

The Milwaukee Magazine

April-1943

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



THE Milwaukee Road

11,000-MILE SUPPLY LINE

for war and home fronts



UNCLE SAM has a mighty war-time asset in The Milwaukee Road. It serves the dynamic midwest, stretches out across the great plains and intermountain states, on into the Pacific northwest.

In all, there are 12 Milwaukee Road States of America, each wide in territory, where enormous quantities of basic commodities and finished products originate.

Due to greatly increased production, traffic on The Milwaukee Road is reaching new peaks. Yet, thanks to the cooperation of the government, civilian passengers and shippers, this tremendous extra load is being handled without delay to the war program.

Every resource and every facility of this 11,000-mile supply line are inten-

sively on the job, 24 hours every day, helping to win the "war of movement" on the home front in order to insure success on the fighting fronts.

For 92 years The Milwaukee Road has played a big part in our nation's progress. And, to a man and to a woman, 35,000 loyal Milwaukee Road employees are determined that they shall not fail America now.

WHAT STATES SERVED BY THE MILWAUKEE ROAD PRODUCE

Darkened areas show production as compared to rest of U. S. A.

GRAIN

DAIRY PRODUCTS

LIVESTOCK

WOOL

LEATHER

LUMBER

METALS

FACTORY PRODUCTS



Our Record for 1942

Wartime performances last year demonstrated the truth of the statement that the railroads are the backbone of this country's transportation system. The railroads, without any serious congestion or delay, have met every requirement, moving an unprecedented volume of traffic, by far the greatest in their history, notwithstanding a reduction of 24 per cent in freight cars and 28 per cent in locomotives under the number owned in 1929, the previous peak year of traffic.

In all this the Milwaukee Road has done its full part and everybody on the railroad has a right to feel proud of its achievement.

The 15 billion 911 million revenue ton miles moved by this road last year was far greater than was moved in any previous year. It was 58 per cent greater than was hauled in 1940; 14 per cent greater than in 1941; 22 per cent larger than in 1929, the previous peak year; and 37 per cent more than in 1918, the heaviest traffic year of World War I.

In 1942 about 984 million revenue passenger miles were moved—74 per cent more than in 1941; 108 per cent more than in 1940, and 12 per cent less than in 1919, the heaviest travel year of the first World War period.

Last year on this railroad the average freight car was loaded 18 per cent heavier than in 1940 and 24 per cent heavier than in 1929; the average train carried 26 per cent more tons than in 1940, and 33 per cent more than in 1929; the average miles per car per day was 37 per cent above 1940, 26 per cent more than in 1929.

This fine showing was made possible by improvements in equipment and other facilities since the last war; by more efficient use of these facilities; by speedier service; by the splendid helpful work of shippers and consignees; and by the unremitting effort of the men and women of the Milwaukee Road, all doing their best to help win the war.

By the end of the year 3,250 of this road's 35,000 employes had entered military service. This number has now increased to about 3,700. The loss of so many experienced employes has made the railroad's job more difficult. We are all proud of these men and we, at home, can best show our appreciation of their sacrifice by giving the job all we have.

As you know, we have been striving for many months to meet the Treasury Department's goal of 90 per cent participation in the purchase of War Savings Bonds on the payroll deduction basis and it is a great satisfaction to be able to tell you this goal was attained on Mar. 6. It will require constant effort on our part to hold this position because of the large number of subscribers who enter military service or leave the railroad for other reasons each month. Another goal set by the Treasury Department is that deductions should aggregate at least 10 per cent of the payroll. We are only about half way to this goal and must do our best to improve this showing.

This railroad has given a good account of itself during its first war year. It is running in high gear and is functioning smoothly. This promises well for its ability to meet future demands which will be even heavier. We need to do more and do it better—and we will.

A handwritten signature in cursive script, likely belonging to a high-ranking official of the Milwaukee Road, positioned at the bottom right of the page.

Planes Held Unable to Replace Rails

Philip M. Hauser, assistant census director, declared recently that air cargo transportation has a "bright future but that it cannot be regarded as a factor which will revolutionize the distribution of population in the foreseeable future." Addressing the American Management Association's wartime marketing conference, he said:

"The flivver airplane or the development of the helicopter may in fact more profoundly affect the distribution of population, in changing relationship between place of work and place of residence, than will the air cargo transport plane.

"Over-enthusiastic supporters of air transport who foresee the shrinking of port or rail centers should not be taken seriously," he said.

"The complete impossibility of airplanes taking over the shipments of bulk cargo is evident in a projection of the number of planes it would take to replace freight cars in the United States.

"A single present-day cargo airplane, it is estimated, can do the work of three freight cars. If the airplanes were to take over all rail freight movement, 600,000 transport airplanes would be required, as compared with the total of 362 commercial transport airplanes in use on all airlines in the United States prior to Dec. 7, 1941. In a year's time these planes would consume 122,000,000,000 gallons of gasoline—two and one-half times more gasoline than the pre-war cracking equipment capacity of all the refineries in the world.

"It would require two and one-half million pilots to fly this fleet, and a total airline personnel of 20,000,000 persons or 15 percent of the entire population.

"Although the volume of air car-

THE MILWAUKEE MAGAZINE

UNION STATION BUILDING, CHICAGO

Vol. XXXI APRIL, 1943 No. 1

Published monthly by the Chicago, Milwaukee, St. Paul & Pacific Railroad for free distribution among its employees.

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Editor

A. G. DUPUIS,
Manager

Single Copies, 10c Each. Outside Circulation, One Dollar Per Year. U. S. Postage on This Magazine Is Two Cents.

go transportation will continue to increase, it is fantastic to assume that in the foreseeable future air cargo transport will do more than slightly nibble at rail, truck, and water shipments."

Buy War Stamps and lick the other side.

1943 Tax Bill More than Double 1942

The railroad tax bill last year was more than twice as great as it was in 1941. Tax accruals last year reached the tremendous total of \$1,202,443,297. The 1941 tax bill, the biggest on record up to that time, was \$547,230,070. Despite the fact that the railroads last year performed an amount of transportation service approximately 40 per cent greater than in 1941, their operating expenses, in which taxes are not included, were increased by only about 25 per cent. The percentage increase in taxes, therefore, was relatively over four times as great as the increase in operating expenses.

Rail Troop Movement Greatly Increased

Rail troop movement in January was more than three times greater than in the corresponding period a year ago, according to a recent statement made by Maj. Gen. Charles P. Gross, chief of the Army Transportation Corps.

The statement is particularly impressive in view of the fact that the rail movement of troops in the period following the Pearl Harbor attack and our entry into the war was so much heavier than any previously undertaken. Current movements three times as heavy consequently represent an outstanding transportation accomplishment.

Railroad performance in meeting all requirements for military transportation prompted Gen. Gross, who, by reason of his official position, is among those best qualified to speak on the subject, to say that the railroad industry has proved to be better prepared for the war than any other.

For every pound of fuel, a locomotive burns about 20 pounds of air.

Our Thirtieth Birthday

THIS issue marks the 30th birthday of the Milwaukee Magazine, for it was in April, 1913, exactly 30 years ago, that the first issue greeted the eyes of the employees of the Milwaukee Road.

Under the editorship of Mrs. Isabelle C. Kendall, who stayed at its helm for 27 years, it followed an honest journalistic course, representing a sincere effort to live up to the masthead declaration that it was "devoted to the interest of the 65,000 employes of the Chicago, Milwaukee and St. Paul Railway System." Since that time the name of the railroad has changed slightly and the number of our employes has been reduced to about half, but in point of efficiency it is a greater railroad now than it was then and the Magazine has attempted to keep pace with its publisher's mounting greatness.

Mrs. Kendall retired in May, 1940, but the profound feeling for the Milwaukee Road which characterized her and her father before her, who was the road's first general passenger agent, is still evident in the work she does as president general of the Milwaukee Railroad Women's Club. Hers has been an unforgettable contribution to this railroad. The typical Yankee vigor with which she put her talents into play has set her apart as one of the truly distinctive and colorful personalities this railroad has produced.

In 30 years the Milwaukee Magazine has never failed to appear before its readers every month. It is believed that this record of 30 years of continuous publication entitles it to the distinction of being the oldest railroad magazine in the United States.

Happy Birthday to us!

E. B. Finegan Heads Traffic Club

E. B. Finegan, chief traffic officer of the Milwaukee Road, was elected president of the Traffic Club of Chicago at the annual election held in the club rooms in the Palmer House on Mar. 25. The club, charter for which was granted in 1907, has nearly 1500 members.

Mr. Finegan has been with the road since 1904, at which time he started as a stenographer and clerk in the freight traffic department in St. Paul. In 1906 he was promoted to the general offices in Chicago and in 1917 became assistant general freight agent. Subsequently, he has been general freight agent, assistant freight traffic manager, freight traffic manager, assistant chief traffic officer, and was appointed chief traffic officer in 1938.

Mr. Finegan lives in Oak Park, Ill., with his wife and daughter. His two sons, Eugene B. Jr., and David E., are in the Army, stationed at Fort Lewis, Wash.

F. I. Dufenhorst Elected to Traffic Club Office

Frank I. Dufenhorst of Elgin, Ill., rate clerk in the general agent's office, Chicago, was elected to the office of vice president of the Fox Valley Traffic Club at the group's February meeting in Geneva, Ill.

He has been with the road seven years. His first position was that of clerk in the tax department, Chicago; for the past four and a half years he has held various positions in the freight traffic department.

Mr. Dufenhorst's selection is a distinction, particularly in view of the fact that he has been a member of the Fox Valley Club for only slightly more than three years.

Appointments

Traffic Department

Effective Mar. 15, 1943:

Wm. F. Hoffman is appointed traveling freight agent with headquarters in Milwaukee, Wis.

Effective Apr. 1, 1943:

G. J. Sattelle is appointed acting traveling freight and passenger agent with headquarters at Philadelphia, Pa., succeeding W. H. Martin, resigned.

Operating Department

Effective Mar. 4, 1943:

J. J. Van Bockern is appointed trainmaster of the Dubuque and Illi-

Two Sons and Twenty-Five Per Cent For Bonds—Section Foreman's War Stake

WHEN Mike Souhrada, section foreman at Oxford Jct., Ia., decided to put 25 per cent of his pay check into War Bonds, he did it with reason. There were two reasons, as a matter of fact.

One was Albert and the other was Arthur, his sons who are now in the Army. Mike was one of the first, if not the very first, on the Iowa Division to subscribe to the payroll deduction plan. The first deduction was made more than a year ago, when Maj. Albert Souhrada was called into service; it was for 12½ per cent. The second deduction, another 12½ per cent, came out a few months later when Lt. Arthur Souhrada was called up.

Mike Souhrada was born in old Bohemia in 1880 and came to the United States in 1882. He began working for the Milwaukee Road in 1896 as a section laborer and was promoted to section foreman in 1901. With the exception of the years 1912 and 1913, when he was at Mont Clare, Ill., and two years with the Army during the Spanish American War, the 47 years since he began working with us have found him on the Iowa Division.

Arthur and Albert were both employed at the shops in Milwaukee before going into the Army; Arthur played the clarinet and saxophone in the Hiawatha Band while there.

Both of the boys had military training in the C.M.T.C. and took correspondence courses in military tactics, on the strength of which they originally were commissioned in the Army Reserve.

In addition to having two officer sons and 25



Mike Souhrada, section foreman at Oxford Jct., Ia., and his two sons, 1st Lt. Arthur J. Souhrada (left) and Maj. Albert H. Souhrada.

per cent of his income as a stake in the war, Mike Souhrada is an enthusiastic OCD worker. He is a jovial man, but he has a sober, realistic attitude toward this war. He puts it this way:



Arthur (left) and Albert Souhrada at the ages of 5 and 4 years respectively.

"I am glad to live in a country like the United States, to have my boys and grandchildren enjoy all the privileges of a democracy, and not suffer as Mother's people and my other relatives suffered in the Old Country."

nois Division (first district) with headquarters at Savanna, Ill.

Effective Mar. 16, 1943:

J. M. Moudry is appointed trainmaster of the LaCrosse and River Division, with headquarters at Portage, Wis., vice J. J. Dombrowski, resigned.

P. J. Weiland is appointed trainmaster of the Superior Division, with headquarters at Green Bay, Wis., vice J. M. Moudry, transferred.

J. A. Jakubec is appointed trainmaster of the Iowa and Southern Minnesota Division, with headquarters at Austin, Minn., vice P. J. Weiland, transferred.

Let's get
down to
earth about

YOUR Victory Garden



LAST YEAR, with considerable pride and flourish, thousands of total strangers to the feel of earth in their hands resolutely pushed seeds into the ground and spoke with mock seriousness of their "return to the soil."

The Victory Gardens grown last year were half enterprise and half fad. Many, intelligently laid out and carefully tended, were productive to the point of surprising even their planters. Some produced little more than fetching fashions in floppy hats and feminine dungarees. Others succumbed to the first growth of weeds.

