter, and we understand Monte has full charge of her until her father returns from Asia Minor where he is in the armed forces.

The following changes have occurred in the Store Department forces:

Mr. C. C. Smola, former division storekeeper has been made district storekeeper in charge of the Northern District.

Cliff Oeschger has been made storekeeper at Mason City.

Frank Schmidt, of Mason City, has been made local storekeeper at Mitchell, S. D.

Vern Winters, store dept. chauffeur, has been made sectional stockman, Mason City.

Roy Gouffer, has been promoted to chauffeur, Mason City.

Dick Schmidt, laborer, has been promoted to store helper at Mason City.

Carrie B. Ruggee, superintendent's secretary at Mason City, is, at this writing, recovering from an appendectomy. She expects to be back on the job shortly.

Sanborn-Rapid City

C. D. Wangness
Correspondent
Mitchell, S. D.



Dr. Everett Kirch, son of Engineer Ed Kirch has been promoted to the rank of lieutenant commander in the Navy and is stationed in New York.

Sergt. Wallace A. Severson has been spending his furlough here and at Pierre. He is stationed at Camp Claibourne, La.

Former Fireman Robert Guse of Sanborn is stationed at Camp Claibourne and we understand that it will not be long before Bob will be running the "Choo Chos."

Word from former Fireman Wesley Hajek states that he is overseas in the railroad battalion, where he is running a train.

Machinist Wm. Wood of the roundhouse has been informed that his son, Staff Sgt. Don Wood is now located at Camp Gruber, Okla.

Druezelle Foote, son of Conductor A. K. Foote of Sanborn, was recently inducted in the Merchant Marine and left from Des Moines, Ia.

Corp. Karis Halverson, son of Switchman L. A. Halverson, was home on a few days' furlough from his camp in Wyoming.

The passenger depot at Mitchell is sporting a new "Milwaukee" sign, which shows up very well on the north entrance to the depot. At night it is illuminated by a flood light and greatly adds to the appearance of the depot.

A very appropriate "Honor Roll" appears in the waiting room of the passenger station. The names of all local employees are shown in one column of the plaque and the other column lists all the names of sons of the employees.

Spirit of '76

Motorized by Section Men

The "Spirit of '76" has been motorized. When the motor car of Section Foreman D. A. Kemerling of Rapid City starts down the track toward the day's work, it flies the Stars and Stripes, giving the familiar railroad scooter an unusual appearance. Foreman Kemerling was working for the

railroad at Ortley during World War I and recalls that nearly all the section cars on that division carried American flags at that time. More than half of the present workmen are of Mexican descent and 100% on the payroll allotment War Bond plan. The sight of "Old Glory" flapping in the breeze as Kemerling and his crew go out and keep the track in shape is a picture of the "Spirit of '76" on wheels.

Sioux City and Western Branch Lines

Fred. Costello, Correspondent
Asst. Superintendent's Office
Sioux City, Ia.

John Warnke, yard clerk at Sioux City East Yard spent his vacation in the hospital in the shade of the old ether cone. He is getting along very nicely at this writing.

Roadmaster George Wean recently made a flying trip to Mason City to see the new granddaughter.

Roadmaster A. W. Bahr has two sons in the Army now, Robert and Harold. Robert is a private in the Tank Corps at Camp Polk, La. and Harold is corporal in the Signal Corps at Camp Carson, Colo. We know they will be as good soldiers as they were workers on the railroad. If Roadmaster Bahr could knock off Japs like he can pheasants, it might not be a bad idea to induct him also. South Dakota draft boards, please note.

Mrs. G. E. Ferguson, wife of Agent Ferguson of Yankton, is visiting her daughters in Los Angeles, and George has been "batching it" for the last two months.

Understand that Helen Flynn of the asst. superintendent's office is trying to organize a local branch of the Sinn Fein among the McNertneys, Gormans, Murphys, Noonans, Costellos and Hennessys now on the second floor of the passenger station.

Word has been received that former Chief Dispatcher Harry L. Hoskin, who is now working for the Office of Defense Transportation has received another promotion. Congratulations and best wishes for a rapid continuance of the upward flight, Harry! His address is now Harry L. Hoskin, Assistant Director of Rail Terminals, Office of Defense Transportation, Division of Railway Transport, 5523 White Henry Stewart Bldg., Seattle, Wash.

Roland N. "Cotton" Kemp is the father of a baby girl, born May 27, at Mason City. "Cotton," who has been a brakeman on this division, is the son of Monty Kemp, special officer at Mason City and is now abroad.

Fireman Everett L. Hubbs, son of Engineer James W. Hubbs, and now with the Navy, was recently promoted to chief machinist's mate, and stationed at the Philadelphia Navy Yard.

Boilermaker Chas. S. Weyrauch retired on pension June 1, 1943, after many years of service.

Engineer Frank C. Mansfield recently returned to service after a long spell of illness.

Frank M. Kirsch, Sioux City car inspector, died suddenly at his home in Sioux City on Saturday evening, June 12, following a heart attack. He was born at Waterloo, Ia., Oct. 27, 1890, and had been in the service of this company for 23 years. Surviving are the widow, three sons and a daughter. Funeral services were at Sioux City, June 16.

A daughter was born to Fireman and Mrs. Ray Olson at Sioux City, June 10.

Apprentice Seaman (former boilermaker helper) J. H. O'Neill was a recent visitor from the Naval Training Station at Farragut, Ida.

Fireman 2nd Class Elwood C. Tillery of the Navy, son of Machinist A. M. Tillery, was a recent visitor in Sioux City.

Sioux Falls Line

F. B. Griller
Correspondent
Sioux Falls, S. D.

We're in the news again after an absence of about 10 months, and with the cooperation of all in this district we hope to keep this column alive and interesting.

A card was received by the boys in the switch yard at Sioux Falls from Bob Weigent, now in North Africa. Says he's still railroading in the Army and likes it fine. Bob was with the switching force in the Sioux Falls yards.

The Service Club of Sioux Falls voted to dispense with regular monthly meetings until September, according to Chairman Kemp.

Peter V. Larson, switchman, was discharged from the Army on account of the age limit.

Carman Carl Harroldson, who retired recently, states that if anyone has the time to sit down and listen, he has some "tales of the rails" to relate. Carl worked in the maintenance of way dept., the shops, and has been in the car dept., in Sioux Falls for a number of years.

Don Baumgartner, who held a passenger brakeman's job during World War No. 1, is back with us on the Nos. 311-22 job. Don is a Sioux Falls resident.

Frank Henderson, retired engine foreman, now living in Sioux City, visited Sioux Falls recently. When asked about Sioux City, he said, "It's just like coming back home." Frank and Mrs. Henderson moved to Sioux City last winter.

It's still news—the jubilation expressed by Sioux Falls Car Foreman Rudy Harbeck, when a new son arrived at his house several months ago, who will be groomed to be his successor!

Another proud father of a son to carry on the name is Clarence Stamp of the yard section force at Sioux Falls.

Some good planning is being done by Elmer H. Moll of the Sioux Falls Military Office, who is gardening in the back yard while the house is being built. Summarized: New house, move in, bountiful victory garden, and a brand new son.

Madison Division

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

Due to increase in the Pat King household, the family officially dubbed Frank (Assistant Engineer) "Grandma King" and we are wondering if the railroad company would construe this as a definite infringement on established copyright. Anyway—Frank is happy about the arrival of the little miss and appeared on the scene with a new zoot suit and cap.

Train Dispatcher and Mrs. C. H. Agner are very happy over the arrival of their first grandchild, Edward Charles Agner. This has been an eventful year for Charlie and the Missus. Charlie celebrated his 60th Anniversary with the Milwaukee Road in January, then in May his son Edward received his "wings" and Charlie and Mrs.



Agner went to Texas for the event, and lastly, and most important, the arrival of the grandson.

Ticket Clerk Edward McNulty and Miss Lucille Germann, Madison, were married May 22 in St. James Church. We extend our best wishes to the newlyweds.

Switchman Leo McCann has been on the "repair track" for some time and is now in the Veterans' Hospital, Wood, Wis., for treatment.

Brakeman and Mrs. Steve Varesi, Madison, announce the arrival of a son. Congratulations.

Kansas City Division

*K. M. Gohmann, Division Editor
Superintendent's Office
Ottumwa, Ia.*

Giving the Milwaukee Road a bit of advertising each Thursday on the sports page of the Ottumwa Courier and then winding up the season in first place is what the Ottumwa Service Club bowling team did, with Captain M. L. Fromm cracking out a 587 series score in the final night of bowling on May 20 and Harry L. Nicholson hitting 226 for the top line tally. They certainly make a nice appearance on the alleys with their attractive uniforms. At the meeting of the Service Club on June 8 Captain Fromm and Jack Seals were present to represent the team and to accept congratulations for ending the season as champions in the Men's Recreation League. Other members of the team are Dave Luman and Bill Wilson.

Some of the Milwaukee ladies are exceptionally good at slamming the maples, Mrs. H. W. Peppers of Ottumwa was a member of the ladies' team in the Ladies' Recreation League that ended the season as champions; Mrs. Harry Nicholson and Mrs. Grace Ives were the doubles champions in the city tournament; Mrs. Jack Seals and Miss Martha Browne also bowled in the Ladies' Recreation League last season.

Because of ill health Locomotive Engineer Fred C. Orvis retired from active duty on June 1, after 65 years of faithful and loyal service to our railroad. For 12 years of this time he was engineer on the Southwest Limited between Davenport and Ottumwa; previous to his retirement he was in the helper service between West Yard and Rutledge. Mr. Orvis was ill with influenza during May. We hope he will soon regain his strength and good health so he may enjoy the much deserved vacation from active duty.

Returning from a visit of inspection to their apple and peach orchards in Farmington, N. M., Engineer I. H. Rasmus and wife have the most favorable report to give, stating that prospects are for the finest and largest crop in history. Their son, Capt. Rex B. Rasmus of Ft. Sill, Okla., and his wife, joined them at Lake City, Kas., from where they journeyed to Farmington to spend a vacation while Captain Rasmus was on furlough.

Our sympathy to Mrs. Carrie Campbell in the loss of her brother, Wm. Allen Campbell, whose death occurred at his home in Newtown on May 20. Mr. Campbell worked in the track department since 1936.

Due to the floods and excessive high water traveling was slow and several detours necessary but, eventually, Engineer Wischaupt reached his destination, San Antonio, Texas, where he spent two weeks with his son and wife. Pvt. John P. Wischaupt is in the infantry doing map and chart drafting at Ft. Sam Houston.

Norbert E. Davis, Service Club Chairman, is again a patient in the Wesley Me-

morial Hospital in Chicago.

Had a short visit from Lt. Colonel Robert H. Nevins, while home in Ottumwa on furlough during the latter part of May. He is now at Camp Polk, La. Another visitor was W. R. Close, seaman second class, now attending gunnery school at Camp Endicott, Davisville, R. I.

Stopping in Ottumwa en route to the home of her mother in Waterloo, Ia., Mrs. Robert Fulton made a visit to the office of the superintendent. She certainly has acquired a nice suntan while residing in Arizona, where her husband, Warrant Officer Robert Fulton, is stationed at Luke Field.

Corp. Michael L. Carroll writes of the many beauties and wonders of nature in Washington state. Some of their maneuvering is done around Mt. Rainier and Puget Sound. While traveling along on a highway, one "real" thrill was the sight of the Olympian wending its way high up into the mountain, until sight of it was lost in the trees. Mike is now at Fort Lewis, Wash., and is hoping to get a furlough soon to return to Iowa for a brief stay.

Conductor John D. Green was recently notified of the promotion of his son John to Sergeant Major. He is in the Medical Corps, station hospital, Chanute Field, Ill., and has been there since his enlistment, which will be three years next August.

Pfc. Louis Reddish, brother of Mrs. Ray C. Gladson of Ottumwa, who was

Receiving an honorable discharge from the Army, Shannon S. Ramey resumed work in the section crew at Parnell. Section Laborer Linnie J. Phillips is back on the job at Chillicothe.