Anyone capable of putting two and two together doesn't have to be told that the situation has changed. As the Office of War Information puts it, "How much and how well the American people eat in 1943 is largely up to them."

Last year's Victory Garden was a hobby. This year's Victory Garden is serious business. One look at a point ration book makes it alarmingly apparent that the man who dug for fun in 1942 will, in a very real sense, be digging for victory in 1943. And he'll be digging to feed his children.

Assistance Can Be Had

It would be foolish to ignore the fact that among the men and women who work for a railroad that serves vast agricultural territories there are many who know how to garden and

have been doing it for years. But there are thousands of us in the cities and towns who know practically nothing about it. We may think that last year's experience on the back 40 (feet) taught us all there was to know, but most of us have little more than good intentions to recommend us. We are as green as last year's vegetables should have been. We can do with some instruction.

As Mr. Scandrett pointed out in last month's issue of the Magazine, the road has offered the use of its vacant property for gardens; it is sincerely hoped that a great many employes will take advantage of the offer. Those who live too far from our right of way for such use to be practicable can, very nearly without exception, find a plot of ground somewhere by consulting neighbors or community Victory Garden Clubs. Even the city dweller can probably find a small piece of ground if he will make a systematic effort.

Having found the plot of ground, the prospective gardeners should affiliate himself with one of the many groups now in existence or in process of organization for the sole purpose of guiding the beginner.

If 10 or more people in a community will join together, they can avail themselves of technical aid from state extension services, rural training services, or high school agriculture teachers. County agricultural agents can also be of service in this respect.

In the thickly populated states it is absolutely necessary that gardeners organize into groups if they want to take advantage of available state and federal gardening services. There are not enough men to give such aid except through garden clubs. Likewise, the women who will aid later on by demonstrating canning, drying, freezing and other storing methods must make their time and travel count as much as possible by working with groups rather than with individuals.

These groups can secure reliable information regarding soils suitable for various vegetables, fertilizers, culture practices, seed treatments, insect and disease control. They can also be instructed in pressure or cold pack canning, air or oven drying (drying saves containers), quick freezing, sand storing, and many other things. By thus seeking advice, the gardener will save valuable time and still more valuable seeds and materials.

No Railroad Garden Club Contemplated

The railroad is not attempting to organize clubs of its own, but for the sake of the health of its employes and their families is doing everything it can to convince them that every one must have a garden this year and that the surest way to be successful in the endeavor is to seek advice through a group. The name of the group doesn't matter, as long as it makes use of the services available. It may be a church organization, a parent-teacher's association, an out-and-out garden club, or one of our Service Clubs. Incidentally, many of the latter are making ready to serve in this capacity.

Individuals who are situated so that it is impossible for them to join a group should see the nearest Milwaukee Road agent about a copy of the International Harvester Company's booklet, *Have a Victory Garden*.

Most authorities are agreed that nothing will jeopardize the successful prosecution of the war so much as a definite shortage of food. An abundant supply of food in the hands of the Allies will serve as one of the most effective weapons for hastening the end of the war and saving lives on the battlefield.

Provided our methods are right, we will plant the seeds of victory when we plant our Victory Gardens.

This year it must really be a *Victory Garden*!



AMERICAN railroads in 1942 handled successfully the most difficult undertaking in their history, moving an all-time high volume of freight and passengers despite many handicaps. The job significantly was done under private ownership and management, an impressive testimonial to the American system of private enterprise . . . Their success in meeting demands in 1942 was due to the efficiency and patriotism of management and workers. For continued operations on an emergency basis, as railroads are clamoring for more cars and other rolling stock, an appeal from the home front must receive full consideration in the allocation of vital materials."

Fort Worth, Tex., Star-Telegram,
Jan. 4 1943.

"How about carrying more bricks in a hod than that, O'Shaughnessy?" said the Irish foreman.

"I can't—I feel sick—I'm trembling all over."

"Get busy with the sieve, then."

Superintendent Hotchkiss Commissioned Lieutenant Colonel



When Lt. Col. W. J. Hotchkiss came through Chicago on Feb. 27 he stopped long enough to bid farewell to some of his civilian railroad friends. He is shown with, l. to r., W. L. Ennis, assistant to chief operating officer; (Col. Hotchkiss); J. L. Brown, general superintendent of transportation; W. H. Penfield, chief engineer; and L. J. Benson, assistant to chief operating officer.

Skutek, Rick, Win Chicago Bowling Association Doubles

STANLEY SKUTEK and William Rick, employed in the road's Fullerton Avenue office building in Chicago, and bowling as members of the Milwaukee Road Bowling League, found themselves to be winners of the doubles event when the Chicago Bowling Association tallied up at the close of its annual competition about the middle of February.

The broad smiles can be accounted for by the fact that they were given \$90 and handsome gold medals for their trouble.

Skutek got the larger portion of

pins, but he needed Rick's help to win, and together they totaled 1,331 pins for the championship of the City of Chicago.

Not satisfied, Stanley also took the all-events title with a score of 1,983, which was good for cash, plus a large diamond medal, of which he is very proud.

The victory by our Milwaukee Road boys, won in competition with more than 2,000 bowlers, was a masterful job, to which, Stanley confesses, a little bit of luck was added.

W. J. HOTCHKISS, superintendent of the H&D Division, came through Chicago Feb. 27, on his way to the Army. He was already in, actually, the commission of lieutenant colonel having been given him as of Feb. 19, although his temporary departure from our ranks did not become effective until Mar. 1.

Lieutenant Colonel Hotchkiss has assumed command of the 708th Headquarters and Headquarters Company, Railway Grand Division. He went first to Fort Slocum, N. Y., but will later be transferred to Fort Snelling, Minn. His command is similar to the position of a general superintendent of a railroad, with jurisdiction over several divisions. As commander of the 708th, he directs the activities of more than one operating and shop battalion of the military railway.

The group to which he is attached is classed as a Baltimore and Ohio Railroad outfit. His assignment to it resulted from the fact that the Milwaukee Road's 744th Railway Battalion, to which he was to have been assigned, will probably not be activated for some time yet.

Lieutenant Colonel Hotchkiss has a son, Jennings D. Hotchkiss, who is a first lieutenant in the Air Corps at Jefferson Barracks, Mo.

People are funny. If you tell a man there are 270,678,934,341 stars in the universe he'll take your word for it, but if a sign says "Fresh Paint," he has to investigate.



Stanley Skutek and William Rick, members of the Milwaukee Road Bowling League in Chicago, are shown with the gold medals they received as winners of the doubles event in the recent Chicago Bowling Association competition. Mr. Skutek, who also won the all-events crown, points proudly to the diamond in his decoration.

I&D Division Wins Fire Prevention Trophy

Statement Indicating Fire Losses During 1942

*Rank	Division	No. of Fires	Estimated Loss
1.	I&D	1	\$ 3.00
2.	Twin City Term.	2	34.00
3.	I&SM	5	74.00
4.	Milwaukee Term.	5	115.00
5.	Terre Haute	4	231.00
6.	LaX&R	6	171.00
7.	Iowa	4	470.00
8.	Kansas City	3	830.00
9.	H&D	12	172.00
10.	Superior	3	1,515.00
11.	Trans-Mo.	18	809.00
12.	Coast	19	1,441.00
13.	Madison	8	2,546.00
14.	Milwaukee	8	2,662.00
15.	Rocky Mountain	9	3,106.00
16.	Chicago Term.	17	4,439.00
17.	D&I	6	6,067.00

*In estimating rank 1 point demerit applies for each fire and 1/100th point demerit for each dollar of loss.

MORE than 250 people, including employes and guests of the Iowa and Dakota Division, sat down to a luncheon in the Wedgewood Room of the Hotel Hanford at Mason City, Ia., on Mar. 23, to hear the plaudits earned by the division for its 1942 record in fire prevention. Supt. W. F. Ingraham and the people of the I&D Division were roundly feted for their accomplishment, which is all the more significant considering that the division is comprised of more than 1050 miles of railroad, the longest division on Lines East and about 10 per cent of the total mileage of the system.

Much more than space here permits could be said about the tastefulness with which the luncheon room was decorated. It was a colorful sight, surmounted by a large red, white, and blue victory "V" above the speakers' table and a profusion of small American flags set in standards on the tables at each place.

F. H. Allard, assistant to chief operating officer, was the toastmaster.

Seated with him at the speakers' table were W. Earl Hall, editor of the Mason City Globe Gazette; D. C. Cur-

tis, chief purchasing officer; the Hon. Arleigh Marshall, mayor of Mason City; J. T. Gillick, chief operating officer; L. J. Benson, assistant to chief operating officer; W. F. Ingraham, superintendent; H. A. Scandrett, trustee; Hon. W. G. C. Bagley, treasurer of the State of Iowa; W. H. Penfield, chief engineer; John W. Strohm, fire marshal of the State of Iowa; and L. K. Sorensen, assistant general manager.

Blemish on Record Small

The 1942 fire prevention record of the I&D Division, for which the trophy was awarded, had upon it a blemish so small that the matter of whether it should have been permitted to appear at all was the cause of a good deal of bantering among the speakers. The only thing standing in the way of an absolutely perfect record was a fire which damaged a telephone pole to the amount of about \$3.00.

After making preliminary remarks in opening the speaking program, Toastmaster Allard called upon the Hon. Arleigh Marshall, mayor of Mason City, who said "Certainly, you are to be congratulated upon this fine record and upon the honor being bestowed upon you today." Then,

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Scenes at the Fire Prevention Trophy Luncheon held in Mason City, Ia., on Mar. 23. The pictures show, from top to bottom: the trophy presentation, the speakers' table, the entertainers, and the group in attendance.

Upon presenting the trophy to Superintendent Ingraham, Mr. Scandrett said: "As a conclusion to this celebration, it becomes my pleasant duty to present through you, Mr. Ingraham, this beautiful cup to the men and women of the Iowa and Dakota Division. It is a high honor to receive this cup evidencing, as it does, the winning of first place in a great contest. It is yours for a year—and longer if the Iowa and Dakota Division can again lead the field. My warmest congratulations to you."

Safety Trophy Goes to I&SM Division

Statement Indicating Casualties and Casualty Rates for 1942

Rank	Division	Casualties			Man Hours (Thousands)	Casualty Rate
		Fatal	Reportable	Total		
1.	I&SM	—	15	15	2,502	5.99
2.	LaX&R	2	35	37	5,057	7.32
3.	Kansas City	1	18	19	2,581	7.36
4.	D&I	1	29	30	4,028	7.45
5.	I&D	1	31	32	4,181	7.65
6.	Twin City Term.	—	41	41	5,141	7.98
7.	H&D	2	23	25	3,040	8.22
8.	Rocky Mountain	—	27	27	3,276	8.24
9.	Trans-Mo.	3	22	25	3,006	8.32
10.	Iowa	—	35	35	4,189	8.35
11.	Madison	—	16	16	1,844	8.68
12.	Milwaukee	1	33	34	3,388	10.04
13.	Terre Haute	1	31	32	3,156	10.14
14.	Chicago Term.	—	90	90	8,046	11.19
15.	Coast	4	59	63	5,427	11.61
16.	Milwaukee Term.	1	117	118	10,156	11.62
17.	Superior	—	23	23	1,736	13.25
Others (Inc. Police, Genl. Office and S&DC)		—	44	44	10,285	4.28
SYSTEM		17	689	706	81,040	8.71

TUESDAY, Mar. 24, was a gala day at Austin, Minn., where, in the auditorium of the Queen of Angels Church more than 400 employes and guests of our railroad assembled to celebrate the Iowa and Southern Minnesota Division's winning of the Safety Trophy, awarded to the division with the lowest casualty rate in 1942. It isn't often in a church auditorium that facilities as fine as those provided by the Queen of Angels Church are found, and there was unanimous agreement among the guests that the pastor of the church, Father Cunningham, and the ladies of the church who prepared and served the banquet were extremely gracious, considerate, and delightful hosts.

M. L. Bluhm, general solicitor, and toastmaster for the evening, opened the speaking program by expressing the happiness of the people of the Milwaukee Road at having so many distinguished guests at their Safety Award Banquet. Then, he proceeded, "The National Safety Council started awarding a cup to the railroad in the United States which made for a given year the best safety record. The Milwaukee Road was fortunate enough to win that cup in 1935. This is the second year we have held a Safety Award Banquet. The cup last year was won by the Trans-Missouri Division at Miles City. This year's record on the Iowa and Southern Minnesota Division is no fatalities and 15 reportable injuries."

Many Officers of Road Present

At the speakers' table with Mr. Bluhm were W. H. Penfield, chief

engineer; Jay Daane, city editor of the Austin Daily Herald; D. C. Curtis, chief purchasing officer; Hon. T. B. Rockne, mayor of Austin; H. A. Scandrett, trustee; R. C. Dodds, superintendent, I&SM; L. J. Benson, assistant to chief operating officer; J. T. Gillick, chief operating officer; F. W. Matson, chairman, Minnesota Railroad and Warehouse Commission; N. F. Dugan, secretary and treasurer of the Hormel Company; and L. K. Sorenson, assistant general manager.