Brakeman Dale Jensen of Kansas City, Brakeman Benton Jobe and Section Laborer Melvin Forbes, Ottumwa, are all now in the Army. Telegraphers Wm. E. Moore and Kenneth E. Brees, privates in the Signal Air Corps of the Army, are getting their basic training at Atlantic City, N. J. Pvt. Moore will enter school to be trained as a teletype operator and Pvt. Brees to train as a radio operator just as soon as their basic training is completed.

Brakeman D. Gustaveson was inducted into the Army in May. Pvt. Lawrence W. Bond, railway battalion, transferred from Fort Wayne, Ind., to New Orleans, La. Robert T. Bottendorff, son of Fireman D. Bottendorff, Ottumwa, has been graduated from the bombardier school at Midland, Tex., received his bombardier wings, and was commissioned a second lieutenant in the Army Air Corps.

With the arrival of the WAVES at the Ottumwa air base the discussion of the meaning of WAVES brought about a new interpretation from sailors at the base: "Women are very essential."

The announcement by the War Department in Washington, D. C., on June 9 of the list of 69 Iowans who are being held prisoners of war by Italy at an unstated



The Ottumwa (Ia.) Service Club Bowling Team wound up the season's play at the head of their league. In the final game M. L. Fromm, captain, rolled up a 587 series score, and H. Nicholson hit 226 for the top line tally.

Shown in the picture, from left to right, are: Wm. R. Wilson, machinist; M. L. Fromm, train dispatcher and captain of the team; H. L. Henson, secretary, superintendent's office; D. E. Luman, machinist; J. S. Seals, machinist; Harry Nicholson, conductor.

shell shocked while in action in North Africa, arrived in New York City on May 31, where he has been hospitalized. He expects to be transferred to a military hospital in the Midwest in the near future. His father, John Reddish, formerly with our car department, is now flagman in Davenport, Ia.

We hear that Lt. LeRoy Beckert, who was somewhere in Africa for a period of many months, has recently been sent to Asia.

After receiving his basic training for 10 weeks at Camp Callan, Calif., Sgt. R. M. Hypes is now attending a radio operator and mechanic school in Kansas City. While on a few days furlough he called to say hello to his friends in the store department at West Yard, where he was formerly employed.

camp, included the name of Sgt. Gerald Reading, son of Passenger Brakeman George Reading of Davenport, Ia.

So live that you will be a complete disappointment to the town gossip.

The laziest man in the world owned a country store. He was sitting in his favorite chair alongside the counter one day when in came a customer and asked for a dozen apples. "I can't wait on you today," said the lazy man. "Come in some day when I'm standing up."

He: "Is she progressive or conservative?"

She: "I don't know. She wears last year's hat, drives this year's car, and lives on next year's income."

Chicago General Offices

Passenger Traffic Department

E. R. Will, Correspondent

To Harry Stastny of the advertising department goes the dubious honor of heading this column in its debut. Harry was inducted into the Army on June 10 and as a result will not be able to harvest his victory garden as planned. However, he has given specific instructions to his wife as to the proper time for husking those three rows of corn.

"The Little Corporal" is no longer the proper nickname for Robt. Chermak, refund clerk on leave from the rate department. Bob's most recent letter advises that he now receives his mail at a new location, as follows: Tech. Sgt., H&S. Co. 555th Eng. Hq. Pon. Bn. Camp White, Ore. Said letter was written on "snazzy" personalized stationery. We await with awe what will follow his receipt of a commission.

Lt. Alexander Marxen, formerly a traveling passenger agent out of Chicago attached to the office of the G.A.P.D., was a surprise visitor at the latter's office a few weeks ago but informed his friends that his leave would be brief. Alec is still stationed at Washington, D. C. with the Army Air Transportation Corps. Unfortunately, he left before District Passenger Agent A. Tansley of San Francisco dropped in to say hello.

1st Lt. John J. Dunne, former rate clerk, is with the victorious allied armies in North Africa. I quote from his letter of May 25: "Can't say much but have seen my share here. Had a few experiences that will have to wait until later to be told. Received a bum ear from one but it is coming along alright now." Those that know him knew that John never could remain in the background of anything.

Talent is aplenty among railroad men as witness the recent audition for the Morris

B. Sachs Show by Carl Behrick, messenger for the A.G.P.A. Carl passed the test without previous rehearsal and is waiting for a call to appear on the program. If you're tuned in, don't forget to mail in your vote.

Harry Houser, familiar figure for several years in the reservation bureau and city ticket office, has finished his boot training at Great Lakes but no further word has been heard from him since then.

The mother and sisters of Clyde Deacon, seaman 2nd class, formerly of the rate department, suffered that inexplicable shock which follows the advice that loved one is on the high seas. However, she was somewhat relieved to find that Clyde had returned to his Miami, Fla., base after an eight day training cruise. We wonder how the handsome "Deac" is getting along with those society belles.

And so the deadline has been met and your scribe heads for a two week furlough. It's "Off to the Races" and that's for sure. Hold that I. C. electric; they're off in an hour.

With all due apologies to the Biblical authors, remember to write to the boys as you would have them write to you.

Freight Traffic Dept.

Wesley S. McKee
Correspondent

Our ever-expanding Army is still taking 'em, the latest being Joe O'Sullivan who is in the Air Corps. His address is Pvt. Jos. W. O'Sullivan, Squadron A, 29th Training Group, A.A.F.T.T.C., Jefferson Barracks, Mo.

J. Michael Sloma, local OWI representative, has a new \$312 deduction. Lawrence Michael Sloma was born on June 8 and both mother and son are fine.

Do you have a problem? If so, and if Anthony or Albert Mitchell, the Answer Man, is not available, don't be disheartened; just see Betty, the Queen of the Ouiji Board. 'Tis rumored that so far Miss Vander Velden has worn out six sets of Ouiji table legs.

Flash!!

The war has finally caught up with Bill McNamee. From as far back as most of us remember, Bill was never seen without his ever-constant wing collar, but since Cluett, Peabody, etc., have discontinued them for the duration, "Curly" Bill will have to come informal. The next thing we know he'll be wearing a zoot suit.

Like father, like son. In his youth, our Connie Lingenfelder was known as quite a broad jumper and now his son William E. is a paratrooper with the 517th Parachute Infantry Battalion, Co. E, Camp Toccoa, Ga. I should have said "Grampa Lingenfelder," as a son, Conrad William, was born on May 30 to Lt. and Mrs. Conrad Lingenfelder.

Frank Maday's commando training stood him in good stead recently as he lithely climbed the rate desk ladder to remove a meaningless sign.

An apology is due Porky Sampson for having neglected to mention his complete recovery after a terrible accident. Mr. Porky was walking at his usual brisk pace when he suddenly decided to make a turn, but between his momentum and the avaroi-dupois he was totting, he was carried for-

ward, causing a few torn ligaments. For several weeks he carried the cane he used in his former business. The cup had been donated to the scrap drive.

Lyle Whitehead, Victory Gardener par excellence, recently was mentioned in a news item in the Chicago American. Lyle, who attributes his success to his Iowa farming days, raised some amazing tomatoes. By the time this goes to press, Mrs. W. will be making chili sauce. The usual championship belt was presented to Lyle.

Purchasing Department

Lurena Whidden,
Correspondent



Calling all potential Red Cross workers! The Union Station unit of the American Red Cross now has seven members, and more are urgently requested to come. Four of the present workers are from the purchasing department. Bertha Sexton, Marion Gaddini, Jeanne Goeltz, Dorothy Crofoot (take a bow, people) meet every Friday evening at 180 N. Wabash for three hours of making surgical dressings. There is a nice canteen where they can buy a light supper. They wear white uniforms and blue organdy veils trimmed with white (although any head covering will do). After 72 hours they will be presented with a red cross for their uniform. For 102 hours, they receive a Red Cross pin. They all enjoy the work and feel that they are doing something very vital for the war effort, which indeed they are.

One of the most exciting events in this department during the past month was the marriage of Mary Day to E. Russell Tyner. The wedding took place at 2:00 P. M. (2:10, to be exact) Saturday, June 5, in Elgin. Some of the presents which Mary found on her desk the day before she left exemplify the ribbing she underwent with admirable poise. There was a large and alarming wrench from Frank Casey and Ray Radicke with a note: "Warning: don't use only in case of emergency." And, besides a pretty white cake with a miniature bride and groom in the center, Marion Gaddini had put a tiny baby doll into a toy cradle and had printed on the foot, "Forewarned should be forearmed."

Edith Ratzer from Oak Park is now one of us. She graduated from Elmhurst College this June and wasted no time finding a job. We are happy to welcome her into the society of Milwaukee Road workers.

And now for the conclusion of that serial story that left you up in the air last time. Frieda Henninger is back from California. Yes, she saw movie stars, and both gas and tires held out. Frieda and Les made the trip with Bill Applegate from the claim adjusting department and his wife, Mabel. Each couple took ten rolls of colored movies, not to mention the numerous stills which Bill is developing and enlarging. It would take a whole magazine to describe everything these lucky people saw. We shall just touch a few of the high spots, and those desiring further information may go to the source.

On the way out they visited the famous Boys Town in Omaha, went through Idaho Springs, were caught in a blizzard in the Rockies, inspected Buffalo Bill's museum and grave in Denver National Park, and finally entered California via Lake Tahoe. They spent a few days with Frieda's brother-in-law in hilly Oakland across the bay from San Francisco, and then proceeded to Los Angeles and Hollywood! Frieda had difficulty deciding what impressed her most



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about the sunny state. However, the foliage and the Victory gardens with orange, lemon, apricot and plum trees, were especially striking. And the stamp of war was noticeable in Vallejo and Santa Monica. There were dim-outs, and cameras and binoculars were prohibited on the Golden Gate Bridge. Mickey Rooney, Ann Sothern, Eleanor Powell and Gregory Ratoff are just a few of the stars whom they saw leaving MGM Studios. They watched some movies being taken on the streets, and even found time to see the Palladium, El Capitan Theater and the Hollywood Bowl. In other words, it was an unforgettable vacation.

One night last month Grover Doody was propelled by three policemen from his house into a patrol wagon and whizzed over to the Casa Nova, the scene of some "accident" concerning Doody, so the officers charged. Upon entering, what should greet Doody but a shout of "Surprise!" from a crowd of about 250 people, all gathered there in honor of the man who had headed the rationing board of Elmwood Park for a whole year. Doody was presented with a watch and Mrs. Doody with a beautiful purse, there were speeches, and then a floor show and dancing. Such a token of appreciation even the most famous men seldom receive. The Casa Nova was filled with Doody's friends, quite a number from the purchasing department, including Garnette Helsdon, who, with a tiny red and white checked hat perched on the top of her head and held on with a red veil tied under her chin, floated around the dance floor as if she had wings.

On June 2, Bob Reiter returned from the induction board loaded down with booklets on how to enjoy the Army. We asked him what he was going to do as a last fling before leaving, and he replied, "A lot of things, I hope. I don't know if I'll realize it, though." The afternoon of his departure, Frank Casey voiced our "good-bye" to Eileen Delaney, to whom we gave a purse as a "going-away" present. And then Bob sauntered up for his pen and pencil set. On June 14 Bob returned for his official farewell and to show off his pretty fiancee, Carol. Best of luck, Bob!

Army and Navy News

Bob will probably just miss Ben Melgaard's son, Warren, who has been at Camp Grant for his induction period. A beaming father told us that Warren had taken the I.Q. test for special training. The minimum grade for such training is 115, and Warren had made 136.

Bob Nordin has been made a fire controlman in the navy, which means \$24 a month extra pay. His recent letter began, "Well, gang, this is my last letter from San Diego—after I finish this letter my writing as far as this base goes is at an end, for tomorrow I move on to new places and new faces—and a ship. Tomorrow morning I pull out for Bremerton, Wash." A fortunate coincidence had stationed Bob's girlfriend in Seattle, only about an hour's ride from his new base. And Bob had fifteen days' furlough! The rest of his letter was filled with descriptions of Hollywood, Tijuana, Mexico, LaJolla and ocean bathing. "Wow," he exclaimed, "I'm beginning to sound like a travelogue ... to me it's an education and I'm soaking in as much as I can."

John Beton is not only a corporal; he is now a cadet at Kansas State College, Manhattan, where after nine days at Fort Collins, Colo., he was sent to learn engineering. He will take three to five courses, each lasting twelve weeks. There won't be much leisure, but John thinks it will be

worth the hard work. "My room-mate used to work for the Southern Pacific RR. in W. Virginia. He worked in the auditing department, so we get along swell."

Car Accountant's Office

*Harry M. Trickett
Correspondent*



Sgt. Harry Reinhardt writes from his Southwest Pacific island expressing his appreciation for Christmas cards and gifts just received, and that, thru some unfortunate mishap, a considerable number of packages failed to arrive. He also acknowledged receipt of Easter greetings and said he received a few eggs, and would tell more on his return.

Pvt. James Ward states the Army doesn't give him much time to write, especially at Camp Howze, Tex. He is in a division with 18 and 19-year old boys and they go on the run for any detail.

Pvt. Gerard Nowakowski is now located at Camp Granite in Death Valley, Calif. The heat is terrific, becoming 140 degrees in daytime. He passed out on the first day there, and was taken to a desert camp to recuperate. The water is rationed, snakes are bad, and the lizards worse. He expects to be at this camp through July, so let's cheer him with a letter or gift during the month.

Mrs. Hans Sacks, formerly Pearl DeLaBarre, who was on a furlough since Feb. 24, was married in Seattle, Wash., on Mar. 27, returned to work on June 1 and surprised the office by announcing her marriage, and also her plan to leave, after 25 years' service, to return west. Her desk was most beautiful on her final day, with a \$25 Bond in a nest, also linen tablecloth and napkins.

Two more of our young ladies have announced their approaching marriage, with Betty Paulson stepping off on June 19 and Marian Lynch getting hitched to her sailor on July 17.

Myra Jordon and Louise Leisten are now wearing engagement rings.

Your scribe was honored by the State of Illinois with a lieutenant's commission in the Illinois Reserve Militia, and assigned to duty with Company "E," 3rd Infantry, at Elgin, Ill.

Dorothy Quinn, who has been on furlough since Sept. 19, 1942, returned to the office on June 1.

Anna Littwin recently submitted to surgery at the Ravenswood Hospital and is reported improving.

Laura Whitson, who has been on furlough since Mar. 20 account illness, is expected to return on July 1.

On May 28 the employees in our building were asked to contribute to an Honor Roll Fund, as each name added costs 50 cents. This roll, located in our lobby, is entirely maintained by the employees and at present contains 211 names.

The Milwaukee Road Division of the Railway Business Woman's Association for the past three years have helped to make the Service Men's Center a success by donating cakes. During the past year, 193 cakes have been contributed costing \$167.82, the money being received each month by voluntary contributions from the members and turned over to Marie Horatt, who has charge of ordering cakes. New members are welcome in the R.B.W.A., and Grace Rosier is the Milwaukee Road chairman.

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MONTREAL

On June 4, the R.B.W.A. Diction and Drama Class played before a capacity house at the Chicago Woman's Club Theatre, with Gertrude Essig and Grace Rosier being the only two members of the cast from our road.

Auditor of Expenditures Office

Bernie Williams, Correspondent

From here, it was a very marry, marry month of June...no less than five merges were reported...Pvt. Herb (The Thin Man) Metzfeld, stationed at Fort Lawton, Wash., visited the office on his furlough and announced that he would no longer be free and easy after a certain Saturday in June...“the little woman” finally won out...we tried our darndest, what with the taxes and high price of jelly beans this year, to scrape up a little wedding gift and hope it was enough to carry all our good wishes...

Margaret Feddema up and married her soldier boy this month and left the office in a terrific dither and Ed Belzer short one Burroughs operator...we extend our best wishes for happiness and lots of it...

Caroline Ramminger, computing bureau, did a turn on the marry-go-round, too...Carol was only with us about a month, but she's signed up for a longer run now...

Corp. Otto Heimann, stationed at Rapid City with the Air Corps, has been a very busy little man these past few months...Otto has had two furloughs. He underwent one appendicitis operation and one marriage ceremony...Otto thinks more than one furlough is okay but just one of the latter two items is plenty...

Eddie Leibrock, formerly of the time-keeping bureau, and now spending a hitch in the Army, was married recently in New Orleans to that one-and-only from Chicago...Congratulations and best wishes, Eddie.

Mr. and Mrs. Engstrom have returned from Boston, Mass., after a little vacation trip and visit with their son John...Among our vacationing visitors was Capt. James E. Kearnes, son of Jimmy Kearnes of the B&V Bureau...young Jim is an instructor of chemical warfare at Camp Roberts, Calif...

The computing bureau hung up a service star June 12 as Emily McDyer received her call from the WAAC...Emily's our first servicewoman...The Victory Club presented her with a kit and the computing bureau had their gift all ready, too...We have her promise that we'll get a picture of her in uniform for the Magazine very soon...

Lloyd Staver of the AFE bureau, is now Seaman Staver of the U. S. Navy, and Robert Notson of the timekeeping bureau is now Army property. This makes three more service stars for the auditor of expenditure's office and totals 78...

Caroline Carlson, of the typing bureau, is back at the Remington and we're happy to have her...but now Arlene Locke has taken a leave of absence on account of illness...The timekeeping bureau is still without Rudy Thoren and Henry Marquardt, but we certainly hope it won't be much longer before they shake old man sickness...

Happy tidings have been received from the ex-Misses Marjorie Kauppi and Jean Holzman, who report in from San Antonio and Oklahoma City that “love is grand.”...

The Victory Club is proud to receive those letters from “the boys” and glad to know they appreciate the little gifts that are sent out at different intervals...This is one club we all are members of...and it's little enough to do for that swell gang of kids who are standing up for us out there in khaki, bluejacket, or olive drab...

Freight Auditor's Office

J. A. Strohmeyer
Correspondent

Rate Clerk Ben Miles, after a two months absence and a long hospitalization, looks fine and has resumed the conflict with arbitraries, differentials, circle references, exceptions, hidden notes, doodads, hieroglyphics, astrological signs, Sanscrit symbols and mysteries conspiring tariff compilers use to harass well intentioned rate clerks, who refuse to be frustrated by any such diabolical concoctions.

The latest to leave here for armed forces: Paul Kirst, Michael Deane, and Roy “Frosty” Peters. We sent them to join Hirohito's pallbearers with a lot of good wishes and the well received customary cash gift from fellow employees. Henceforth they will receive items of good cheer from the Victory Committee, who even though they work under difficulties, are doing a fine job, according to reports from service men. They are entitled to our support, financial and otherwise. Edith Marquiss, Harry Wallace, and Joe Wager of F.A. office, are serving on that committee.

Army mail: Pvt. E. R. Mueller, Camp Haan, Cal., writes all is well. Pvt. Roy R. Schattnik, who is overseas, wants to hear from pals. He says the South Pacific island where he is is very beautiful, skeeters are big, and natives do not speak English. Pvt. Paul Kirst, 17000 bureau, is in a medical unit at Camp Robinson, Ark., and enjoys army life. M.P. Dan McCarthy, Wilmington, Cal., writes to Tim Wood that he has everything well under control.

Recent visitors: Lieut. John Conway, temporarily stationed at Ft. Sheridan, will return to Camp Lee, Va., in a month; Corp. Andy Duffy, Treasury Dept., Camp Davis, N. C.; Sgt. Robert J. Ligman, this office and Galewood, Camp Hulen, Tex., who says he lost 40 lbs in boot training; Pfc. Fred Meyne, Camp Phillips, Kan.; Pvt. Danny Rowe, Camp Campbell, Ky.; Artilleryman Ken Ebert, Camp Maxey, Tex. All had the appearance of good soldiers. Dan and Ken said they wanted to hear from others in service.

Flo Kaszmarek, accounting machine room, seeks new members for the Milwaukee Road Tennis Club. There are weekly games and parties, dances, and other social events.

The women's soft ball league have lively games 5:30 p. m. every Friday in the field at Wrightwood and Ashland Aves. They want new members and a cheering section.

Screw Ball league in process of formation. Membership requirements, act like one. Purpose, aid to service men. The current big idea is the invention of self darning sox, maybe pour, spray or splash them on, or maybe it's just a big drip. For details consult Anita Nieuwerheyzen, co-agitator to Henry Rothmann, filing tariffs and division sheets, and Diana Vojovich, S.D. clerk, Interline.

Tillie Janotta, CTHSE bureau, is wearing a magnificent engagement ring, and receiving congratulations from friends and co-workers. She will be married July 17 to Norbert Ziemann at St. Josephats church.

Margaret Holzman, accounting machine room, was married at St. Luke's Church, Chicago, June 5, to Pfc. Edward Neu, on furlough, and stationed at Temple, Tex.

Jane Walker, 17000 bureau, surprised us when she returned from her vacation and



announced her marriage to Corp. Edward Mezak on May 29 at Lincoln, Neb., Air Base chapel.

The stork sure is a busy, sly old bird. Virginia Chute Richardson, formerly CTHSE bureau, was a recent visitor. "Ginny" is looking as fine as ever and showed a picture of her fine youngster, Ronald John, born Dec. 16.

Born to Ruth Dunn Dostert, formerly of statistical bureau, at American Hospital, May 23, a boy, Douglas John. If he's only half as fine as the girls who saw him say, we'll all want to see him—and soon!

A grand gorgeous glimmer girl was born to Cecelia Jensen Zimmer, accounting machine room, June 1 at Swedish Covenant Hospital. Her name is Gale Ruth.

New employees in W.B. filing bureau, where so many new F.A. girls start, are Rose Krella DeLeske, a former employee, and Edna Hendrickson, former checker in Fullerton Avenue Women's Club cafeteria.

Wm. Pherler, review, Tomato Commando de luxe, contemplates calling an international conference of all Victory Garden refugees, to give them the benefit of his Victory Garden wisdom obtained from A. H. Paine, A.F.O.C. claim file, first floor, Vaughn's seed store, and U. S. Dept. of Agriculture. After a scientific preparation of the soil, Bill covers his entire garden with mulch paper, leaving only small holes two feet apart where the plants are inserted. This enhances plant growth and smothers the weeds. While the neighbors sweat and cuss at hoeing and weeding, Bill serenely enjoys smoking his pipe on an easy chair on the screened porch, while listening to the growing pains of his plants. Reports 19 large tomatoes per plant last year, and is striving to exceed that record this season.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

The big leagues may have their ups and downs but nothing daunts our pennant contenders, the Luckies A. C.'s, who may be observed in action these nights in the vicinity of Racine and Webster Avenues. Stars of the team are Jack Jennings and "Rapid Robert" Dillon, who have been entertaining their public with some nifty twirling and a display of fancy bat work.

Busy days for Mr. and Mrs. Pete Walton, who availed themselves of Pete's vacation to visit Pvt. Bob Walton at Omaha, Neb., and attend the graduation of Lieut. Ray Walton, from the Army Air Force School at Big Spring, Tex.

George Figg and George Tovey are back at work after prolonged bouts with illness, and are improving every day. Is it possible that the rarefied ozone of his Ozark retreat proved too intoxicating for The Tovey, who for years has been thriving on the soot and germ-laden air of Englewood?

Regarding the back to the soil movement, life insurance companies claim that the average city man has a longer life expectancy than one engaged in the more hazardous occupation of farming. This was discovered by Harold Goodstein, a war casualty on the home front, who underwent a three day rest cure at the Wesley Memorial Hospital, as the result of a streptococcus infection incurred while victory gardening.

Not only has overcharge claims donated generously of its personnel to the armed forces, it is by no means lagging in other patriotic pursuits. W. P. Heuel, auditor, is the designer and custodian of the Honor Roll in the Fullerton Avenue Building. J.

Harold Grove, Bill Lutsch, and Bill Fischer have donated their services to the Office of Civilian Defense, and it is also the home office of "Victory Topics," the official organ of our servicemen's organization.

It is timely to suggest that with the Fullerton Avenue Honor Roll increased to 211 names, a corresponding increase in the collection boxes will be needed to defray the expenses of keeping in touch with our boys. For this reason, the Victory Club asks your generosity in making those small donations for the comforts of the boys who are making so many sacrifices for us. That your efforts are appreciated is indicated by the responses of our soldiers and sailors all over the world, who eagerly look forward to these communications with the folks back home.