L. J. Benson, among whose multitudinous duties is the job of teaching, preaching, and supervising safety on our 17 divisions, was introduced by Mr. Bluhm and spoke at length about his favorite topic—a topic he is said to live, eat, and breathe. "Larry," as

(Continued on page 17)

The pictures below were taken in Austin, Minn., on Mar. 23 during the course of the Safety Award Banquet.

Top: Mr. Scandrett (right), presents the coveted cup to Superintendent Dodds.

Middle: L. J. Benson, assistant to chief operating officer, in charge of accident prevention work, drives home to the 400 assembled railroaders the need for improving our safety record.

Bottom: Scene at the speakers' table, with M. L. Bluhm, general solicitor, and toastmaster for the occasion, at the microphone.



April Is Perfect Shipping Month

THE Shippers Advisory Boards, in accordance with their custom during the past several years, are setting aside the month of April for their annual Perfect Shipping campaign. When we observe that approximately \$33,500,000 was literally wasted as a result of damage to freight and express in 1942, as reflected by claim payments, it certainly behooves us to institute such a program as will bring this terrific loss under control.

The extreme importance of Perfect Shipping is demonstrated by the fact that practically every responsible government official in Washington has taken occasion to put the weight of his influence behind the crusade in one way or another.

"Must Ship Right for Victory," Says Eastman

The following letter from Joseph B. Eastman, director of the Office of Defense Transportation, was addressed in early February to E. A. Jack, general chairman of the National Management Committee, Shippers Advisory Boards, Chicago:

"I am very glad to learn that the Shippers Advisory Boards are planning this year to expand and intensify their annual Perfect Shipping campaign.

"Wartime conditions make it more necessary than ever for shippers, handlers, and receivers of freight and express to strive for the goal of Perfect Shipping. Today many materials are on the critical list. All transportation facilities are heavily burdened. Goods lost or damaged in transit may be virtually irreplaceable. In any event, their replacement involves duplication of production and of transportation which the nation can ill afford. Perfect Shipping will save materials, save transportation, and save manpower.

"The war compels utilization, to the fullest possible extent, of every freight car and every locomotive the

By W. L. Ennis,
Assistant to Chief Operating
Officer

railroads possess. To get maximum service out of available equipment, freight cars must be loaded more heavily than has been customary, they must be loaded and unloaded promptly, and moved with the utmost dispatch and efficiency. As I see it, Perfect Shipping in wartime means attainment of all these objectives, in addition to exercise of every care in packing, marking, and handling of shipments.

"Destruction or damage of commodities through carelessness cannot be tolerated. Unnecessary delays in loading, unloading, or movement of cars must be avoided. Total war demands Perfect Shipping. We must Ship Right for Victory."

"Perfect Shipping" in Deed as Well as in Word

Col. W. J. Williamson, chief, Traffic Control Division, War Department, also addressing Mr. Jack, expressed himself as follows:

"We are waging a war against a common enemy and at the same time attempting to supply our allies over the entire earth with equipment, materials and subsistence of all kinds. Many of these shipments must undergo very strenuous handling while being transported. We have little or no time to recondition damaged shipments. Many of the materials from which these articles are manufactured are extremely scarce and every loss or damage is a blow struck in favor of our enemies. There is no time to do the job over again. Therefore, it is of more importance than at any other time in our history that shipments be properly packed, intelligently and correctly marked, and safely handled in order that they may reach intended destinations for use against the enemy.

"I sincerely hope that this year above all, and as long as we are in the present conflict, that manufacturers, shippers and transportation people will bend every effort toward the accomplishment of Perfect Shipping in deed as well as in word."

Let's Do the Job Right

It would seem that every employe of the Milwaukee Road, with fundamental training in loss prevention, and with a consciousness of the dire need for conserving not only food-stuffs but materials, supplies and man-hours, is in an excellent position to make this particular Perfect Shipping campaign the most successful one in our experience.

A committee has been appointed to handle the campaign for our railroad, and periodically they will acquaint the employes with our own situation and the situation of the railroads as a whole, outlining in detail what can be done by way of improvement.

The Association of American Railroads, with the cooperation of several of the Class-1 carriers, has prepared a sound motion picture which will be used in connection with the Perfect Shipping campaign; it will be shown at meetings to be held at all principal terminals on the railroad during April. It is hoped that every employe will attend these meetings with a view to obtaining further information which will be of value in combating the terrific economic waste which our country experiences through loss or damage to shipments in transit.

Many of us may feel that, since our particular duties have no direct bearing on the handling of freight, we have no cause to be concerned about loss prevention, but that is not and *must not* be true.

It is *our* country whose freedom is at stake, and the Milwaukee Road has been assigned a tremendously important part of the job of winning the war.

Let's do the job right!

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Prizes Offered for Best Ideas, Letters

IN an attempt to further interest in the road's loss and damage prevention campaign, a letter-writing contest on the subject is being conducted during April; the writers of the four most interesting letters will each receive a \$25 War Bond. Winning letters will be published in the Milwaukee Magazine or by circular letter.

In addition, five other prizes of \$10 each are being offered for the best individual suggestions regarding action that can be taken to eliminate, or at least reduce, loss or damage to freight—either carload or l.c.l. Although

these suggestions will have to be specific as to how a particular kind of trouble can be eliminated or controlled, it is hoped that they will not be confined to strictly local conditions.

All employes of the road, with the exception of those on the payroll of W. L. Ennis, assistant to chief operating officer, or G. W. Loderhose, freight claim agent, are eligible to receive either or both types of prizes.

Entries should be sent to W. L. Ennis, assistant to chief operating officer, Room 867 Union Station, Chicago. The judging committee hopes to be kept up late at night.

“TRAIN SERVICE” at Butte

THE term “Train Service” at Butte, Mont., means more than the facilities the Milwaukee Road has to offer the traveling public and armed forces. It describes a patriotic, morale-building service instituted by the American Women's Voluntary Services and carried on successfully through the cooperation of employes of the road.

Conductors do their share by tipping off the boys in advance of the treat awaiting them at the Butte depot. The result is a mass movement onto the platforms for fresh fruit, cookies, candy, cigarettes and magazines and a friendly chat with attractive, respectable girls.

by Dale White
Butte, Mont.

The Milwaukee Road has provided storage space at the passenger depot for the baskets and stock of supplies. “Active participation pays big dividends here,” remarked Dave Ehrlich, depot passenger agent. “The girls perform this excellent service consistently and with no thought of reward. Seeing off a train load of happy fellows loaded down with gifts is enough for them. Once you see Butte Train Service in action and note the capable way in which it is handled, you can't help but want to support it.”

Clubs Lend a Hand

A service that supplies all servicemen passing through Butte needs money for its support. The Milwaukee Women's Club is one of several organizations which has held benefit parties, the proceeds going to the service. A.W.V.S. mainstay is the Victory Shop, which is the receiving and sales center for household and personal white elephants donated by men and women from every part of the community.

Butte is unique in its war-effort problem. War nurseries, officers' clubs, and entertainment centers were not in sudden demand in the mining camp as they were in those communi-

“Train Service” in operation at Butte, Mont.



ties where huge war industries, and training camps demanded an overnight outlay of money and volunteer effort. It is true that one of the most important of all basic war industries, the production of copper, is located deep within "the richest hill on earth," but Butte was born of mining and for over 50 years the price of copper has controlled business and life on its steeply inclined streets.

Citizens Wanted to Help

Still, the citizens wanted to make a very special contribution to the war effort, something in addition to buying War Bonds, gathering scrap, and making similar efforts. Train Service, as sponsored by the A.W.V.S., met this need because it called for participation and support from an entire community, with no special class or club to control or dictate its policies. Its financial needs were big enough to keep people working consistently for something wholesome and valuable. The psychology behind efficient Train Service is good. Participants could see what good their work was accomplishing and at the same time have their own morale and pride strengthened through sharing in an effort which added up to higher morale and winning power for the fighting forces.

The traveling public is reminded to "Buy War Bonds and Stamps" through announcements over the loud speaker system which carries the information concerning the arrival and departure of trains throughout the passenger station and train platform.

A.W.V.S. Train Service at Butte has assumed a character and distinction all its own. The service men are all pretty well in agreement with one lad who was recently quoted as saying:

"I've heard of Southern hospitality but Butte Train Service is in a class by itself."

Visitor (seeing hats and coats in the front hall): "Is your mother entertaining?"

Problem Child: "Not very."

Horse sense is something a horse has that keeps him from betting on people.

Pat and Mike, returning home one Saturday night, lost their way.

"We're in a cemetery," said Pat. "I can feel a grave stone."

"Whose is it?" asked Mike.

Pat struck a match. "I don't know," he said, "but he lived to be 175."

He struck another match. "I can see now. It's some fellow by the name of Miles, from Dublin."

Buy War Stamps and lick the other side.

C. H. Agner Passes His Sixtieth Service Year



C. H. Agner, a veteran of 60 years of railroading, is shown at his dispatcher's desk, Madison, Wis.

By A. H. Kilian

Chief Dispatcher, Madison, Wis.

THE first day of January this year spelled 60 years of continuous service for Dispatcher Charles H. Agner of Madison, Wis. To his friends on the division that meant a party, but it was necessary to wait until Feb. 27 to hold it. They weren't worried about Charley leaving in the meanwhile, because he expects to be on the job for a long time, although he is now past 76 years of age.

It was a great party they gave him—just the kind to delight the heart of any railroader. After the dinner which marked the occasion, Superintendent Macdonald arose and delivered an entertaining resumé of Mr. Agner's railroading experiences. It was a warm, human account of the life of a man who has lived through one of this country's most significant and interesting periods.

With that as a starter, reminiscing became the order of the evening. Charley lit a cigar and did a bit of looking back down the years.

W. L. Stone was chief dispatcher of the La Crosse Division, with headquarters in the Mitchell Building, Milwaukee, when Charley, a lad of 16, came from Ixonia, Wis., as a student to apply for a job on June 1, 1882. He passed the examination, and on Jan. 1, 1883, was sent to Centralia, Wis. (now Grand Rapids), on the Wisconsin Valley Division, where he worked as night operator for Chief Dispatcher G. R. Morrison of that division, with headquarters at Tomah, Wis.

Charley worked at several offices on the Valley Division, and tells about the wood burners, and the Indians who roamed the country promiscuously, sometimes at the white man's expense.

In 1884 Charley transferred to the La Crosse Division, working extra at many stations, and finally locating at Portage,

Wis., until 1888, when he was called to Milwaukee in the La Crosse division dispatcher's office, where he held sway until 1906, at which time he was transferred to the Madison Division. During his stay on the La Crosse Division, J. T. Gillick was his chief dispatcher, and Walter J. Thiele worked as a trick man in that office.

While a boy at Ixonia, Charley took care of the oil lamps in the depot and on the platform, as there were

no electric lights at that time. He remembers how the agent, H. E. Humphrey, an irascible old Welchman, boxed his ears for spilling a few drops of oil when filling the lamps. The Welchman's frugality made such a lasting impression on the boy that to this day the spectre of the Ixonia agent comes to Charley every time he handles money.

After 55 years of train dispatching, Charley is still able to do a good job of dispatching, and loves his work.

He rates as second oldest dispatcher on the seniority list, and is the oldest active dispatcher.

Charley Agner goes into his 61st year with the hearty best wishes of all who know him.

“ONE of the big factors in the success of the American war effort is the work of the railroads of the country. From the beginning they have been functioning smoothly and under burdens that must at times seem almost unbearable. . . . No wonder so many words of praise are heard from the public for the wartime accomplishments of the transportation system of America. All the railroads have cooperated wholeheartedly with the government, and their employes and their officers richly deserve congratulation. The railroads' efficiency is a tribute to the system of private management.”

Brooklyn, N. Y., Eagle,
Jan. 15, 1943

A man who is a great believer in efficiency hung up a sign in his office recently. It said, "Do It Now."

Within 24 hours the cashier had bolted with the contents of the safe, his stenographer eloped with his eldest son, the office boy threw an ink bottle into the electric fan, and the whole force struck for a six-hour day.

Parson: "Does yo' all take dis man fo' better or fo' wuss?"

Mandy: "Lan' sake, pahson, how kin Ah tell so soon?"

FRONT and CENTER




Viorel Stoia, U.S.N.

Viorel Stoia, son of John Stoia, perishable freight inspector, Aberdeen, S. D., joined the Navy recently and is now in training; his exact location was not known at the time this was written.



Pvt. C. J. Lemberger, Jr.

Pvt. Charles J. Lemberger, Jr., a former store department employe at the shops in Milwaukee, is in training at Camp Chaffee, Ark.



Robert W. Bitz, U.S.N.

Robert W. Bitz, son of H. F. Bitz, agent at Evanston, Ill., was in training with the Navy at Yorktown, Va., at last report.



Hugh T. Fulton, U.S.N.

Hugh T. Fulton, who entered the employ of the road as a draftsman in the Chicago office of the Engineering Dept. in 1936, joined the Navy last August and is now somewhere in the Southwest Pacific area.



Aviation Cadet E. D. Christensen

E. D. Christensen, aviation cadet, in training at an air base near Santa Ana, Calif., was a brakeman on the Madison Division before entering the service.



Sgt. Richard Casey

Sgt. Richard Casey, formerly of our downtown ticket office in Milwaukee, is now physical education instructor at Lowry Field, Calif. Sgt. Casey recently combined a furlough and a honeymoon.



Sgt. Harry E. Knesal

Sgt. Harry E. Knesal, son of Earl W. Knesal, roadmaster at Miles City, Mont., worked for a while in a B&B crew before going into the Army. When last heard from he was in India.



Gilbert Henkens, Jr., U.S.N.

Gilbert Henkens, Jr., son of G. A. Henkens, chief clerk to the general passenger agent, Chicago, is a seaman 2nd class in the Navy. He joined up last Labor Day and is now only 17 years old. He is based in Whidby Island, Wash.



Corp. Charles E. Johnson

Corp. Charles E. Johnson, in training at Fort Scott, Calif., is the son of A. E. Johnson, a brakeman on the I&D Division.



John W. Boyce, U.S.N.

John W. Boyce, a seaman 2nd class, now taking special training at Norman, Okla., is the son of W. D. Boyce, maintenance foreman at North Buena Vista, Ia., and himself a former maintenance man on the D&I second district. He enlisted last summer.



Robert K. Martin, U.S.N.

Robert K. Martin, seaman 2nd class, and former B&B employe, is the son of W. A. Martin, retired pump repairer of Miles City. He is based in Philadelphia at present.



Pfc. Ted C. Padgett

Pfc. Ted C. Padgett, an instructor in blind flying at Bruce Field, Ballinger, Tex., was a clerk in the office of auditor of passenger and station accounts, Chicago, before joining the Army.



Pfc. Paul L. Anthony

Pfc. Paul L. Anthony, formerly special police officer in Minneapolis, is now stationed with the Coast Guard Replacement Corps somewhere south of New Orleans.



Lines West

By E. H. Bowers
Public Relations Representative
Seattle, Wash.

Inland Empire Club

Only one who has never been in Pittsburgh would make the statement, as did R. L. Riggin, advertising manager for a local department store, at a meeting of the Inland Empire Service Club at Spokane on Mar. 16, that "Spokane will inevitably become the Pittsburgh of light metals," and expect Spokaneites to clap hands. If one could assure a Pittsburgh audience that their city would one day be as neat, as fair and blooming as Spokane, he would have reason to expect dancing in the streets.

However, the Spokane Milwaukee Roaders were very interested to learn that, though their bright blue skies were to be smudged with factory smoke, the net result would be a greatly increased tonnage for their railroad in that area.

It would seem that Mrs. C. F. Allen, chairman of the Inland Empire Club, has been nominated, and unanimously elected god-mother for most of the troops in the Spokane area. Since taking office last November, Mrs. Allen has always had several of her god-sons from the armed services at each meeting to enjoy the programs, and most especially the buffet lunches for which the Spokane ladies are renowned.

Pvt. Ramsey Cotton, a Massachusetts lad, was her guest on this occasion, and made a very nice "thank you" speech expressing the appreciation of himself and his fellow soldiers for the kindness and hospitality of Spokane citizens in general, the Milwaukee Roaders in particular, and Mrs. Allen most especially.

Dan Noble, agricultural agent at Spokane, urged the members to take advantage of the recent offer of railroad ground for Victory Gardens, and promised the fullest cooperation of his department in making certain that those little green shoots that are the reward of toil and sweat shall really be radishes, and not ragweed, as is too often the case.

Lady on ship: "Can you tell me where the captain is?"
"The captain's forward."
"That's all right—this is a pleasure trip."

The aviation instructor, having delivered a lecture on parachute work, closed his remarks with:

"And if it doesn't open . . . well, gentlemen, that's what is known as jumping to a conclusion."



E. H. Bowers Joins Merchant Marine

E. H. Bowers, the road's western public relations representative at Seattle, whose by-line on feature, Service Club and news stories is familiar to readers of the Milwaukee Magazine, has left our service for the duration of the war. He joined the Merchant Marine as a junior staff officer on Mar. 22.

Those who know Mr. Bowers agree that in entering the Merchant Marine he chose a service in which he is, perhaps, best qualified to serve his country, having had considerable experience as a seaman. In the years before he came to the road, Mr. Bowers made a number of sea voyages, including one long detour around the world in a tramp freighter which missed no ports.

Mr. Bowers entered the service of the road in 1936 as a brakeman, and was promoted to conductor in 1940. Shortly thereafter he was appointed public relations representative for the railroad and was transferred to Chicago. In April of the same year he was appointed to his post at Seattle, where he has since been handling the railroad's public relations work in the territory from Mobridge, S. D., westward to the Coast.



An Irish soldier on duty in Egypt received a letter from his wife saying there wasn't an able-bodied man left, and she was going to dig the garden herself.

Pat wrote at the beginning of his next letter: "Bridget, please don't dig the garden; that's where the guns are."

The letter was duly censored, and in a short time a lorry-load of men in khaki arrived at Pat's house and dug up the garden from end to end.

Bridget wrote to Pat in desperation, saying that she didn't know what to do, as the soldiers had got the garden dug up, every bit of it.

Pat's reply was short and to the point: "Put in the spuds."

Don't be an atheist. There's no future in it.

Lines East

SERVICE CLUB SIDE-LIGHTS

By Lisle Young
Public Relations Representative
Aberdeen, S. D.

Black Hills Club Introduces "Service Map"

A pot-luck supper was enjoyed by the members of the Milwaukee Black Hills Service Club and Milwaukee Women's Club in the club rooms at Rapid City on Mar. 8. After the business go-round the Milwaukee Road employes' service map was presented to Chairman Clifford Olson by Mrs. Stanley Core on behalf of the Milwaukee Women's Club. The Black Hills Service Club provided the required money for this map and the women did the work; it is a map of which they may justly be proud. The names of all employes on the Black Hills Division who are in military service are printed at the sides of the map with ribbons attached leading to their present approximate location on the large map of the world. It is a very interesting thing to watch, especially so for those who are acquainted with these boys and girls, and can "follow" them from here to there and elsewhere, ever mindful of their duty to get behind them on the home front.

Lt. Col. Hotchkiss Honored

A party in honor of Supt. W. J. Hotchkiss was arranged by his fellow workers at Aberdeen on Feb. 24 at the Alonzo Ward Hotel. Mr. Hotchkiss was recently made a lieutenant colonel of the Army Transportation Corps and has taken a leave of absence from his duties as superintendent of the H&D Division.

He entered the service of the road as an operator at Savanna, Ill., in 1916, and has advanced steadily, being promoted to superintendent of the I&S Division at Austin in 1939. He was transferred to Aberdeen in May, 1942. The hearty send-off planned by the boys at Aberdeen was in the form of a sumptuous dinner, and Colonel Hotchkiss was the recipient of a handsome gift. Our best wishes go with him as he takes over a vitally important new job.

Minneapolis Club Sponsors Victory Dance

Entertainment of the very finest, plus dancing, both modern and old-time, were offered those who attended the Victory Dance held at the Norway Hall in Minneapolis on Mar. 3.

The real treat of the evening was the

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program presented by the Fort Snelling Military Railway Chorus, under the direction of Walter Mallory. This chorus is composed of Fort Snelling soldiers, and we can boast of two Milwaukee employes among them—Pvt. Donald Hocking, freight office, Dubuque, and Pvt. John Ewald, general storekeeper's office, Milwaukee. The vocal soloist, Jack Myhers, a 21-year-old boy, hails from the Chicago Civic Opera. The entire chorus presented "Desert Song" with the St. Paul Civic Opera group for three nights in February to packed houses. They have also sung over Army Hour on a national hookup, with short wave to foreign lands. It is no wonder that we are extremely proud and grateful to have been entertained by this group.

A free Dutch lunch was served to the boys in the private dining room by the Milwaukee Women's Club, with the president, Mrs. Roy Melquist, in charge. The boys seemed to be very much taken up by the idea.

The motive behind this party was no less fine than the excellent entertainment, for the proceeds are to be distributed among former Milwaukee Road employes who are now in military service; it will go either as cash or purchased gifts. The proceeds were highly satisfactory.

Arthur ("Happy") Justad of the Minneapolis roundhouse called for the circle two-steps and generally kept the dancing pepped up.

The committee in charge of arranging the affair did a really exceptional piece of work.

ACTIVITIES IN GENERAL

By J. B. Dede
Public Relations Representative
Marion, Ia.

Marion Cedar Rapids Club

A large group of employes, their wives and friends attended the dedication of the newly-decorated club rooms in Cedar Rapids. Music throughout the evening was furnished by a three-piece orchestra. An impersonation was given by Francis Curran of the local freight office. Bingo and cards were the diversion of the evening. Mixed candy and popcorn were served.

LITTLE CARELESS HABITS cause BIG accident records



Mississippi Palisades Club

The Mississippi Palisades Club and Van Bibber Hansen Post 148 of the American Legion held a joint meeting Mar. 17, the Service Club members being the guests of the Legion.

J. B. Loeser, commander of the Legion, and L. I. Evans, chairman of the Service Club, conducted the short business of their respective groups. L. V. Schwartz, the club program chairman, who is also a member of the Legion Post, introduced the speaker of the evening, Rev. T. Stuart Cleworth, past commander of the Legion. His address, entitled "We Have Work to Do," was the outstanding feature of the evening. In part he spoke of his experience in the first World War and of present conditions which our boys are undergoing. Speaking of the work we have to do, he said: "Our military force can be compared to an athletic team—they being encouraged by the fans on the sidelines; we at home are the fans on the sidelines; we can encourage our armies by doing our job well and assisting in the various activities which aid the war effort, also by purchasing War Bonds and giving to the Red Cross."

This was the second appearance of Rev. Cleworth. His first address was so inspiring that Mr. Schwartz had arranged for a stenographer to take this second address as he delivered it and have copies prepared for those who desire them. Following Rev. Cleworth, the Castle film, entitled "Trees," and our own picture, "Westward to the Sea," were presented.

Part of the throng which attended the Minneapolis Club's Victory Dance on Mar. 3. The proceeds have been distributed among former employes now in military service.

Earliest Known Turntable

The earliest known railroad turntable, according to Brian Fawcett, assistant chief of motive power on the Peruvian Central, dates back to 1714 and was used on a short passenger line built by order of Louis XIV of France. The line was operated on the palace grounds at Marly-le-roi solely for the amusement of ladies and gentlemen of the Versailles court.

Mr. Fawcett describes this quaint device in the April issue of *Railroad Magazine*.

Motive power for Louis XIV's railway consisted of lackeys who pushed an ornate, gilded open car occupied by the aristocracy of France in all their glory of hoop skirts and periwigs. An old woodcut depicting this railway shows the turntable, designed to shift the "train" onto a branch line which crossed the main stem at right angles.

We're Keepin' Hitler Busy

It must be Spring or some darn thing
That starts a man to writing
About his job and what he does
To help the boys keep fighting.

A scction hand, now understand,
Has thoughts and hopes like *you!*
But uppermost in thought and mind—
May every train come through!

The trains that pass him by each day
Are like old friends returning;
Their cargoes, sorely needed now,
Keep Allied hopes a-burning!

It isn't pleasant when it's down
To twenty-five below
To ride our Fresh Air Taxicabs,
As north winds *really* blow.

The foreman gets the lineup
And it's "Boys, we'd better go;
And watch each rail, each joint and bolt—
And crossings filled with snow!"

Then Summer comes, with heat and rain—
A washout late at night;
Well, brother, slip your work clothes on,
And keep those lanterns bright.

Of course, we like it, Mister,
And we know the work is hard,
But it's keepin' Hitler busy,
Tryin' to figure out our card!

—SELMER G. GROVDALH,
Sectionman, Ossian, Ia.



I&D Division Wins Fire Prevention Trophy

(Continued from page 8)

turning to Mr. Scandrett, he said, "And to you officers, upon whom rests the responsibility of the operation of the Milwaukee Road, I wish to say that I think much credit should go to you for recognizing this record. I hope that the record of the Iowa and Dakota Division may be just three dollars better than it was this year and that the other 16 divisions of the road may equal that record."

Appropriately present at the speakers' table was John W. Strohm, fire marshal of the State of Iowa, who paid high compliment to the personnel of the I&D Division for their accomplishment and for the support and help he felt they had given him in keeping the fire losses on their property down. He said he believed anything so little as a \$3.00 fire loss in one year on a division as large as the Iowa and Dakota should not have been recorded, and added, "Under Iowa law, any fire loss under \$5.00 is not a reportable loss. The main thing about fire prevention," he said, "is good housekeeping."