The long anticipated visit of Pvt. John White was a huge success, to hear the local boys tell it. John, who is down to his original chin, has been reaping the benefits of Army life in the cow country around Camp Bowie, Tex., and thinks that the Army is just swell—except for just one little thing. The laundry is cheaper, the meals are better than those John used to cook back home, but when a man has to travel 85 miles for a glass of beer, well—that's when you realize we're at war.

The man of action is back in the thick of things. Last summer Oren Barry was in the battle of the Coral Sea. You know what happened there. A short time later Oren vacationed at Guadalcanal. Again a volcano of activity. If you've been reading the papers lately, as closely as you should, you ought to know Oren's address—yes, he's at Attu.

Howie Atherton has gained another distinction. Besides being the possessor of the Army's longest overcoat, he is also the owner of its shortest haircut. So it seemed on his recent visit to Chicago, when Howard, allowing the maximum period for growth, called at the office on the last day of his furlough from desert maneuvers in California. Frank Shannon is also back at the office, this time permanently, after his honorable discharge from the Army. Completing seven months of service at Camp McCoy, Wis., Frank treated himself to a well-deserved vacation with his daughter on the Pacific Coast.

That's all now, but be with us next month to hear what Mrs. Slodowy said when Billy walked in the door with his new duration haircut.

Chicago Terminals

Galewood Freight Station

*Louis J. Ippolito
Correspondent
Freight Office*



To the family of Frank F. McPherson, Sr., former agent at Union Street and one time chief clerk at Galewood, our deepest sympathy in the passing of a fine and grand friend. Mr. McPherson with over 50 years of continuous service, until pensioned Feb. 1, 1940, rose from the rank of office boy to become one of Union Street's outstanding agents.

Dick Reynolds, retired on pension, visited his friends at Galewood and received a hearty welcome from some of the old timers. Dick for many years was employed at Union Street as a manifest clerk.

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The Milwaukee Hiawatha Service Club is holding its fifth annual picnic July 25, at the State Fair Park, West Allis, Wis. Galewood has again been asked to attend and with a little cooperation can help make this a successful event. Barney Zienty, tracing clerk, has tickets, and any information regarding transportation can also be had from him.

The little church around the corner had a special event on May 22, for that is the day pretty Muriel Remmers and Frank C. Quillard of Elgin joined hands in holy matrimony.

We extend sincere wishes for a happy married life.

Pfc. John J. Kerwin, home on furlough, was married to Miss Anne De Hey of Oak Park, Ill. Congratulations to Pvt. and Mrs. John Kerwin.

A baby girl, Diana Gay, was born to Mr. and Mrs. Dennis Zaboth on May 25. Mr. and Mrs. Zaboth are employed at Galewood; Lorraine, as a comptometer operator; and Dennis, as a biller, until inducted. Congratulations.

The old saying is all good things come in pairs and that's just what happened at the home of Mr. and Mrs. Philgren. On June 9, Mrs. Loretta Philgren, former comptometer operator, gave birth to twin boys, Clyde and Robert.

Mrs. E. Reaume, pickup and delivery clerk, returned to work June 1, in the pink of condition after recovering from a long illness. Her many friends were happy to see her back.

Pfc. William Zunker, home on furlough from Camp Shelby, Miss., attended the Milwaukee Road Booster dance, escorting Miss Bee Bishop.

Pfc. Harry Weinert, car record clerk, surprised his friends when he came home on furlough. Harry is stationed at Portland, Me.

Howard Johnson, clerk, has given up clerking to become a private in Uncle Sam's Army. Howard was inducted June 12.

Sam Bartosik, caller was inducted into the Navy, June 11. Sam started his new assignment June 19.

Western Avenue

T. A. Finan
Correspondent
Care of Yardmaster



We are sorry to report the death of switchman John E. McAdams who passed away on June 9. John had been employed here since 1922. Our deepest sympathy to his bereaved family.

Switchman E. E. Johnson is again off duty account of illness. We hope that Ed will soon be back.

Charles Stockwell has returned to work on the team track after his recent illness.

Storehelper S. F. Stevens of the roundhouse store, was inducted into the Army on June 10. Good luck, "SF."

I wonder why all the fellows at the coach yard store have taken up shaving every morning. Could it be because Grayce Faustman is the new steno?

Steno-clerk Ada Moore of the commissary has taken a 30-day leave due to illness.

J. J. Taylor, laundry manager, has returned to his home after a sojourn in the hospital.

Porter John C. Davis, who has been confined in Milwaukee hospital, has recovered enough to be brought to his home in Chicago.

Porter Tom Triggs is back at work and feeling fine after his recent operation.

Porter J. Fowler has applied for his pension after 32 years of service.

G. E. LaRue has been transferred to the division engineer's office at Miles City, Mont., effective June 1. Best of luck to a swell fellow.

Morris B. Kaufman is taking Mr. La Rue's place as assistant engineer in Chicago Terminals.

K. W. O'Brien has been transferred from Milwaukee to Chicago Terminals, where he will work as Instrumentman under T. H. Strate.

"If this war keeps on, the government is going to control everything."

"Well, it's going to have an awful time with that Jones boy who lives next door."

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Edw. Sofla, our affable company coal clerk, is now located in the office of the assistant superintendent of terminals at Mannheim in order to be closer to his babies (or would you say nightmares?), the stock piles.

A. W. (Archie) Jennings, formerly employed as a switchman in the Bensenville district, has enlisted in the armed forces and, according to latest reports, is receiving his preliminary training with the Marines at Mare Island, Calif.

Roy Wyman, recently released from the Army, has returned to his duties as a switchman in Chicago Terminals.

Louis Bishop, son of Chief Yard Clerk Wm. Bishop in Bensenville west yard, and a lieutenant in the Air Forces, was recently married.

Pfc. Wm. O. (Bill) Zunker of Mannheim, now attached to the 268th Field Artillery at Camp Shelby, Miss., was recently in town on a furlough. While Bill spent the last several years of his railroad life working at Galewood, he got his start as a railroad man in the Bensenville district, working as a messenger boy. He is looking fine but he had the misfortune while here to get the seat of his trousers mixed up with a more or less unfriendly dog which compelled him to take his meals from a standing position. Apparently it was nothing serious, as Bill left for camp a couple of days later driving his car down.

Received a very interesting letter from W. A. (Bill) Rands, pensioned yardmaster, whose address is 1901 W. 68th Street, Los Angeles, Calif. At the present time Bill is helping out on a railroad inside the Navy base at Port Hueneme about 60 miles north of Los Angeles. It would seem that Bill has the right slant on doing what he can to help the war effort.

Madison, Wis., readers please note:
A very interesting article, with profuse illustrations, appears in the June 7 issue of *Life*, entitled "Life Goes Boating with Sailors and Their Girls." For anyone who feels that life in the armed forces is all work and no play, here is something that should give you a different slant on it. The article involves Bob Graves, son of Trainmaster Graves at Union Street and is most enlightening, to say the least. Am sure everybody will find it mighty good reading.

Twin City Terminals

F. P. Rogers, Division Editor
Superintendent's Office
Minneapolis, Minn.

For sheer exuberant enthusiasm for the job in hand, we quote the following excerpt from a letter just received from our favorite flying cadet, Joe Gwaizdon, late of the Milwaukee Road at Minneapolis, now stationed with the Army Air Forces at Jones Field, Bonham, Tex.:

"Couldn't help but take a day off today, however, and write to everyone, as I'm a very elated person. I solo'd yesterday!—after 9 hours, 24 mins. of dual time.

"Man, what a thrill to take off into the wide blue and zoom around, just yourself and your ship! The flying bug really bit me harder than I ever expected it would. I never really thought I could get so nuts over anything, but I like it more every minute. This much I do know—nothing will ever stop me from flying—if I should happen to wash out (and it is possible, later on), it won't dampen my spirits

a bit. When the war is over, the first thing I'm going to do is invest in my own plane.

"It surprises me how much I've accomplished in so little time. The controls are mine at all times. I can do climbing and gliding turns, "S" turns, 360 degree vertical banks, forced landings, 180 degree and 90 degree precision turns, rectangular courses, wind crabbing, dives, 12 different stalls, and—the most fun of all—spins. Man, spins are my idea of real fun—screaming down, with the whirling earth coming up at you, and then pulling out—you feel as though you're going right through the bottom of the plane.

"My instructor told me I did a damn good solo job—said that I could fly the pants off a plane if I wanted to, and that there was no reason for me to wash out. So, if I should be eliminated, I know it will be my fault, and I won't have anyone to blame."

"When I came into the ready room after soloing to report my time to the flight dispatcher, my gang was waiting for me—picked me up and carried me to the pond where they heaved me in, shoes and all. As I came up, they snapped my picture—waist deep in water with all my clothes on. As you probably know, it's an Air Corps tradition to dunk a pilot on his first solo."

What chance has the Hitler-Mussolini-Hirohito youth in combat with our American flyers?

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

Wedding bells have been tinkling around the local freight office again. Miss Mabel McQuay became the bride of Harland Myhres on Sunday, May 23. The girls at the local honored Mabel at a dinner on May 20.

May 20 was also the night that the freight department furnished the program at the regular meeting of the J. H. Foster Chapter of the Milwaukee Service Club. It was a gala night, and while we like to see our employees get ahead, we hope no talent scouts were in the audience as we would hate to lose the services of so many of our old hands. Elizabeth Hessburg, Gladys Mirocha, Helen Lindquist, Leda Mars, and Joe Rhodes really did a fine job. Thanks also to Joe Hessburg for coming over to help us out with some beautiful piano selections. And can Helen Flesland ever crank a mean phonograph!

Our boys are really making good. In a recent article appearing in a North Camp Polk, La., paper, Lieut. James Sal scheider, former tracing clerk in the traffic department, was given particular praise by Major General Robert Hasbrouck for having the best drilled platoon in a recent parade of the 80th Armored Regiment, and word from the South Pacific tells of the promotion of Marine Corporal Robert R. Guyer, former Minneapolis bill clerk, to sergeant.

Gladys Mirocha is just getting rested up from a furlough—her fiance, Larry Johnson's furlough! Larry, former freight office employee now serving with the Navy, flew in May 30 to spend a week at home. He's looking fine, and expects to report for sea duty soon. Best of luck from all of us.

Among recent pinch hitters at the freight office have been Mrs. James Rezab, Mrs.



C. A. Quinn and Mrs. M. A. Jacobsen, all former employees of the department.

Stewart Wamsley of the traffic department decided to try a little hobnobbing with the Eskimos and left on June 1 to accept a position with a construction firm at Skagway, Alaska. Good luck!

Employees of the Minneapolis freight department were saddened by the recent report of the death in Seattle, Wash., of Peter Hartland, formerly employed here as assistant freight house foreman, and the death of H. C. McCluskey, formerly in the switching and demurrage department.

Not so long ago Johnny Seland, bill clerk, blossomed out in a lovely khaki sweater knitted by the girl friend. She finished it just in time too, as Johnny just left for service with the armed forces. Needless to say, he left with many good wishes from fellow employees.

Tony Thoreson, of the cashier's office, has been serving a stretch at Fairview Hospital. We hope he will be back at his old post before long.

The recent questionnaires we've been filling out for the accounting department have put many a good railroader in the dog house at home. They had to call up their wives to see when they were married.

Minneapolis General Offices

Kitty Call, Correspondent

Gene Koehler, of the engineering dept., has joined the Navy.

Harry Olund, B&B carpenter, now serving overseas with the Sea Bees, enjoyed a fourteen-day furlough visiting his home in Minneapolis and getting acquainted with his daughter who was born during his absence of eleven months.

Chief Carpenter A. A. Kurzejka recently mailed out a news issue to all of the boys in service who formerly worked in the B&B dept. of the Twin City Terminal Division. It consisted of four legal size pages, enumerating and relaying the news as received from the men in service to him. There are twenty-three men on the list at this time.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Dept.