"Picayunish Little Fire" Focus of Attention

Mr. Gillick was then presented and, in part, spoke as follows: "This has turned out to be a great day for me. I know you are proud of the record you have made, and I know it took a lot of people to accomplish it. I agree with Mr. Strohm, state fire marshal, that for a \$3.00 fire I wouldn't have said a damn word about it. I hope that some day we will have safety first records on the Milwaukee that will equal the fire prevention record you have made on the I&D Division. We have to prevent fires, we have to prevent injuries, and we have to make material go further than we ever made it go before in our lives."

The matter of the insignificance of a \$3.00 fire in one year on a division as large as the I&D continued to be the subject as one after another added his remarks; and when Mr. Scandrett arose, he seemed unable to refrain from adding a slightly exaggerated touch to the subject in commenting that "It was a splendid accomplishment to go for 365 days and have only one picayunish little fire. The state fire marshal tells us there wasn't any fire because under Iowa law a loss of less than \$5.00 is not reportable. I am also told that the \$3.00 fire, which was the only blemish on the 1942 record of the I&D Division, occurred in 1940, not 1942,

New Ten Percenters

The War Bond campaign on the railroad is going ahead at an accelerated rate. We are receiving reports of new groups which are subscribing 10 per cent or more of their aggregate pay each month for War Bonds to help win the war. We owe a round of applause to each one of the following groups for what they have done:

★ Car Department—Southern District

The members of the southern district of the car department at Bedford, Ind.; Latta, Ind.; Cheneyville, Ill., and Ottumwa, Ia., totaling 61 people, have subscribed for Bonds at an average rate of 13 per cent of their aggregate monthly earnings.

★ Sioux Falls, S. D.—Track Dept.

The 38 members of the track department under the supervision of J. M. Murphy, roadmaster at Sioux Falls on the Iowa and Dakota Division, are reported by Superintendent Ingraham as having subscribed 100 per cent for War Bonds, and the average amount subscribed is 11.4 per cent of their earnings.

and the pole continued in service in its damaged condition until one of your Iowa zephyrs struck it down on the last day of December, 1942. I have begun to wonder whether the true story isn't that termites moved in and the pole just got tired of standing up. Anyhow, I agree that the Iowa and Dakota has a good case against Larry Benson.

"Property destroyed by fire must be replaced and with materials which are essential for war purposes. It is unpatriotic for us to overlook any precaution that will prevent the destruction of property so greatly needed in our war effort.

"Your railroad in the past year has done a good job. It has been a good soldier in this war. Last year, we handled 12 per cent more ton miles than ever before. The previous peak year was 1929, when we had many more cars and locomotives and many more men on the payroll than in 1942. This is a great accomplishment. We also handled more gross and net ton miles per hour than ever before, and every car on the railroad made more miles than ever before. The men and women on the Milwaukee Road in 1942 worked with loyalty and fidelity and put more good, hard work into their jobs than ever before, and because of this I look forward with confidence to our being able to handle the even bigger task that lies ahead."

★ Iowa Division

Superintendent Beerman of the Iowa Division is pointing to the division engineer's office at Marion as an example to the rest of his forces. The 15 employes of this office have subscribed for War Bonds at a rate aggregating 10.4 per cent of their monthly earnings.

The traffic department office at Des Moines is a close runner-up, with exactly 10 per cent of their payroll subscribed for the purchase of War Bonds.

Word has just been received that a campaign has been concluded among the forces under the supervision of Roadmaster E. Schoech of the middle district of the Iowa Division. The results are that all of the 84 men in this group are subscribing for the purchase of War Bonds, and average deduction per month is 12 per cent.

There are other groups on the Iowa Division which are getting close to the 10 per cent of payroll mark, but they haven't quite made it yet. The freight house at Council Bluffs has signed up 100 per cent, but they haven't made their 10 per cent of payroll goal. Also, the mechanical department on the Iowa Division has signed up more than 90 per cent of its members, but the amount subscribed is still slightly under 10 per cent of their payroll.

We are anxious to learn of groups which have brought their subscription rate up to the 10 per cent of payroll figure. We know that our government is expecting us to do our part to help win the war. In asking us to buy Bonds, it is not taking money away from us but simply borrowing it at a rate of interest as good or better than that to be found anywhere. It is the best security in the world, and anyone who doesn't invest at least 10 per cent of his earnings in War Bonds is not only failing to discharge his obligation as a citizen, but is also failing to take advantage of today's best investment opportunity.

We hope this list of 10 per cent groups will grow every month until one of these days we will be able to publish a single line to the effect that the employes of the Milwaukee Road, as a group, are investing 10 per cent of their earnings in War Bonds each month through the payroll savings plan.

A chip on the shoulder indicates there's wood higher up.

Safety Trophy Goes to I&SM Division

(Continued from page 9)

most of us on the railroad know him, spoke from a strong sense of the responsibility he is carrying.

"In 1941," he said, "the I&SM Division was in 12th place in our race for the Safety Award. In 1942, it won the trophy and took it away from the Trans-Missouri Division, to whom it had been previously awarded." Mr. Benson very vehemently declared that the supervision and practice of safety on our railroad was not up to the standard it should have achieved. He referred to our having a veritable epidemic of injuries that should have been prevented. "So far this year," he said, "we have had five fatalities." He said that Mr. Scandrett and Mr. Gillick have always had a deep consciousness of the necessity for an intensified safety first campaign and that at no time had he ever been denied their cooperation in furthering the interests of safety among our people. He said that large expenditures of money have been made to teach, supervise, and design safety so that the lives and limbs of the people of the Milwaukee Road might be preserved. He did, however, express extreme regret that our railroad was not producing a safety record commensurate with the effort being made to persuade our people to work safely and prevent injuries and even death to themselves. He declared, "We are going to continue to do everything we possibly can to better our safety record." And he staked the future of his career as an officer of the Milwaukee Road upon the kind of safety record that could be produced during the current year.

"Use Your Head and Watch Your Step"

When Mr. Gillick rose to speak, he was hailed as the beloved chief he is—or, as Mr. Scandrett later called him, "the noblest Roman of them all." "As a very simple rule," declared Mr. Gillick, "if you will just use your heads and watch your step, I am sure we can reduce the present injuries on our railroad." He spoke about the urgent need for the practice of safety among all of the people of the railroad and also spoke about the problem of absenteeism. "There never was a time in the history of our business," he said, "when your presence on the job was as serious a matter as it is today." He said that none of us has any business laying off now unless we are really sick, and added, "I think I have been

around longer than most of you. I am on the job and if I can take it, I think the rest of you can take it too."

Mr. Bluhm presented Mr. Scandrett to the crowd as a man who claimed Minnesota as his birthplace, who had spent his youth at a neighboring town, and received his schooling in Minnesota at Shattuck Military School and the University of Minnesota.

Mr. Scandrett Cites Unique Occasion

Mr. Scandrett had a twinkle in his eye when he arose, and it might have been a good time for some of us to wonder what was coming, but he doesn't telegraph his punches and the crowd didn't know he was gibing until he had made the observation that follows at the beginning of his quoted remarks. He said, "I wonder if you realize what a unique occasion this is. There has been nothing like it within my memory. The noblest Roman of them all, Jim Gillick, has made a speech to you and never cussed once. I hope it is due to the influence of our genial host, Father Cunningham; but I am afraid, Father, that it is because he is not feeling well.

"The Iowa and Southern Minnesota Division of the Milwaukee Road is the only division where I ever suffered the humiliation of being kicked off a train. In spite of that experience—rather, I should say those experiences because there were a number of such occasions—I have a very warm affection for the old I. & M. (I. & S. M.) because it is home to me. On it I was born and brought up, and so it is especially pleasing to me to have been invited to attend this dinner in honor of your winning the Safety Award.

"You have been doing another fine job on this division in purchasing War Savings Bonds which our government is so anxious be spread out over the entire country. The last report I saw showed that 99.3 per cent of you are on the payroll deduction plan for the purchase of War Savings Bonds. This is a splendid record. It is exceeded by only one division on the railroad—the Madison Division—which has a 99.4 per cent record.

"Because of old association, I am especially happy that this division has won the Safety Award, but I hope it never wins it again with a casualty rate as high as 5.99 because that's too high for this division and it's too high for our railroad.

"Back in 1931, the casualty rate

on the entire railroad was 2.08. In 1942, it was four times that, or 8.71. This, I think, is not the time nor the occasion for me to say all I think about the rather lamentable showing we have been making during the past two years in safety work. There is nothing that is closer to my heart than that work, and while it is not the occasion for me to talk about it, it is also a fact that I am so full of it that if I started, some of us would probably miss the train.

"You must not let Mr. Benson down. He may talk a little tough to you—which is what he calls 'talking turkey.' There isn't a man on the railroad who has his heart more in his work and there isn't a man on the railroad who is more interested in seeing you men keep out of trouble and able to go home at night with all of your members intact than Larry Benson. And while we have made a poor start in 1943, I know you are going to come through.

Railroad Has Been Doing a Magnificent Job

"The Milwaukee has been doing a perfectly magnificent job during this war period. The previous peak business on our railroad was in 1929. Last year, with fewer men on the payroll, with many fewer locomotives and freight cars, you rolled up a ton mileage 12 per cent greater than in 1929. You made more gross and net ton miles per hour, and your freight cars moved more miles per day than ever before. Underneath it all, the moving cause of it was the determination on the part of all of you to do the damndest job of railroading ever done to show we are worthy of what our boys on the other side of the world are doing for us and for their country. We speak of sacrifices, but we are not making any sacrifices in the real sense. It is true, we are working harder than ever before. It's true, we are paying taxes higher than ever before. It's true, we are being rationed. It's true, we are asked to buy Bonds—but the net of that is we are laying up savings for a rainy day in an excellent investment and, in the meantime, drawing very fair interest on our money. How trifling are all the things asked of us when measured by what is asked of, and so freely given, by our boys at the front!

"I am proud to be associated with a railroad that is doing the job that is being done here. We have a still bigger job ahead of us and we are going to have less and less to do it with, but I know we can do it and that we will."

The Milwaukee Railroad WOMEN'S CLUB



Miles City Chapter

MRS. C. E. REHN, *Historian*

Sub-zero weather did not keep 35 robust Montana women from their first club meeting of the New Year. Mrs. Nels A. Helm, the newly elected president, stated briefly her plans for the year and announced the personnel of her committees. Although there are fewer railroad men out of work, the Welfare committee is still on the job. They sent out several Christmas baskets. The meeting was made very interesting by the reading of many letters from our soldier boys. Mrs. Patch, a member, has four sons in the Armed Forces. Four war saving stamps were awarded in the drawing of the paid up membership. The program was two appropriate patriotic readings by Mrs. J. G. Drum and two vocal selections by a trio of high school juniors, the Misses Jane Leavitt, Mirthyce Erickson and Dorothy Stewart, accompanied by Mrs. E. Roy Erickson. The lunch table carried out the theme of the evening with a motif of winter greens and red, white and blue twelve inch victory Vs. An hour of bridge was enjoyed with war stamps as prizes.

1943 officers and chairmen are: Pres., Mrs. N. A. Helm; 1st Vice-pres., Mrs. L. L. Brundage; 2nd Vice-pres., Mrs. A. H. Hervin; Rec. Sec'y, Mrs. R. C. Switzenburger; Cor. Sec'y, Mrs. Charles Shine; Treas., Mrs. D. P. Brady; Historian, Mrs. C. E. Rehn. Chairmen: Welfare, Mrs. W. H. Fellows; Refreshments, Mrs. M. L. Caine; Sunshine, Mrs. Wm. James; Housing, Mrs. McKinley Gilmore; Publicity, Mrs. Arley Wickersham; Program, Mrs. F. W. Spear; Ways and Means, Mrs. L. L. Brundage; Social, Mrs. M. C. Lathrop; Safety, Mrs. S. E. Moss; Membership, Mrs. A. S. Caudel; Parliamentary, Mrs. F. C. Preston; Entertainment, Mrs. D. C. O'Brien; Red Cross, Mrs. H. C. Brisbine; Telephone, Mrs. E. B. Walters.

Dubuque Chapter

MRS. A. J. BENSCH, *Historian*

Regular meeting was held Jan. 18 with 20 members present, Mrs. H. Kaiser presiding. Reports for the year 1942 were given. Ways and Means chairman asked each member to raise \$2.00 for the club in any way they see fit. Twelve of our members have been very active in different branches of Red Cross work, with a total of 80 hours. Good Cheer committee reported 20 calls made.

St. Bernice Chapter

MRS. O. M. KUHN, *Historian*

The first regular meeting of our newly organized Chapter was held at the grade school on Friday, Jan. 22. It was opened by president, Mrs. Reed McGinnis.