Lt. Richard Weatherell on leave from Army Medical Corps., Fitzsimmons General Hospital, Denver, is visiting parents, Chief Inspector and Mrs. J. C. Weatherell, at Minneapolis. Ernest Benson while enjoying recent furlough, gave some interesting highlights on his duties with the Coast Guard in the North Atlantic. 2nd Class Machinist Mate J. C. Shurstein is in training near Washington, D. C. Val Stasik and family enjoyed a visit from his son, now serving as yeoman 1st class with the South Pacific fleet. Our latest inductees to the Army: Robert J. Pfeifer, car cleaner at Minneapolis coach yard, and Warne Stonebraker, helper from the shops, joined the ranks June 1.

Welcome to our new stenographer, Lois A. Barrett, who joined the office force in

June and is now a veteran on all railroad terms, etc.

This column is sorry to report the death of George Paul Pribula, former car helper, who passed away on May 28 at Deerwood, Minn., following several months illness, and offer sympathy to surviving relatives.

June 1 brought the retirement of Carman Florian Kassin, veteran carman, and Sam Spector, carman helper, from the shops forces.

Clerk Ed Brown, Minneapolis coach yard, is on the sick-list. We wish him a speedy recovery from asthma trouble.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent



This ever changing world has finally laid its restless touch on the store department—promoting District Storekeeper Anderson to assistant general storekeeper; boosting Chief Clerk Capon to division storekeeper at Austin; Tim O'Connell to the Minneapolis chief clerk's post, and Joe Lugow now "holds the 'phone" in Tim's stead. Division Storekeeper Smola is now

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northern district storekeeper, officing at Mason City—and all in all, it's been one of those Utopian deals where everybody wins, nobody loses.

These changes came about too quickly for a proper send-off to Charlie Capon, who has served for seven years at Minneapolis, but store employees wrapped their best wishes up with a brief case for him, and we are confident he will like his new job and hope his work brings him to Minneapolis often. Charlie took quite a personal interest in his fellow workers, and will always be especially remembered for this.

District Storekeeper Smola made an impressive inaugural visit—arriving at Minneapolis a bit too amply ventilated—and was rushed right out to a neighborhood tailor. We are led to conclude the new job had him squirming in the hot seat, which is hard on the seams.

Tim and Joe are both burning a bit of

midnight oil getting hep to their new positions. They have our congratulations and pledged cooperation.

At this writing there's still a VITAL post to be filled—Safety Shoes salesman—and considering the 55 pair sold for the first half of June, the applicant can prepare for a lot of tongue-wagging (Brr!).

There has been a far less happy change in the locomotive department. Although we extend best wishes to the new shop superintendent, we can but grieve at the inopportune death of Harry E. Riccius, age 56, June 5. We miss that great big "Good Morning" of his that daily rattled the windows. We miss his booming laugh which added such a jovial note to the office scene. Though impending illness slowed his step, and an injured arm and knee brought much pain following his hospitalization, Mr. Riccius maintained a jovial front and dictated numerous and humorous letters to his many friends up to the day of his operation. As former mayor of Miles City, Mr. Riccius played a considerable part in the public as well as the railroad life of that city before his transfer last June to Minneapolis, and the high esteem in which he is remembered there was well attested by the host of Miles City friends who attended the funeral services, and the many flowers and cards which were received from out West. To his wife and son Merrill we extend deep sympathy.

Our latest furniture-moving episode was most inspired! The safe is now right under the clock—so everyone keeps an eye on it!

A brand new edition of Chauffeur Kenny Glockner arrived in May—christened David, despite Aunt Zinn's protests that the name goes with long beards.

The EMBA ball team, composed of store and roundhouse men, plays every Friday night at the Parade Grounds. The team wish localites would do a little morale-building on the home front and swell the rooting section. (They seem to forget half the fun of baseball went out of the game when the bottle shortage left nothing hefty to throw at the umpire.)

Reporter Alice Herrick, St. Paul, receives a corsage every week from her husband, now in Africa. No, they aren't wilted when they arrive! The dicker includes as middleman a St. Paul florist shop.

The Army called up T. J. LaPitz, switchman, and Loren Munson, store laborer, with John Sweeney, storehelper, choosing the Navy. John is learning about the high seas at Farragut, Ida.—distance no doubt lends perspective! He was quarantined the first week too—a bunk mate falling prey to scarlet fever.

Paul Anderson, one of our Navy boys, received a medical discharge and is now in Veterans Hospital, Minneapolis. Doctors predict a stay of five or six months. The hospital is right on the car line—visiting days Tuesday, Thursday, Saturday and Sunday—get the hint!

Pfc. Shel Stafford got married June 5 to that Minneapolis girl whose picture has made the southern boys in his Texas camp forget the Civil War. Our very best wishes! Shel expects to graduate July 2—and then "the business".

Pvt. Harry Miller is laid low with malaria fever somewhere in New Guinea. His wife reported to Waco, Tex., in early June as an army nurse.

Machinist Welder Bill Boche's son Kenneth was boosted to second lieutenant, USMC, which is quite an achievement for a

Marine non-com. Kenny, machinist apprentice in Minneapolis for two years, has spent five years in the Marines and was in Iceland when war was declared. Prior to that he spent two years at Pearl Harbor. His last visit home was in February, 1942.

Our officer candidates to the Milwaukee Shop Battalion, Major John Moe, Lieut. Art Hallenberg and Lieut. Bill Hotfield—attained a unique distinction—they are members of the first officers railway training group to graduate 100 per cent. Nice plug for the Milwaukee! They entrained June 10 for New Orleans where they join Lieut. Herb Allen and start dishing out the knowledge so recently hammered in.

Police Officer Beguhl tells us he has one son, Bill, in England now with the Army, and son Lloyd is training with the Marines in California. Even his son-in-law is in there—an instructor in gunnery. The youngest boy may go soon, in which case Pop will be awfully tempted to tag along!

Lieut. Stan Blackburn advises that his wife has now joined him in Sacramento, Calif., they have a nice apartment, and whenever there's a run of bad flying weather, he can knock off and trot home—home being the serviceman's equivalent to Paradise. Stan is flying twin-motor jobs now and recovering somewhat from the strenuous training days.

Here is a "before and after" correspondence from the heart of the Tunisian campaign—letters from Electrician Cary Frank's brother-in-law, Pfc. Andrew Pinske: May 5:—Awfully dry here—have one helluva time digging myself fox holes in some of this ground, and these mountains are all rock. . . . Well, I got a few more Jerrys—had a ringside seat the other day as they came down the hill. . . . Got a few souvenirs—a German cross, a few small buttons, a Swiss-make wrist watch and the pencil I'm writing with. . . . Sure put in some long hours—a guy darn near falls asleep watching for Jerry, but if you know he's not far away you sure can stay awake! . . . Still OK and hope I can make the rest of it. Need a good bath. Haven't shaved for two weeks." And then the "after the battle" note: "Have been taking it easy for over a week now—all done with this war here in Africa and am I glad! It was a long hard grind. Pretty good eats now again—getting fresh meat and plenty other stuff. The boys got 60 gallons of wine the other night to celebrate!"

Southtown is an ardent booster of the Service Club's new policy of Appreciation Nights—wherein each department is called up to explain the work it performs, and department talent is recruited for most enjoyable programs. The plan has stimulated new interest and President Bill Manion expects a record-breaking crowd out for the picnic June 27 at Costello's Grove. As usual, Mrs. Roy Melquist, president of the Milwaukee Women's Club, worked hard on picnic plans. We think the Service Club should have a special Flag for Home Front Service Workers—and Mrs. Melquist's name will head the list! She has done much more than her share this year to stimulate interest in her club and the Service group, and deserves a big vote of thanks from all Milwaukee employees.

On June 7 retired Traveling Engineer Dick Blase and wife celebrated their golden wedding anniversary at a family dinner at the Curtis Hotel. On Sunday, June 6, open house was held for well-wishers, and from 4 to 7 the Blase home was jammed to capacity. Our congratulations and best wishes for many more years of happiness ahead!

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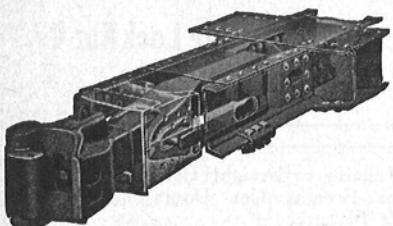
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Alice Treherne Herrick
Correspondent
General Agent's Office

Through the Looking Glass

Mrs. Frank O. Washburn, wife of district safety engineer, and president of our Milwaukee Women's Club, has been chosen as a delegate from St. Paul, to bowl in the Women's International Bowling Congress annual sweepstakes tournament in Chicago, June 14-15.

Vic Barquist, TA, secured some fine advertising for our company and our Service Club recently, thru a war poster display he arranged at the public library. The St. Paul Dispatch carried a large picture and announcement of the display, and Women's Institute programs, distributed to thousands of their members at their recent meeting in the St. Paul Auditorium, also carried this notice among their list of "Events of the Week".

Art Cogswell, rip track, who was operated on at the Good Samaritan Hospital recently, returned to work June 1, and is getting along fine now.

Our congratulations and best wishes to Abe Andren, yard clerk, and his new bride! Abe pulled a fast one on us June 5 when he eloped with Eunice Valesh, Hopkins, Minn. The couple were married at Mason City, Ia. ("Pee Wee" Kanar wants to know if M. C. or just who, is going to be fourth on his list.)

DID YOU KNOW THAT—Charley Beattie, brakeman, rushed home from the road June 5, with the news that he had a new son born that day, weighing 7 lbs. 10 oz. Upon inquiring of Charley's other small son what his new little brother weighed, he exclaimed, "I think 'a pound and a half'!" . . . The round house boasts two more new Diesel engines,—a fine new wash rack and cinder pit! . . . Wedding bells rang June 5 for Wm. Ferrin, machinist helper, roundhouse, as on that day he took the fatal step. . . Patrons of the Olympian, who get off at Aberdeen, S. D., always look and ask for "Whistling Sam", a Red Cap, who meets all the trains there, and is noted for his happy, courteous disposition. Above all the noise, one can hear Sam's whistling the length of the train, and in these days of war nerves, etc., we think he has a character and personality to be envied by all.

News from the Front:

General Agent's Office—In our last issue we reported that Capt. Robert R. Burns, Pilot, U. S. Marine Corps, Aircraft Fleet, son of R. A. Burns, (GA), was in temporary command of his squadron on an undisclosed island in the Pacific, account extended illness of regular squadron commander. News has since reached us from Robert and also verified in the Twin City newspapers, that he has been promoted to major. . . . **Local Office**—Vince Miller, Camp Pickett, Va., wrote Gladys Murphy recently that he receives our Milwaukee Magazine and reads it "from cover to cover." Said he read with interest all about the "high water" around the yard office, and sympathized with the yard gang, as he almost got his feet wet a few times down there himself. . . . **Passenger Dept.**—A recent letter from Sgt. Leon Stelling, former steno, now with a railway operating battalion somewhere in Alaska, indicates he is lonesome for good ol' St. Paul, as he says he will be "plenty



glad to get back." Adds he was sure glad to get the Milwaukee Magazine . . . Received a nice letter from Staff Sgt. Doug Tybering, who left Apr. 17 for overseas duty, which reveals that he is somewhere in North Africa and getting along just fine, and living in quite a "modern city." Claims the trains over there can't be compared with ours though, and most of the engines look like the Wm. Crooks that was on display at the World's Fair. Says there are a thousand one different kinds of Allied uniforms there. . . Vic Barquist's son, Robert, now a naval air cadet, reported at the Naval Office in Minneapolis, May 14, en route to St. Olaf College at Northfield, where he will study pre-flight aviation. Before boarding the train for Northfield, Bob 'phoned his Mom, reporting the first meal he had had at the expense of the Navy, was eaten at none other than the Milwaukee Road restaurant in the Minneapolis depot, and added, "the meal was swell, too!" . . . Leo Jaskulka, son of Frank Jaskulka, is training to be a gunner for one of Uncle Sam's planes, at the Will Rogers Air Field, Oklahoma City, Okla. . . . We have word that Carl Sorlien is at present stationed at Camp Roberts, Calif., with an infantry division.

Rip Track—Pfc. Marvin Benedum, is now serving in the Hawaiian Islands. Marv writes he's feeling fine, putting on weight, likes his new surroundings, but will be glad to get back. Claims this is open season on big, bold mosquitoes. Was surprised at the abundance of cocoanuts, pineapple and bananas there. Adds there is also plenty of lovely Hawaiian music, and a lot of hula hula girls in grass skirts around. With all this, Marv, the boys think you've picked a paradise, mosquitoes or no mosquitoes. Frank Knapp, stationed in New Orleans, is home on furlough, and spending his time fishing. . . . **Roundhouse**—Russell Krinke, USNTS, Farragut, Ida., wrote our Service Club a very complimentary letter, thanking us for the honorary membership card we sent him, and applauding the sentiment shown by the folks back home, in thinking of the men in the service. Says, "Had occasion to meet the Olympian at Spokane, and as it chugged its way up to the arriving ramp, I experienced a thrill of pride, knowing I was a member of the great Milwaukee family." . . . From A-P-O-Land (Alaska), Francis Wilson wrote our club stating, "Received the membership card, and was very glad to get it." He's anxious to get back to the old job again. . . . Robert Lyons, machinist helper, left Apr. 24 to join the Sea Bees. Took time off from K.P. duty recently to drop the boys a line, the sum and substance of which in-

dicated "everything O.K., including the food." . . . Edward Thompson, yeoman, 3rd class, USN, is now on duty in the personnel office at the Air Station at Rio Grande, N. J., where he was transferred May 1 from Hatboro, Pa. Home on furlough early in June, Ed reports he stopped at the R.H. to visit the old gang, but made the mistake of wearing his white uniform, so couldn't go far. Says two of the biggest thrills he's had since away was receiving the membership card from our Service Club, and spying a Milwaukee Road ad in a newspaper in Philadelphia. . . . **Yard Office**—Sgt. Joe Weber, former Duluth Line brakeman, now in Iran, wrote "Abe" Andren that the Milwaukee Road is like a "Magic Carpet" compared to the railroads there. He claims their engines, cars and people are all 50 years behind

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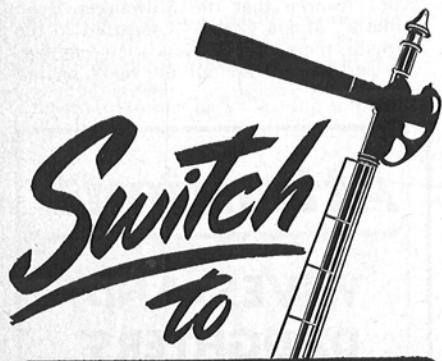
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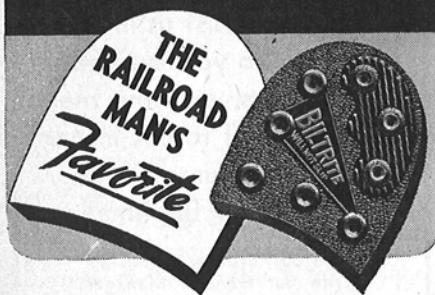
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the times. Engines are small and only haul about 25 cars to a train. Joe says he has been handling his train there, as sergeants are conductors, and they have but one white brakeman, and 5 or 10 Arab brakemen. . . . Apr. 24, Vincent Washburn, son of District Safety Engineer Frank O. Washburn and Mrs. Washburn, president of the Milwaukee Women's Club, left to keep a date with Uncle Sam. He's now stationed at the Radio Opr. School, Camp Kohler, Calif. Vince is a former employee of our coach yard and store dept., Minneapolis. . . . Corp. Howard R. Wagner, anti-aircraft gunner in the Marines, and son of J. R. Wagner, yard conductor, and Mrs. Wagner, was home recently on a 30-day furlough from Guadalcanal, and spent part of his time at the Navy Hospital, Wold Chamberlain Field, Minneapolis, owing to recurrence of malaria for the ninth time. Howard remained there for nine days, leaving May 14 for the Navy Hospital, Mare Island, San Francisco, for an indefinite period. At 17, when entering the service Dec. 26, 1941, Howard was stationed at boot camp, San Francisco, for two months, then transferred to Pearl Harbor, thence Midway Island, where he saw plenty of action. Later he was transferred to various islands in the Southwest Pacific, including New Zealand. In August, 1942, he was sent to Guadalcanal, and several months later was stricken with malaria. His proud father recounted that Howard boasted while here this his outfit knocked down 169 Jap planes, the last report he had. . . . Pfc. Paul M. Gehrig, son of our Coal Traffic Manager Paul Gehrig, who left here around Easter, is now in North Africa. Though he got a little seasick, Paul says he had a nice trip across.

boys ordained. He also said that it took seven years of conscientious study for his son to reach this goal; however, he will return to his studies for another year. Congratulations to you and your wife, Johnnie. You have a right to be proud.

You baseball fans will want to keep posted on the news of our ball player here in Seattle yard, so note the correction from last month's citation, naming Hedington a member of the Pilchucks. He is, instead, a member of the Everett Tyees, and incidentally, they are holding their own in first place.

Emphasis on safety first and a more vivid understanding of the Consolidated Code of Transportation Rules and General Instructions was made possible to approximately 40 Seattle switchmen and enginemen when District Safety Engineer T. E. Corbett from Tacoma came over to our fair city to conduct safety meetings. We hope to realize the benefit of fewer accidents and personal injuries as a result of these meetings.

We are happy to welcome Denny Carmichael to our family of the Seattle yard. He is first trick yard checker.

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen
*Correspondent
Local Freight Office*



If you don't know what to write about, you might write about the weather. Seattle gloried in 238.6 hours of sunshine during May, and was further blessed by a total absence of such phenomena as hail, sleet, and frost. Total rainfall was 1.77 inches which was .10 of an inch below normal. Average maximum temperature was 62.1 degrees and average minimum was 47.1 degrees, both slightly below normal. Hottest day for the month was May 24th, with the mercury touching 75 degrees. The coolest day fell to 42 degrees. Now could any of my readers find a more ideal place in the wide world in which to live?

The writer recently received a V-letter from former Asst. Chief Yard Clerk John Hogan. Johnny says after moving about in the States from camp to camp, Uncle insisted that he take a boat trip and that he has since landed away DOWN UNDER in the land of the home of the kangaroo. Johnny says he never dreamed that there was so much water in the wide, wide world, but he likes it and will stay until everything is cleaned up over there and everybody is safe in his home in this country. It is of such men as Johnny that this nation should be proud.

Miss Willa Lindsey, stenographer in the

Seattle Terminals

Lois C. Moseley,
*Correspondent, Office of
Assistant Superintendent*



John Lee takes the limelight this month, and he certainly does look proud. We knew that he was taking himself a nice vacation, going down to Southern California and all, but little did we guess until the newspapers came out with the following news, "The Rev. Conan Robert Lee, O.F.M., son of Mr. and Mrs. John Lee, will sing his first solemn mass at 11 o'clock Sunday in the Holy Rosary Church, West Seattle." Well—now the truth unfolds. Johnnie went down to Santa Barbara to witness the ceremony which ordained Rev. Conan Robert Lee. He states it was a spectacular experience, which gave him a great thrill to realize that his son was one of the nine



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local freight office, has recently been promoted to statistical clerk in the Traffic Department, relieving Miss Laura Babcock who also was from the local freight office, but who now has accepted a better position with the PM Railroad in Seattle. Best of luck to these young ladies in their new undertakings.

Carole Peterson of the bill room has taken the position as statistical clerk in the Agent's office, relieving Mrs. Gladys Littlefield, who has been granted time off on account of sickness. We may have more news about Gladys at a later date.

Miss Mildred Gist, that girl with ZIP (unlimited energy) of the car desk, was married in Seattle, May 4, to John Crombie of the United Air Lines. They left on the 5th via air for Denver, Colo., where they spent their honeymoon, and are now at home to their many friends on Queen Ann Hill. The Milwaukee employes extend congratulations.

Word has been received that J. E. Hart, formerly of the cashier's office, is now in Fort Sam Houston, Tex., and was made a corporal on May 15. Emmett Springer, of the cashier's office and last heard from somewhere in Africa, has also been made a corporal.

Daniel P. Cartwright of the Seattle force is now training in the Army Military Police and is stationed at Dayton, Wash. He left on May 21.

Things happen to our boys in the Navy. Richard D. Rasmussen, son of your correspondent, is now stationed in Newport, R. I. On May 3 a baby boy was born to Mrs. Richard Rasmussen and on May 4 Richard was promoted to lieutenant (j.g.). The cigars were being passed out quite freely for a couple of days. The new boy bears the name of Bruce Edward.

Mrs. Lillian Wirth, who has been in the yard office the past year, is now in charge of the second trick on the car desk local freight office, succeeding Chas. Ganty, who has taken a position in the claim department.

A few recent additions to the force in the local freight office are Anne Henzel, Ruth Cooke, and Alice Gould. We welcome these ladies to our Milwaukee family.

Seattle General Offices

J. M. Wilhelm,
Correspondent, General
Claim Department



Rails in the Armed Forces

Miss Alice Palmer, retired law dept. stenographer, advises that her nephew, Col. Sumner C. Palmer, Jr., in command of an air base in England, recently had lunch with a visiting Colonel—yes, none other than our Col. N. A. Ryan who was indeed delighted to reminisce about the splendors of the Pacific North-

west, etc. with another native son.

Somewhere in North Africa Major A. L. Sedgwick was talking with a Captain Hayes over the long distance phone regarding some military procedure. The click of the rails must have gotten into their conversation, for when they compared notes sure enough, it was Captain Jim Hayes, former transportation inspector of the general manager's office, Seattle.

B. L. Schults, former clerk in the freight claim dept., is now on duty somewhere on the East Coast as radio technician 1/C, U.S.N.

G. A. Baker, who left his position as adjuster in the same department for that of private 1/C in the Army, V-mails from North Africa that since driving the Nazis out of that sector he and the boys are training on stakes (no foolin') in order to make full and final settlement on the "Berlin deal."

Ensign Clyde Fellows of the traffic dept. reports he has now been assigned to a ship—and they keep up their spirits with ice cream, movies, coffee, and what have you. Nothing was mentioned about wishing he could be back on the division desk, but he did state he missed the daily noon entertainment on Victory Square.

¶ **GREETINGS:** To Miss Shelleah Williams, new stenographer in the transportation dept.

To Mrs. Muriel Raskoph, stenographer in traffic dept. Also Miss Willa Lindsey, clerk in traffic dept., formerly of the Tacoma and Seattle local freight office.

CONGRATULATIONS: To Walter J. Zahradka, secretary to general manager, who has been appointed chief clerk to Superintendent A. C. Kohlhase. If his past performance is any criterion, he will have no trouble in dispatching the work on the new job.

To Ray Lozier, secretary to Chief Clerk E. Kennedy who will fill Mr. Zahradka's shoes as secretary to Mr. Donald.

NOSEY NEWS: Your correspondent almost knows how it feels to see one's name in the obituary column, or something. In the June 5 edition of the Seattle Times under "Divorces Asked," what should I see but "Ruth from James Wilhelm—cruelty." With quite some apprehension I plunged a trembling forefinger toward the telephone dial (correct number first attempt) and after some careful verbal sparring with the Mrs. whose name is Ruth, asked her the meaning of all this. She apparently sensed my anxiety, and after making your now perspiring correspondent promise to fix the sewing machine, clean that "Fibber McGee closet," repair the leaky faucet, etc., etc., she laughingly advised that we must have a double-double, and firmly denied obeying that occasional impulse wives sometimes get to see a lawyer. To date we have had 17 calls from wondering aunts, uncles, friends, etc.

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portation dept., set a patriotic example by spending his vacation "Victory Style"—putting in another quarter acre of garden. He says he now has a few more muscles than heretofore realized, but is looking in the pink of condition.

It has been very noticeable the past several weeks that a good many of the office personnel on Monday mornings walk and move about very carefully—as if they were "full of years." Occasionally there is a suspicion of *eau de liniment* in some of the offices, and all this is readily understandable when you hear a few of the boys meet at the elevators at lunch time. Instead of discussing their Sunday trips and picnics they now brag about how many blossoms are on their peas, etc., and are offering each other suggestions for combating wire worms and other assorted garden pests. WEED 'EM AND REAP, BOYS.