Membership committee reported 21 voting and 10 contributing members enrolled; Welfare reported one family helped, and Sunshine committee reported one personal call, five telephone calls and one card sent.

Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

The club met Jan. 5 at the North-East Y.M.C.A. Welfare reported 15 families reached by calls and two families aided. Expenditure for last year was \$108.59. Treasurer reported \$209.19 on hand. Sunshine Chairman made 38 phone and personal calls and sent one plant. Ways and Means reported \$132.72 cleared last year. Our club decided to dispense with our annual dinner in keeping with war time food conservation. Many letters of thanks have been received in appreciation of the Christmas boxes sent to our boys and girls in service.

Committees appointed for the coming year are: Welfare, Mrs. Morrison, Mrs. Westman, Mrs. Bennett, Mrs. Tarbett, Mrs. Affeld, and Mrs. Burkette. Membership, Mrs. Lord, Mrs. Banta, and Mrs. Kinder. Good Cheer, Mrs. Cowly, Mrs. Boyle, and Mrs. Gebhart. Auditing, Mrs. Rhodus, Mrs. Lowthan and Mrs. Taylor. Ways and Means, Mrs. Hills, Mrs. Lambertson, Mrs. Midkiff, Mrs. Dobson, and Mrs. Hatchitt.

At close of meeting the Social committee served tea as a surprise and added pleasure of the day. The hostesses were Mrs. Tarbett, Mrs. Affeld, Mrs. Morrison, and Mrs. Dobson.

Minneapolis Chapter

MRS. H. M. HAUSER, *Historian*

In spite of extremely cold weather and gas rationing, 35 members turned out for the dinner preceding our regular January meeting. Board meeting held Jan. 12. Through the efforts of very able chairmen, some very fine reports were turned in for 1942. After getting off to a late start on our war program, Mrs. Webster was able to accumulate 880 hours of surgical dressings, knitting, First Aid, Home Nursing, and Nutrition, credit for a cash donation to the Red Cross of \$21.42, a total of \$2,250 in bonds bought and \$1,150 in bonds sold by voting members. Several of our members are Victory Aids. Mrs. French, Welfare, reported three Thanksgivings and 10 Christmas baskets given, \$145.54 spent for relief, donations of cash, clothing, and furniture valued at \$201.75 without cost to the Chapter. Mrs. Fiedler, Good Cheer, reported four Christmas baskets given, 231 cards sent, 235 calls made, 268 families reached, at cost of \$76.46 and donations valued at \$14.50 without cost. Mrs. John Mintz reported total membership of 964, winning \$42.50 in prizes for our Chapter. Mrs. Fredrickson, Ways and Means, \$142.34. Six delicious dinners were served with Mrs. Frank Anderson in charge of the buying and Mrs. Gee and Mrs. Forslund in charge of the dining room.

The following committees have been appointed for 1943: Welfare, Mrs. Wm. French; Good Cheer, Mrs. Wm. Fawcett; Scholarship, Mrs. H. Hewing; Membership, Mrs. J. Mintz; Social, Mrs. J. Haffner, Mrs. McKeever; Refreshments, Mrs.

E. Schreiber; Publicity, Mrs. F. Anderson; Auditing, Mrs. Barrett, Mrs. R. Spalding; Safety, Mrs. F. Webster; House and Purchasing, Mrs. H. Pitts; Red Cross, Mrs. A. W. Grothe; Hostess, Mrs. R. Fiedler, Mrs. H. Hewing; Telephone, Mrs. C. Walters.

A plaque, inscribed with the names of sons in Service, was presented to the club. We are very proud of the sons but honors for the name of the first daughter to be placed there goes to Trainmaster and Mrs. S. F. Philpot, Elizabeth G., a graduate of St. Mary's school of Nursing, Milwaukee, enlisting in the Army Nurse Corps and left for Amarillo, Tex., Air Base, where she will be stationed. Miss Philpot rates the rank of 2nd Lt. Three cheers for these courageous girls who will be on hand to render assistance to our boys if and when it is needed.

We start the new year with a balance of \$272.45, one \$100 war bond to our credit, an enthusiastic group of new officers, and we are looking forward to a very successful year under the leadership of our new President, Mrs. H. Melquist.

Deer Lodge Chapter

MRS. J. E. PEARS, *Historian*

First meeting with our new officers was held Jan. 15. Mrs. Craig reported for the committee that there had been 76 cards sent in December to the boys in service who are members of the Milwaukee family. Red Cross Chairman reported 25 articles finished in December, the year's report being 382 articles, and 6,817 hours of work put in.

Avery Chapter

MRS. F. G. MURRAY, *Historian*

The following officers were elected for 1943: Pres., Mrs. Hardy Pears; 1st V. P., Mrs. F. G. Murray; 2nd V. P., Mrs. Alma Koehler; Sec'y, Mrs. Wm. Randall; Treas., Mrs. Frank Lashell; Historian, Mrs. E. F. Husaboe.

Red Cross Chairman, Mrs. C. C. Hiigel, reported the following knitting and sewing done: 65 sweaters and eight pairs of socks knitted; 27 hospital shirts, four bathrobes, six rompers, 10 bedside bags, 20 housewives, 25 army kits, and 36 army kits filled, some of the articles placed in them being donated and the remainder being purchased by the club.

Wausau Chapter

MRS. ALBERT KASTEN, *Historian*

Our club met Jan. 12 with a fine attendance. Looking through the past year's record Treasurer reported we have 72 voting and 68 contributing members with a balance of \$125 in treasury. Good Cheer Chairman reported that \$60.25 was spent for good cheer work during the year. Nineteen gift boxes were sent to our boys in Service. We wish every one of them a safe and victorious return. Nine baskets, nine plants and two good cheer cards were also sent. A number of interesting thank you letters were read.

Tacoma Chapter

MRS. A. E. MOXNESS, *Historian*

Tacoma Chapter held its final meeting for 1942 on Dec. 28, with Mrs. Walter Young, president, presiding. A resume of the year's work showed 425 members, ways and means \$240, treasury \$350, and a \$100 war bond; Good Cheer, 275 personal and 75 phone calls, 145 cheer cards and 45 floral gifts; welfare, three families aided and 16 Christmas baskets sent; a substantial donation to the Red Cross and Community Chest. On Dec. 14 a one o'clock luncheon was given by the Board in honor of our president, Mrs. Young.

Many members have completed First Aid and Home Nursing courses, and hundreds of hours have been given by our ladies in sewing, making surgical dressings and knitting for the Red Cross. We also have members among the Grey Ladies, who visit the hospitals at the service camps to bring cheer and happiness to the soldiers who are ill. Tacoma Chapter is very proud of its members.

On Jan. 31 the new officers were installed: Pres., Mrs. W. M. Fairbanks; 1st Vice Pres., Mrs. H. W. Montague; 2nd Vice Pres., Mrs. J. S. Griffith; Rec. Secy., Mrs. N. F. Bingham; Asst. Rec. Secy., Mrs. W. G. Densmore; Corr. Secy., Mrs. C. A. Norwood; Treas., Mrs. F. L. Sowles; Historian, Mrs. A. E. Moxness. Chairmen: Membership, Mrs. Walter Young; Constitution, Mrs. T. E. Corbett; Social, Mrs. J. H. Speck; House Purchasing, Mrs. J. W. Rimmel; Publicity, Mrs. Glen Russell; Safety First, Mrs. J. E. Brady; Nominating, Mrs. K. Alleman; Luncheon, Mrs. Edw. Thrall; Telephone, Mrs. Frank Linville; Library, Mrs. E. L. Cade; Sewing, Mrs. C. J. Harvey; Auditing, Mrs. Geo. Beachwood; Welfare, Mrs. Clyde Brewsough; Program, Mrs. A. J. Buchen; Good Cheer, Mrs. W. J. Fitzgerald; Ways and Means, Mrs. J. Humphrey.

Tacoma Chapter is off to a good start in many and varied activities.

Milbank Chapter

MRS. GERALD GARDNER, *Historian*

January meeting opened with the Pledge of Allegiance to the Flag and repeating of club motto. A report of Red Cross work was given showing surgical dressings 80 hours, dressings completed 2,400, garments completed 72, including army scarves, helmets, gloves, wristlets and sweaters, kit bags and blouses.

Two new members were welcomed into our chapter. Five personal calls, two families reached, some baking given, and Good Cheer cards sent were reported. A social hour was spent playing Bunco. Lunch was served by Mmes. Carl Leonhardt, Jake Hammer and Lester Bloomhall.

Officers for 1943 are: Mrs. C. W. Mayer, Pres.; Mrs. L. Bloomhall, 1st V. P.; Mrs. C. Miller, 2nd V. P.; Mrs. E. Hanson, Treas.; Mrs. Geo. Anderson, Rec. Secy.; Mrs. Gerald Gardner, Historian.

Council Bluffs Chapter

MRS. H. E. ROONEY, *Historian*

On March 3 Council Bluffs Chapter enjoyed a potluck luncheon in the dining room of the Railroad Y. M. C. A. Special guest of the day was Miss Etta Lindskog. After the luncheon, a short meeting was held. Mrs. Edward M. Lee reported sending each Milwaukee service man a dollar as a Valentine's gift from the club. It was decided to make a donation to the American Red Cross. The Red Cross chairman

reported bandage rolling had been resumed and urged members to participate in this worthy project. Miss Lindskog also urged us to help as much as possible with Red Cross work. The rest of the afternoon was spent in informal visiting.

A joint Christmas party was held with the Service Club for employes and their families, Dec. 21. Although the ground was covered with a sheet of ice, 53 children and their parents came out. A delightful program was given by Donna Lee Michael, Marilyn Medley, Joann Smith, Margaret Exline, Donald Schonberg, Carol Ann Schmidt and others.

Officers for 1943 are: Pres., Mrs. Carl Schonberg; 1st Vice Pres., Mrs. Ed. Lee; 2nd Vice Pres., Mrs. Frank Colburn; Secy. and Historian, Mrs. Howard Rooney; Treas., Mrs. Herman Jensen.

Othello Chapter

MRS. CHAS. PHILLIPS, *Historian*

Meeting was held in club house Jan. 5 with our president Mrs. Brown presiding. More than \$15 was taken in in membership dues. Members reported a number of sick calls made and gifts given during December. Mrs. Schwenke and Mrs. Schumacher were appointed for month of January to call on new families and shut-ins.

Our ladies held a card party in the club house Jan. 12, and a pot luck supper and "March of Dimes" on Jan. 29. \$8.70 was collected. Social Chairman, Mrs. O. Adams, and family have moved to Spokane. Several railroad families have received word from their sons in Africa.

Portage Chapter

MRS. J. H. PIKE, *Historian*

The first meeting of the new year was held Jan. 4 with 50 members present. Very fine reports of the year just passed were given by the various officers and chairmen. Mrs. Ralph Jorns, Red Cross Chairman, reported a good many hours of work by members. Three members have received pins for hours of work.

Following the meeting Mrs. Roa Porter, accompanied by Mrs. David Bogue, sang several solos. Refreshments were served by Mrs. Burns and her committee. At the close of meeting Mrs. Smith, retiring president, was presented with a gift.

Madison, Wis., Chapter

MRS. KENNETH KUNZ, *Historian*

A Bright and Happy New Year to you all. Our retiring president, Mrs. Wm. Warren, opened our January meeting. Good Cheer Chairman reported sending out three Thanksgivings and ten Christmas baskets. It was voted to purchase two \$100 war bonds. Our penny march netted 73c. Surprise package and the bank dollar were awarded. Mrs. J. J. Lietz, in behalf of our club, presented Mrs. Warren a gift in appreciation of the very fine cooperative work she has done in the past year. We were very happy to have our new president, Mrs. Kline, with us. She has been convalescing from a broken arm.

Mrs. Warren turned the meeting over to installing officer Mrs. J. Speckner, Conductress Mrs. F. Devine; and Musician Mrs. L. M. Olson, who installed the incoming officers and chairmen. Chairmen for the coming year are: Constitution, Mrs. Joe Tomlinson; Relief, Mrs. C. Allemang; Sunshine, Mrs. A. C. Welke; Membership, Mrs. C. E. Mahaffey; Ways and Means, Mrs. Sadie White; Program, Mrs. E. Bur-

meister; House, Mrs. Jay Shipley; Publicity, Mrs. Wm. Warren; Telephone, Mrs. J. C. Creegan; Renting, Mrs. Joe McNulty. Hostesses were Mrs. Warren, Rogers, Kingston, McGowan, Tehan, Shipley, and Olson.

A Christmas party was held for the children and mothers on the afternoon of Dec. 19, with a large group attending. The children supplied the program, which consisted of singing, dancing, recitations and musical numbers. Santa sat among the children during the program and later passed apples, popcorn balls, and candy to the children. A party for the grownups was held in the evening with a nice attendance, and dancing and cards with a lunch following were enjoyed. Hostesses were Mrs. Stephen, chairman, Mrs. McNulty, co-chairman, Mmes., Kingston Murphy, Burk, Warren, Tehan, McDermott and Kunz.