Tacoma

R. R. Thiele
Correspondent
Agent's Office
Tacoma, Wash.



Mrs. Thelma Edling, of the local office, had a curious experience the other day. She had not seen her father for 18 years, as he had been in Alaska all that time without anyone of the family being in touch with him; one day she was down town in front of Rhodes Brothers store, when she suddenly saw a man who reminded her of her father. On an impulse she spoke to him and here it was, none other than her father. He is staying over in Seattle at present, but he and Thelma have had long talks about those 18 years, you can imagine.

Lester Carruthers, passenger brakeman, had to undergo an operation last month; he is not out of the hospital yet. We wish him an early recovery.

G. H. Hill has been appointed superintendent of the new Idaho Division at Spokane. We are sorry to see Mr. Hill go; he was very popular here and very efficient in his management of the Coast Division and everyone here wishes him and his wife all good luck in their old home.

Other appointments occasioned by the formation of the new division will be found elsewhere in the Magazine.

Yielding to Ray Powells' (the cashier at the local office) repeated invitations, Agent Ray Grummel, in company with his father-in-law, recently drove out to the Powells ranch. Unfortunately, he forgot to turn off at the right and instead turned off to left; the scenery kept getting thicker and thicker and still no sign of a destination. At last they came to a gate with a footpath beyond; the road apparently stopped here. Perplexed, Mr. Grummel asked his father-in-law to wait in the car while he went to investigate, and disappeared in the brush. He had not much more than gone when the old gentleman's horrified gaze suddenly rested on some five hundred pounds of black bear which had noiselessly emerged from the shrubbery and stood there, shaking his head and looking at the car. But when Mr. Bear suddenly rose up and clawed at a fir tree, the old gentleman thought it was time to leave; he emitted a wild shriek, jumped from the car and went down the roadway. Mr. Grummel had heard the shriek and rushed back; the bear had also been startled by the yell and had left. Mr. Grummel did the only wise thing: he turned the car, went after his departed father-in-law, and overtook him about a quarter of a mile down the road all out of breath. They went on down the road and finally located the Powells ranch, where their adventures were breathlessly listened to. They know, now, where the ranch is, and never, never, so help them, do they want to see Mr. Bear any closer than that time.

Frank Bryan, who has been released from the Army on account of a physical disability, came back to Tacoma and is now back on the demurrage desk at the local office.

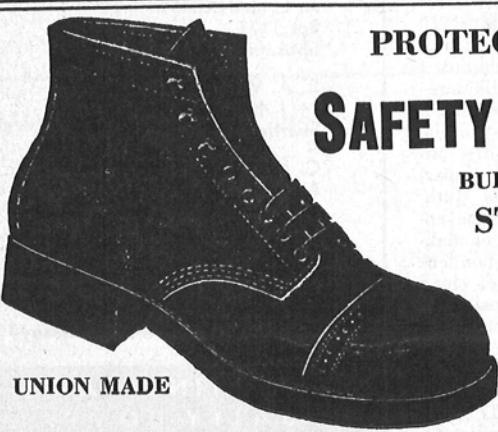
Glenn Graham recently became the proud papa of a baby boy. Congratulations!

Mrs. Frank Bryan took over the duties of third trick yard checker; we admire her nerve in prowling among the wilderness of box cars in the yard at that time of night and wish her well.

By the way, Frank Bryan is now a neighbor of Kenneth Alleman, having purchased a palatial mansion next to Kennie's, out in the abundant fresh air of Manito Park.

Miss Beverly Carlson is now on the job as Assistant Demurrage Clerk, and Mrs. Margaret Kirsch is Eddie Herzog's stenographer while her husband is in the Army.

Jack Hastings, oiler in the train yard, is off duty while undergoing an operation for



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appendicitis; we wish him a speedy recovery.

John Ehnat, painter in the car department, took a brief vacation to visit his son, who is in the Army at Spokane.

Andrew Norwood, of the chief dispatcher's office, showed us a package of photographs (which he had just received from a friend serving in the Coast Guard) of Pitcairn Island; it was thrilling to handle these mementoes of a dark and bloody span of history 150 years ago.

Miss Mary Wylie, daughter of Supt. Wylie, is breaking in at the local office as clerk for a few days.

Mrs. Alice Farrell, stenographer to Mr. Grummel, turned down a good agency back in Minnesota in order to come out here and work while her husband is storekeeper in the Navy.

Johnnie Luchesi has obtained leave of absence; he will be 18 the first of July and will then enter the Navy. Good luck to him.

Loren Cowling, also of the local office, is facing an outbreak of hostilities in the near future; some say he is going to enlist the first of July and others insist he is going to be married about that date; Loren keeps his mouth shut and does not commit himself one way or the other.

The following yard conductors at Tacoma are sick at this moment: G. Perry, W. Ackerson, L. T. Thompson and E. L. Lockwood. The one last named is 72 years of age and still in the ring. So is William Rickerft of the store department; he has been on duty for 40 years and expects to retire this summer, but he walks to and from work every day from the baseball park to the yard, about three miles one way. That's what keeps him young.

Conductor Charlie Russell laid off a month ago to handle a carload of wood at Maytown, where he lives; since then nobody has heard from him. The load of wood must contain some good knots.

Iowa Division

East End and Branches

W. E. Failor, Division Editor
Superintendent's Office
Marion, Ia.

With regret we announce the death of Arthur C. Law, general roundhouse foreman, Council Bluffs, Ia., which occurred in the Jennie Edmundsen Hospital at Council Bluffs on June 11. He was appointed general roundhouse foreman at Council Bluffs in Dec., 1924. Previous to his appointment he was roundhouse foreman at Perry, and machinist at Marion and Atkins.

Pfc. Virgil B. Dvorak, formerly of the Cedar Rapids freight house office force, spent a twelve-day furlough from Camp Polk.

Mrs. D. G. Hickey, wife of retired Conductor Dan Hickey, passed away at her

home suddenly from a heart attack. Sympathy of the division is extended to the family.

Section Laborer Vern Farley has enlisted in the Navy and is well on his way to the "boot" camp out in Idaho.

Harold E. Kennedy, fireman first class, spent a few days with the folks. Before enlisting in Uncle Sam's Navy, he switched box cars in Cedar Rapids yards.

Duane Nellsch, steno-clerk to division storekeeper, has enlisted in the Navy.

Several members of the Brotherhood of Railroad Clerks from this area attended the annual dinner at Perry last week. Due to the small run of smelts this year, it had to be chicken.

After a good many years of service with the Milwaukee Road, Section Laborer E. A. Johnson, Louisa, Ia., has retired. During the winters of the past 10 years it has been part of Emery's duties to take care of the spring switch at Covington, which to us seems to be located a million miles from nowhere. Regardless of the time of night, when it started to snow he always showed up; and during all this time, there was never a train delay at the mechanical switch account of man failure.

For peace of mind now and comfort in the future, increase your War Bond purchases on the payroll plan.

Railroad Workers
get a Grip
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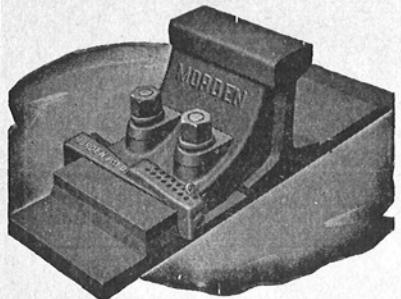
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Middle and West

Lincoln McDowell, retired sectionman, who makes his home with his son, H. L. McDowell, foreman at Perry, fell and broke his leg early in June.

Other hospital patients during the month included, Mrs. Joe Kirkwood, wife of engineer; Conductor W. J. Brumby; Gertrude Hullerman, daughter of engineer, E. C. Hullerman; Mrs. Clifford Todd, wife of conductor; and Mrs. Charles Stoner, wife of engineer.

Weddings in the Milwaukee family during the last month included the marriage of Dr. L. A. Utterback, son of conductor Clyde Utterback, to Miss Helen Longfellow a high school teacher at Perry. The wedding took place in Des Moines.

Edwin Olson, son of Train Dispatcher Arthur Olson, was awarded a scholarship at the Medill School of Journalism in Evanston when he graduated from Perry High School in May. Louise Losey, daughter of Train Dispatcher J. M. Losey, Valedictorian of her class, was awarded a scholarship at Drake University. Both young people will enter college this fall.

Linn C. Lyons, a son born to Mr. and Mrs. Chet Lyons in June, makes another grandchild in the home of Conductor Arley Needham.

Promotions for the Perry soldiers during the last month included the advancement of rank for Robert Dibbern to that of master sergeant in the Air Corps. Kenneth Laborde advanced to rank of corporal. He

graduated from Lowrey Field as an automatic pilot mechanic. Vincent Anderson advanced to rank of second lieutenant, following his training at Fort Monmouth, N. J. Rolland Audas has been advanced to seaman 2nd class. Eldon Gardner got his rating as a lieutenant following attendance at Officer's Candidate School in Georgia. James Aspinall advanced to 2nd class aviation mechanic, Naval Air Force.

Retired Bridge Carpenter George Legvold, passed away at Slater, Ia., during June. He was a brother of Lars Legvold, also of the B. & B. Dept.

Retired Switchman Jerry Cummings died recently following an illness of several weeks.

Joe Schippers of the roundhouse force, and James Rivers, brother of Mrs. Thos. Birmingham, were killed when their auto ran off a bridge.

A. C. Law, roundhouse foreman at Council Bluffs, suffered a stroke June 10 and passed away two days later. Funeral services and interment took place at Marion.

Barton Fitzgerald, son of Switchman E. R. Fitzgerald, was married on May 23 to Miss Myra Bailey at Redfield, Ia. Barton is employed with the Army Engineers at Norfolk, Va., where the couple will make their home.

Engineer W. D. Chase, one of the top ranking golfers at the Perry Golf and Country Club, won the Memorial Day Flag Tournament.

Superior Division

J. B. Philips
Correspondent
Superintendent's Office
Green Bay, Wis.



We are glad to again see the pleasant face of Traveling Freight Auditor Eugene Frasier. Mr. Frasier has been on the sick list for quite some time, but is back on the job again checking stations.

Welcome to R. S. Miskimmins, who has just recently been appointed manager of the Milwaukee Motor Transport Co. and has his desk in our office.

The old ice house which has been a land mark at Green Bay Shops has now vanished from sight. The east end of the ice house caught fire last fall, and it has now been torn down by the B. & B. forces.

Mr. Buechler has had his office dressed up with some new furniture. He has a new desk and chair in addition to a secretary's desk and chair. Trainmaster Weiland also has a new desk and chair which is also a good addition to his office. The

OUR cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

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SEATTLE
LONDON

Superior Division is now employing school boys from 16 years of age and up to work on the section. So far they have recruited about 126 boys who are going to be used as a ballasting gang to work from Stiles Jct. westward. The boys will be hauled in busses from Green Bay, DePere, and Marinette to and from their work. We also employed six high school coaches to help supervise the boys in addition to the regular supervision furnished with such gangs.

I&SM Division

East End

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



Two of our eligible bachelors decided to make Memorial Day a memorable occasion and chose that week-end to take unto themselves wives—they were: Claire McMichael of the Austin freight office, and W. A. Keys, train baggageman.

Congratulations to Check Clerk and Mrs. Geo. Wyant, Austin, on the arrival of a baby girl June 1.

Our deepest sympathy is extended to Engineer Jens Jorgensen and Dispatcher's Clerk Erle Jorgenson on the death of their wife and mother which occurred very suddenly at her home the morning of June 4.

Among the recent changes at Austin were: Former sheriff of Mower County, Ira Syck, replacing Art Mulholland as special officer—Art, we understand, is being transferred to Spokane, Wash. Also, a newcomer in our midst is C. A. Capon, who was appointed division storekeeper with headquarters at Austin, effective June 1.

At this writing, Supt. Dodds and Agent Full are trying their skill for some crappies and walleyes.