Aberdeen Chapter

GRACE M. HARTLEY, *Historian*

Our roll call shows 76 members and guests present when Aberdeen Chapter met on the cold blizzard night of Mar. 1 for the usual monthly meeting. Mrs. E. H. Soike presiding, called for reports of officers and chairmen. These reports were most gratifying and gave us full assurance that our chapter is 100 per cent on the home front line of national defense.

Red Cross sewing, under direction of Mrs. Joe Maketzky, is listed with 19 pajama and six romper suits finished during the month. The urgent call for soldier kits to be completed in two weeks was met with a volunteer offer to accept 100 as our allotment. Mrs. C. J. Hays, in charge of the Red Cross knitting, reported one turtle-neck sweater, two V-neck sleeveless sweaters, three helmets and three pairs of wristlets had been turned in. The Surgical Dressings Headquarters report that we are represented in this group by two supervisors—Mrs. A. E. Hatten and Mrs. C. J. Hays, also by 20 women workers.

We had 20 women working on the recent rationing board, each woman being credited with five hours of service. The Civilian Defense Survey, Food for Victory, and Waste Fat Drives were launched, with our club supplying approximately 43 of the workers. We are also substantially supporting the Victory Book Drive, tin can collection, Red Cross roll call, and the Victory Garden project.

Quoting from our original skit which we gave recently, "We're on the track, Uncle Sam! Throttle wide open! Double heading for the enemy and we're not whistling in the dark; No stops scheduled! Our orders read:

Break the Prop in Propaganda!

Blast the Ax in Axis!

Block the Hit in Hitler!

Down with his Heil and off with his hide!

Yours for Victory,

Milwaukee Railroad."

During the social hour a group from the Catholic Daughters of America presented a delightfully humorous musical skit, the setting of which was the Gay Nineties' period. Mrs. A. C. Zemlicka was director and Miss Marie Koch introduced the characters.

Program Chairman Mrs. James Hartley then presented the two evening hostesses, Mrs. M. M. Wolverton and Mrs. C. J. Hays, who were also gowned to fit into the Gay Nineties' picture. At conclusion of the program they served refreshments, being assisted by Mrs. Oscar Mattice and Mrs. Fred Burlock.

Perry Chapter

MRS. PETER SLATER, *Historian*

Monthly meeting was held Feb. 6 with a fine turnout. The luncheon, which was served at one o'clock, was a potluck and there was a nice variety of food. The new plan of having each member bring her own coffee worked out fine and the result of the various blends made a fine drink. Many of the ladies brought more than required for one cup, so a supply was accumulated to apply on a future shortage. Mrs. E. A. Evans and Mrs. Frank Millard were in charge of the dining room, Mrs. Frank Hoes of making the coffee. There were Valentines as favors and red hearts decorated the tables.

Engineer Charles Sinclair, custodian of the clubhouse, who had fixed the frame for the Service Men's plaque, had it in place. Members reported additional names to be added. Reports from the membership committee indicate we will have the usual large membership this year. Red Cross Chairman, Mrs. August Koch, reported a large amount of work being done for the Red Cross and need for more workers.

Mrs. Malcolm Nelson and Mrs. Paul Black have been selected as captains of the two teams in our attendance contest. They are to contact as many members or prospective members as possible and have them attend meetings. At close of contest, which will cover several meetings, the group having had the largest attendance will be the guests of the losing group. Wives of new employes and others who have never been affiliated with our club are cordially invited to attend our meetings and join our club. Membership dues are small and there are no other fees.

St. Paul Chapter

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

At the January meeting a very tasty supper was enjoyed by a large attendance. Ample justice was done to the many appetizing dishes. Installation of 1943 officers followed. Appointment of the following chairmen was announced: Mrs. E. A. Biechler, Auditing; Mrs. Doran, Social; Mrs. M. L. Medinger, Good Cheer; Mrs. Julius Pothan, Ways and Means; Mrs. A. Mueller, Telephone; Mrs. John Sitzmore, Membership; Mrs. Dan Curtin, Safety; Mrs. E. Johnson, Welfare; Mrs. L. Rutter, Program; Mrs. Giles, Publicity; Mrs. John Murray, By-laws; Mrs. Dave Harrington, Scholarship.

As an expression of appreciation for her splendid work in the club, a gift was presented to retiring president, Mrs. E. A. Biechler.

Welfare for January spent \$10.50, telephone calls 27, sympathy cards four, families reached five, ways and means 75c.

It is with the deepest regret we record the passing of E. A. Biechler, who was a tireless worker in the interest of the Women's Club. The sympathy of our membership goes to Mrs. Biechler.

Milwaukee Chapter

MRS. DONALD MCKENNA, *Historian*

Monthly meeting was held on Jan. 18 at 8 p. m., followed by cards. Ways and Means Chairman Mrs. H. Lotzin reported a card party that was held Jan. 28 with receipts of \$18.64. Mrs. Lotzin also wants all members and friends to be informed that we will have a card party the last Thursday afternoon of every month in our

club rooms. Welfare chairman reported one family provided with coal and groceries. Mrs. M. Dineen, Sunshine Chairman, had a report of 12 Good cheer cards sent, 11 personal and phone calls.

Arrangements for our Spring Dance and Card Party were discussed at meeting Feb. 15. Mrs. G. J. Kelly accepted the chairmanship. We extend an invitation to all members and friends and let's make this a big turnout; the date, Saturday, May 8; the place, the Eagles clubhouse.

Our chapter donated \$5 to our local Red Cross and \$10 for the maintenance of blood plasma for the Red Cross. Welfare reports \$15.84 spent for coal and groceries; Sunshine six good cheer cards, one sympathy, four personal and 12 telephone calls made. To date total voting and contributing members 144.

Mason City Chapter

MRS. R. E. SIZER, *Historian*

The club opened its new year with Mrs. Walter Hendrickson presiding at the meeting. It was voted to change the regular meeting day to the first Tuesday of each month. Red Cross sewing and cards followed.

Mrs. J. A. Nelson is chairman of constitution and by-laws; Mrs. John Belfanz, Mrs. J. Mathewman and Mrs. Henry Smith, welfare; Mrs. Sadie Hendrickson and Mrs. E. Patton, good cheer; Mrs. Reese Vaughn, Mrs. H. Everts and Miss Ruby Potter, membership; Mrs. Fred Hornig and Mrs. Theodore Pattschull, ways and means; Mrs. W. T. Cross, Mrs. George Cahalan and Mrs. N. P. Van Maren, program; Mrs. C. E. Kemp, house and purchasing; Mrs. Sohn, publicity; Mrs. L. R. Meuwissen, safety; Miss Gertrude Deeney and Mrs. Marion Schultz, auditing; Mrs. W. F. Ingraham, scholarship; Mrs. J. L. Burns, library; and Mrs. C. A. Anderson, music.

Fullerton Avenue Chapter

CLARA A. CUSH, *Historian*

Regular meeting was held Jan. 12, with supper served in the cafeteria at five o'clock, after which members went to club rooms. President Mrs. Barclay presided. Routine business was taken up and reports of various committees read. The meeting was then turned over to Mrs. Adolph Frandsen, who installed the officers for 1943. Mrs. Barclay thanked the members for their cooperation during her two years of office, and in response we thank Mrs. Barclay for her untiring efforts as president to make our club a success. Mrs. Lucy Martin, Program Chairman, favored us with sound moving pictures.

Board met Feb. 4, at which time each officer went into the details of her duties.

The Red Cross Surgical Dressing Class is still in need of members, and as this work is urgent, any amount of time you can donate to this cause will be appreciated.

Janesville Chapter

MRS. C. A. DRAWHEIM, *Historian*

January meeting was devoted to committee reports and installation of officers and chairmen with Mrs. J. J. McCarthy installing officer, and Mrs. H. Shannon conducting officer. Mrs. W. B. Wilcox provided the music. The following took office: Mrs. B. C. Sommerfeldt, Pres.; Mrs. E. Messerschmidt, First Vice Pres.; Mrs. P. J. Wallace, Second Vice Pres.; Mrs. William

Jackson, Rec. Secy.; Mrs. J. W. Higgins, Corr. Secy.; Mrs. James Stearns, Treas.; Mrs. C. A. Drawheim, Historian. Chairmen—Mrs. George McCue, Constitution; Mrs. F. W. Bennett, Welfare; Mrs. Henry Shannon, Ways and Means; Mrs. P. J. Wallace, Mrs. F. W. Bennett, Mrs. A. M. Boucher, Good Cheer; Mrs. George J. Ryan, Red Cross; Mrs. E. F. Krenke, House; Mrs. M. J. Kelleher, Resolutions; Mrs. W. B. Wilcox, Program; Mrs. E. Messerschmidt, Publicity; Mrs. F. W. Wisnie, Membership; Mrs. James Fox, Social; Mrs. J. W. Higgins, Auditing; Mrs. Wm. Naeser, Safety First.

Resolutions were read and sent to Frank Swan and family on death of Mrs. Swan, who was a member of our club. Letters were read from service men thanking for Christmas gifts. Supper was served by Mrs. James Fox and her committee. Sunshine reported calls 52, spent \$20.24, messages of cheer 47, families 27, Xmas baskets to shut-ins 11. Welfare reported calls 50, spent \$69.90, families six, six Xmas baskets and a wheel chair to a veteran. Two more of our members, Mrs. John Davey and Mrs. A. M. Boucher have received Red Cross pins for 300 hours' work.

Sioux City Chapter

MRS. BEN ROSE, *Historian*

Significant of the times, with simple brevity Mrs. M. Gallas '42 presented the gavel to Mrs. A. G. Class '43. With deep sincerity our new president asked our cooperation, stressing the need of "coming together" within the prescribed rationing rules. Mrs. Class introduced the committee chairmen.

Mrs. Ed Carlin reported three illnesses and asked the membership to remember them with cheerio cards. Mrs. J. T. Hansen, with an excellent chart to illustrate, emphasized the vital importance of safety—in the home, on the street, at work—as a patriotic duty. Mrs. M. Gallas reported on membership. Mrs. T. Snyder synopsisized the year's program of entertainment, subject to weather and war contingencies. The Boosterettes presented seven cribbage boards to the Air Base hospital. Attendance at the pot-luck about 50.

We regret to announce the death of John O'Neill and John Mount. The sympathy of the chapter is extended to the bereaved families.

And the January magazine was an Olympic winner! What a swell bunch of good looking boys in service we Milwaukee folks have.

Ottumwa Chapter

K. M. GOHMANN, *Historian*

A diversion from bandage making, nutrition classes, home nursing classes, etc., for the Milwaukee ladies was the luncheon at 1 p. m. on Feb. 5. Employees from Sherman Street office building were invited to attend. Business session was held immediately following. The main discussion was the planning for the party to entertain the boys of the local naval air base in the near future jointly with the Service Club. The two organizations are going to contribute a piano to be placed in the sailors' nook that has been built at the Y. M. C. A. for use of the navy boys who make the "Y" their lounging place, and fulfilling the desire of numerous members of the Navy band for a piano. Following the meeting members played bridge and bunco. Mrs. W. I. Wendell was chairman of the luncheon committee.