Now that you (and I) are on the "Pay As You Go" plan, that should be a reminder for you to "pay a little more attention as you go," and send in a few items of interest for the column. I have received quite a number of cards and letters from our boys in service in various parts of the globe, and all are unanimous in saying how much they appreciate receiving the Magazine and keeping abreast of what's doing on the I&SM Division. So, let's make it an interesting column for our former fellow employees. If you'll let me know what's going on, I'll be more than glad to write it up.

Hiram: "Well, Si, I planted a mess of turnips in th' garden, and what d'ye think cum up?"

Cyrus: "I dunno. What?"

Hiram: A flock o' hogs, and et 'em.

DIESEL LOCOMOTIVES

for

PASSENGER, FREIGHT
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U.S.A.

First District

L. R. Stokes, *Correspondent Operator, Faribault, Minn.*

Mrs. J. E. Liebel wife of J. E. Liebel, agent at Mendota, passed away June 8. Our sympathy is extended to Bill and the family.

J. T. Moe, agent at Northfield, has been confined to his home account sickness and at this writing understand he is in the hospital. Best wishes for your speedy recovery, John.

Operator H. L. Weihl, who has been living in California for the past year, due to illness, returned to Faribault, but was unable to resume work and has now applied for his pension and returned to California.

Doris Ellstad, former stenographer at Rosemount, is working at Faribault freight house in the capacity of transit clerk.

Martin Sande has been appointed section foreman at Farmington.

Each writing of this column gets smaller and smaller. Wonder just how long before we will have to fold it up and lay it away on the shelf where it will do no more than collect dust and cobwebs. It's such a small effort to send me your news items. Let's make this effort and keep in the news.

Eyvind E. (Ike) Ketchpaw, who has many friends at Milwaukee Shops and around the line, has been appointed Milwaukee, Wis. area manager for the War Relocation Authority. This authority handles transfer of Japanese-Americans from internment camps. "Ike" has been in charge of the Rockford, Ill., office.

Mr. Ketchpaw formerly was employed in the car department at Milwaukee.

TIME IS OUR BUSINESS

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Madison Area

Jim Gregerson
*Correspondent
Warehouse Foreman
Madison, S. D.*



Charlie Williams, brakeman, was home on a short furlough during May.

Snap Lincoln, fireman, spent a week in Madison on furlough. He hinted that the next furlough he gets he is going to ride the seat box on the way home to avoid the M. P.

The many friends of Henry Campbell were shocked to hear of his sudden death May 17. His friends on the Milwaukee road extend their sympathy to his family.

A gravel train working out of Edgerton pit has been spreading gravel on the west end of the division, the Madison lower yard getting two train loads which made quite an improvement.

Paul Redfield, brakeman, stepped off the train June 12 for a few days furlough.

yet, but he can tell when daddy is walking the floor with him which is something... congratulations.

Sub-station Operator Payton and wife, of Loweth also are the proud parents of a little daughter born at Bozeman, during May as well as a son to Mr. and Mrs. Leggett of Sixteen.

Train baggageman, C. N. Smith, for many years on 15 and 16 on our division, has retired on pension, and the division wishes him many years of doing nothing but what he wants to do.

A wedding of interest to all on the division, was that on May 29 in Anaconda, of Miss Cornelia Geary and Charles Eric Williams, of Deer Lodge. Mrs. Williams has been Superintendent of Schools in Powell County for a number of years and Mr. Williams is traveling engineer on this division. We extend our best wishes for a happy life to this well known and popular young couple.

Operator Leonard Matson, for a number of years second trick operator at Lewiston, is now a full fledged train dispatcher at Butte working second trick on the east end. Congratulations.

Passenger Conductor Coffin has been off sick for the past few weeks but is much improved at the present writing. He has been relieved by Conductor Steel.

Miss Jessie Haigh of our town, and Bernard Carpenter, for some years a brakeman on our division, were married in Billings, May 1. Mrs. Carpenter is one of the lovely girls born and raised in Three Forks and Mr. Carpenter, coming here from Harlowton, has recently enlisted in the Army. We extend our best wishes to this young couple.

A late item of interest to our division: The death of Engineer William Douglass in Lewistown, occurred Apr. 25. Mr. Douglass was one of our oldest engineers in point of service, working on mainline passenger trains for many years. He is survived by his widow and daughter Dorothy to whom we extend our sincere sympathy.

Harry R. Meyer, storekeeper at Deer Lodge, passed away after a short illness May 9, at his home in Deer Lodge. He was bitten by a tick in the Sixteen Mile canyon during the washouts there and was ill only a few days...he was well known

and we extend our sympathy to his widow and daughter.

Agent George Smith, of Jefferson Island is helping us out on third trick for a while here. Mrs. Smith is the agent at Jefferson Island during his absence.

Operator Barney Budzikian, third trick at Harlowton, has enlisted and leaves for Fort Douglass June 18. Barney will make a real soldier, we surmise, and we wish him lots of luck.

Engineer M. F. Elliott has returned from a trip thru the South, including Jacksonville, Fla., and Atlanta, Ga. We got some real tree-ripened grapefruit out of that trip, too. We approve very much of Mr. Elliott's taking these trips.

Ten brand new conductors have been promoted on the Rocky Mountain Division. Rules Examiner J. R. Weatherly came over to our city and after a week's session added the names of Ralph Davis, H. B. Rector, R. A. Burns, Elmer Lee, C. A. Wade, L. J. Kirwan, Melvin Murray, J. R. Hamilton, Jr., and Eben Dickenson to the list. Every one has made a trip, too.

A letter received from former Operator Frank L. Manuel from somewhere in New Guinea. Everything is fine with him. He has had two copies of the Milwaukee Magazine; sends his best to all, especially Ralph Coon and CGB, and wishes some of the boys would write to him. We will give his address to anyone who wishes it. We also heard from former Brakeman Lebert who is in Iran, running a train. He likes the United States better than where he is, from all we hear.

LaCrosse & River Division

Wisconsin Valley

**Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wis.**

Lieut. (j. g.) Roland Obey, son of Engineer N. A. Obey and a veteran of the battles of the Coral Sea and the Solomons, is home on first leave after 17 months of active service as torpedo gunnery officer on an American destroyer. He is visiting at the home of his parents with his bride, the former Victoria Kozik of Chicago. They were married on May 23 and will leave for New York City within the next few days where Lieut. Obey has been assigned to a new ship. Pvt. Harold Obey, a brother, stationed at Fort Riley, Kan., is also home on furlough. He entered service only a few weeks ago and is receiving training with a mechanized division.

Norman Nicholson, machinist, has moved his family to Austin, Minn., where he will be employed in the mechanical department. He has been employed at Wausau for the past six years.

The stations at Hazelhurst and Sayner have been opened for the summer months. F. J. O'Malley is ready to serve the tourists at Hazelhurst, and C. T. Flanigan at Sayner.

Division employees extend sincere sympathy to Dist. Storekeeper A. M. Lemay and family, Milwaukee, on the death of Mrs. Lemay on June 6. Mrs. Lemay had many friends on the Valley division who are saddened by her untimely death.

Storekeeper W. F. Freeborn has been receiving treatments at Memorial hospital and has been off duty for the past month. He returned to work June 15. Clifford Johnson from the store department, La Crosse, filled the vacancy during his absence. "Walt" found everything in tip top shape when he "took over."

Kathleen Ann arrived at the home of Baggageman Earl Christensen on May 21.

Rocky Mountain Division

Main Line

**Nora B. Deco, Correspondent
Operator, Three Forks, Mont.**

Motoring up and down the Rocky Mountain Division fell by the wayside for the June issue for some reason which is a secret between the editor and myself, maybe. But if I can't talk about the snow in May I can tell about the snow in June, and how could we forget it? Up at 4:00 A. M. in a foot or two of snow, trying to knock the weight off the branches of our favorite birch, "Then came the dawn" and all the neighbors were doing the same thing... saved the tree, too...Such a country, but I wouldn't live any other place...June is a nice month to write about, too, and June 15 I can buy myself another pair of shoes, says the head of the house...If you wouldn't buy such two-bit shoes you wouldn't have to be using my stamp all the time, too...Ho hum!

At Bozeman, May 12 born to Mr. and Mrs. Garner Cady of this city a fine little son, last report he could not walk or talk



This picture of our station in Aberdeen, S. D., was taken by a home town boy who is proud of the business his railroad is doing. And why shouldn't he be? The depot looks like this just about every afternoon shortly before the Olympians arrive. "Restaurant, ladies' lounge and platform were also filled," said the photographer.

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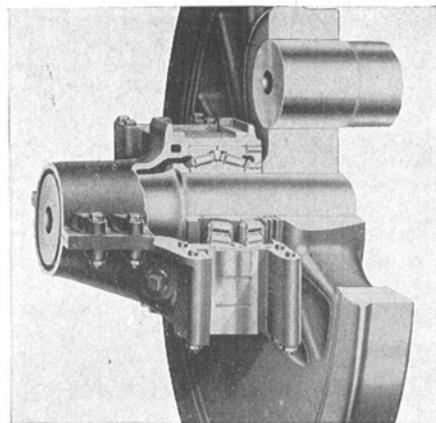
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Bearing application used on driving axles of new B & O engines.

The 20 Mallet type 2-8-8-4 steam locomotives recently ordered from the Baldwin Locomotive Works by the Baltimore and Ohio Railroad will be equipped throughout with Timken Roller Bearings.

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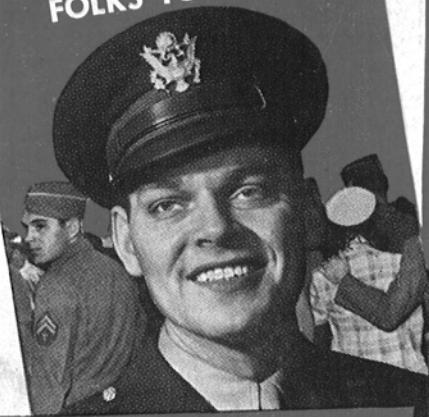
NEW YORK

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CHICAGO

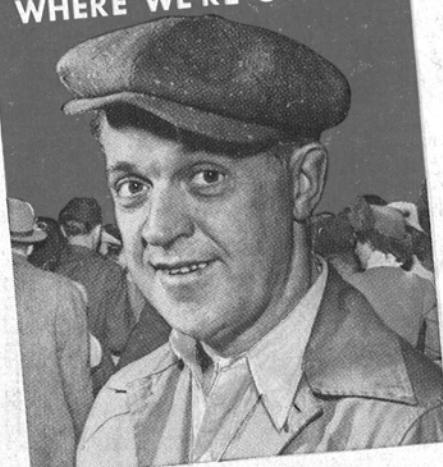
"I'LL BE SEEING MY
FOLKS TONIGHT"



"I'VE GOT MY
SAILING ORDERS"



"THEY NEED WELDERS
WHERE WE'RE GOING"



"I'M RELEASING A
SAILOR FOR SEA DUTY"



"I'LL MEET COL. SMITH
TOMORROW"



*War travel gets first choice...that's why
we have to say "no" to
old friends sometimes*

IF you're not always able to get your favorite space on your favorite Milwaukee Road train, it's because wartime demands on the railroads are so heavy. When all the lowers are gone, it's because they've been assigned to travelers who bought their tickets before you—or because members of the armed forces or vital production groups are on the move.

If you have to sleep in an upper, or ride in a crowded coach, it's due to conditions beyond our control. We're doing everything we can to supply travelers on our railroad with satisfactory service. However, there is a shortage of passenger cars and, at present, priorities do

not permit us to obtain material for new equipment.

If you're delayed en route, remember troop trains have to be high-balled through and special freight trains have to speed war matériel to places where most urgently needed. War traffic has right of way and occasionally disrupts advertised schedules.

The Milwaukee Road appreciates your patience and your recognition of the difficulty and importance of our job. When you ride with us, you'll find us, as ever, anxious to make your trip comfortable and pleasant.

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- Don't travel unnecessarily.
- Travel in mid-week.
- Cancel reservations promptly if plans are changed.
- Choose the slower, less crowded trains.
- Travel by coach rather than by Pullman.
- Carry a minimum of luggage.
- Don't take a "traveling around" vacation—make it a one-trip affair.



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