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

Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employes	Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employes
Seattle General	16	1	9.7	Kansas City Division	5	11	1.9
H. & D. Div.....	107	11	9.5	Chicago General Offices...	31	6	1.7
Ia. & S. Minn.....	21	51	8.5	Terre Haute Division.....	2	14	1.5
Rocky Mountain	67	—	7.3	Coast Division	20	4	1.3
Superior Division	23	3	4.2	Trans-Mo. Div.	13	—	1.3
Madison Division	24	—	3.5	Milwaukee Terminals	46	2	1.2
Iowa Division	26	22	3.2	Chicago Terminals	5	18	0.7
Iowa and Dakota Div.....	33	7	2.6	Twin City Terminals	12	1	0.5
La Crosse & River.....	38	14	2.5	Miscellaneous	1	—	0.07
TOTALS					622	243	2.9

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF FEBRUARY, 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					Chicago Terminals Division				
Barnett, H.W.	Head Clerk	Chicago, Ill.	3	4	Bitz, H.F.	Agent	Evanston, Ill.		1
Berry, Harold	Dist. Adjuster	Chicago, Ill.	1	1	Boeck, H.F.	Chief Clerk	Galewood, Ill.		1
Benson, L.J.	Asst. to Chf. Opr. Off.	Chicago, Ill.	1		Borman, H.A.	Rate Clerk	Galewood, Ill.		1
Borgman, G.H.	Asst. Chf. Clk.	Chicago, Ill.	1	1	Brown, H.P.	Rate Clerk	Galewood, Ill.		2
Burtness, T.W.	Secretary	Chicago, Ill.	1		Ensor, A.	Rate Clerk	Galewood, Ill.		1
Dargon, W.J.	Gen. Mgr. Off.	Chicago, Ill.	1		Hiscox, E.	Foreman	Chicago, Ill.	1	
Dix, C.W.	Rodman	Chicago, Ill.	1		Kerwin, John	Rate Clerk	Galewood, Ill.		3
Fortier, H.L.	Real Estate Dept.	Chicago, Ill.	1		Miller, John	C/L Notice Clk.	Chicago, Ill.		3
Fuscione, Joe	Mail Clerk	Chicago, Ill.	1		Morgan, Frank Jr.	Compt. Operator	Galewood, Ill.		1
Gunderson, M.L.	Clerk	Chicago, Ill.	1		Oefftering, J.J.	Rate Clerk	Galewood, Ill.		1
Isaacs, Nathan	Chief Clerk to GA	Chicago, Ill.	1		Reiman, Bruno	Rate Clerk	Galewood, Ill.		1
Johnson, C.O.	Claim Adjuster	Chicago, Ill.	1		Rieckhoff, G.M.	E. & B. Clerk	Chicago, Ill.	2	
Johnston, R.F.	Chief Clerk	Chicago, Ill.	1		Rosemayer, Louis	Check Clerk	Chicago, Ill.	1	
Kester, H.H.	Hd. Clk. Car Acctnt. Off.	Chicago, Ill.	1		Sherry, John	Clerk	Galewood, Ill.		1
Kuehn, E.W.	Revisor	Chicago, Ill.	1		Thirsk, Olive	Steno., U.S. Yds.	Chicago, Ill.		1
Loderhose, G.W.	Ft. Clm. Agt.	Chicago, Ill.	1		Webb, Ben C.	Crew Director	Galewood, Ill.	1	
Meyer, Mrs. Cecile	Mail, Expr., Bag. & Milk	Chicago, Ill.	1		Woldt, Chas.	T. Trk. Foreman	Chicago, Ill.		1
Micka, C.	Frt. Clm. Dept.	Chicago, Ill.	2		Dubuque and Illinois Division				
Nolan, J.J.	Car Dist.	Chicago, Ill.	1		Althaus, Herbert	Expense Clerk	Dubuque, Ia.		1
Rennebaum, E.A.	Gen. Frt. Traffic	Chicago, Ill.	1		Ames, John	O.S. & D. Clerk	Dubuque, Ia.		4
Schubert, Agnes	Steno-Info. Clk.	Chicago, Ill.	1		Bashaw, S.E.	Clerk	De Kalb, Ill.		1
Scotfield, E.J.	Dist. Adjuster	Milwaukee, Wis.	5		Bach, Wm.	Loco. Engr.	Dubuque, Ia.	1	
Stellmacher, H.L.	S.C. Conductor	Chicago, Ill.	1		Brennan, George	Sec. Foreman	Waukon, Ia.		1
Strong, H.N.	D.C. Steward	Chicago, Ill.	1		Buddin, Wm.	Laborer	Dubuque, Ia.	1	3
			31	6	Calehan, Doris	Clk. Supt's Off.	Savanna, Ill.	3	4
Coast Division					Eckstein, F.E.	Chief Clerk	Dubuque, Ia.	1	2
Ackley, Ann V.	Asst. Supt. Off.	Spokane, Wash.	1		Evans, L.I.	Instrumentman	Savanna, Ill.	1	
Anderson, Millie	Clk. Stn. Force	Tacoma, Wash.	1		Fall, George	Foreman	Dubuque, Ia.		1
Alleman, K.	Clk. Station	Tacoma, Wash.	1		Fisher, J.H.	Car Foreman	Savanna, Ill.	4	
Allen, Blanche	Wife of Rdmstr.	Spokane, Wash.	1		Galvin, Francis	Car Clerk	Dubuque, Ia.		1
Brotchie, F.W.	Capt. of Police	Spokane, Wash.	1		Hallahan, Clarence	Delivery Clerk	Dubuque, Ia.		1
Cook, W.H.	Electrician	Tacoma, Wash.	1		Hartman, M.	Clerk, Stre. Dept.	Savanna, Ill.	2	
De Guire, C.E.	Clk. Loco. Dept.	Tacoma, Wash.	1		Haugen, M.R.	Store Dept.	Marquette, Ia.	1	1
Felzer, G.T.	Chief Clerk	Tacoma, Wash.	2		Herron, D.J.	Store Dept.	Marquette, Ia.	1	
Gleb, A.H.	Stower	Tacoma, Wash.			Hocking, Walter	Chief Bill Clerk	Dubuque, Ia.		1
Goldsbrough, A.	Station Clerk	Tacoma, Wash.			Ickes, J.F.	Chief Clerk	Dubuque, Ia.	4	
Hays, P.L.	Chf. Dispatcher	Tacoma, Wash.			Keck, Walter	Machinist	Dubuque, Ia.	1	
Moseley, Lois	Steno. to Asst. Supt.	Spokane, Wash.	1	1	Kempter, L.R.	Cashier	Dubuque, Ia.		2
Mosher, H.A.	Dispatcher	Seattle, Wash.	1	1	Kronfeldt, Wm.	Loco. Engr.	Dubuque, Ia.	1	
Owen, C.M.	Agent	Tacoma, Wash.	1		Kurt, Francis	Clerk	Waukon, Ia.	11	48
Ramsey, J.Z.	Agent	Sumner, Wash.	1	1	Lange, Stacy	Conductor	Dubuque, Ia.	1	
Ramsey, Mrs. J.Z.	Wife of Agent	Spokane, Wash.	1		Layton, George	Capt. of Police	Savanna, Ill.	1	
Rasmussen, F.W.	Chief Clerk	Spokane, Wash.	1		Lincoln, R.	Asst. Cashier	Dubuque, Ia.		1
Robertson, M.J.	Agent	Seattle, Wash.	1		Long, Wm. E.	Ret. Mach.	Savanna, Ill.	1	
Schmidt, Mrs. C.	Wife of Ret. Blacksmith	Mineral, Wash.	1		Lyttle, John	Ret. Signalman	Savanna, Ill.	1	
Stockton, J.A.	Blacksmith	Tacoma, Wash.	1		Maus, Titus	Laborer	Dubuque, Ia.	1	
Walker, Byron P.	Blacksmith	Tacoma, Wash.	1		McGowan, W.G.	Store Dept.	Savanna, Ill.	1	
Weigand, A.M.	Loco. Dept. Cashier	Seattle, Wash.	1		Millar, Lucille	Clerk	Dubuque, Ia.	1	
			20	4	Mulder, Grace	Clerk, Str. Dept.	Savanna, Ill.	1	
					Muntz, A.L.	Blacksmith	Savanna, Ill.		1
					Newell, Roy G.	Pipefitter	Savanna, Ill.		1
					Ohmer, Frank	Station Helper	McGregor, Ia.	4	
					Pohl, Wm.	Loco. Dept.	Marquette, Ia.	1	
					Ralston, R.	Rate Clerk	Dubuque, Ia.		1
					Raymond, Dave	Carman	Savanna, Ill.		2
					Reibel, Paul	Derrick Engr.	Savanna, Ill.		2
					Reinehr, Mary E.	Stenographer	Savanna, Ill.		1

The Traffic Tip Bulletin is the tippers' HONOR ROLL—are YOU on it?

(Continued on Page 22)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Dubuque and Illinois Division—continued					Iowa and Dakota Division				
Rohner, F.M.	General Clerk	Dubuque, Ia.	1	1	Anderson, E.	Sec. Foreman	Delmont, S.D.	3	1
Rokusen, Chas.	Laborer	Dubuque, Ia.	3		Brown, D.L.	Brakeman	Mason City, Ia.	1	2
Rowley, G.H.	Asst. Supt.	Savanna, Ill.	1		Brown, Roy	Sec. Foreman	Armour, S.D.	1	
Schroder, Peter	Store Dept.	Savanna, Ill.	1		Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	1	1
Schuster, L.A.	Equipmt. Mntr.	Dubuque, Ia.	4		Butcher, Alice	Stenographer	Sioux City, Ia.	1	
Schwartz, L.V.	Div. Storekeeper	Savanna, Ill.	3		Calligan, T.H.	Conductor	Sioux City, Ia.	1	
Tews, Carl	Sec. Foreman	Byron, Ill.	3		Challis, Nick	Boilerwasher	Mason City, Ia.	1	
Thompson, L.E.	Laborer	Dubuque, Ia.	2		Clark, W.T.	Brakeman	Sioux City, Ia.	2	
Tresselt, George	Bill Clerk	Dubuque, Ia.	3	1	Costello, F.L.	Clerk	Sioux City, Ia.	1	
Unmacht, H.A.	Genl. Foreman	Dubuque, Ia.	4		Hladky, Charles	Sec. Laborer	Lesterville, S.D.	1	
Van Pelt, J.C.	Conductor	Dubuque, Ia.	1		Ingraham, W.F.	Superintendent	Mason City, Ia.	1	
Wayland, Earl	Car Inspector	Davenport, Ia.	2		Jennings, C.J.	Laborer	Sioux City, Ia.	1	
Willmers, R.W.	Cutter	Dubuque, Ia.	2		Johnston, J.	Mach. Helper	Mitchell, S.D.	2	
Withhart, F.M.	Baggage man	Savanna, Ill.	26	2	Kelly, H.M.	Trainman	Sioux City, Ia.	2	
Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	1		Kemp, Colonel	Flagman	Sioux City, S.D.	5	
			107	74	La Croix, Art	Carman	Sioux City, S.D.	1	
					McCaughy, Mrs. H.L.	Wife of RHF	Mason City, Ia.	1	
					Mitchell, B.J.	Chief Clerk	Sioux City, Ia.	1	1
					Myers, Fred G.	Chief Clerk	Sioux City, S.D.	1	2
					Noonan, M.J.	Police Dept.	Sioux City, Ia.	1	
					O'Brien, J.F.	Rate Clerk	Sioux City, Ia.	1	1
					Potter, Ruby	Loco. Dept.	Mason City, Ia.	1	
					Robinson, J.C.	Lieut. of Police	Sioux City, Ia.	1	
					Shipman, H.M.	Signal Mntr.	Mason City, Ia.	1	1
					Sopeci, S.	Sec. Foreman	Tripp, S.D.	1	
					Wendt, George	Loco. Fireman	Mason City, Ia.	1	
					Winter, Vern	Chuffr., Str. Dept.	Mason City, Ia.	1	
					Wood, C.H.	Sec. Foreman	Lesterville, S.D.	1	
							33	7	
Hastings and Dakota Division					Kansas City Division				
Aggen, Marjorie	Clark-Steno.	Aberdeen, S.D.	9		Andrews, Jennie	P. B.X. Operator	Kansas City, Mo.	1	1
Berg, W.H.	Chief Clerk	Aberdeen, S.D.	2		Atkin, F.W.	Frnt. Rate Clerk	Kansas City, Mo.	1	2
Bradbury, E.M.	Steno. to DMM	Aberdeen, S.D.	7		Barnoske, F.M.	Maint. of Way	Ottumwa, Ia.	1	
Carlson, Curtis	Son of Rdmstr.	Aberdeen, S.D.	1		Bran, James	Engineer	Ottumwa, Ia.	1	
Falkenhagen, Wm.	Bus Driver	Watertown, S.D.	56		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	1	
Fowler, J.W.	Laborer	Aberdeen, S.D.	1		Daacke, A.C.	Clerk, Frt. Hse.	Ottumwa, Ia.	1	1
Geiser, W.A.	Agent	Fairmount, N.D.	1	1	Davis, Mrs. M.	Machinist	Ottumwa, Ia.	1	
Gillson, M.L.	Agent	Orient, S.D.	1	1	Hampshire, Frank	Clerk	Ottumwa, Ia.	1	1
Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	2		Mills, J.W.	Cashier	Ottumwa, Ia.	1	1
Huger, R.F.	Operator	Bristol, S.D.	1		O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	1
Iverson, Mrs. O.	Wife of Pump Rep.	Aberdeen, S.D.	1	1	Riley, Mrs. C.W.	Clerk	Ottumwa, Ia.	1	1
Johnson, Edwin	Chief Clerk	Aberdeen, S.D.	1		Sowder, J.W.	Chief Clerk	Ottumwa, Ia.	1	1
Jones, E.N.	Police Dept.	Aberdeen, S.D.	1		Taylor, M.L.	Div. Engr. Clerk	Ottumwa, Ia.	1	1
Karr, L.J.	Frnm. Str. Dept.	Aberdeen, S.D.	1		Ward, C.L.	Clerk	Ottumwa, Ia.	1	1
Licht, Martin	Sec. Foreman	Virgil, S.D.	1	1	Wittenmeyer, Leona	Clerk	Ottumwa, Ia.	1	1
Lieb, Geo. L.	Operator	Ortonville, Minn.	1	1				5	11
Lucas, H.F.	Chief Clerk	Aberdeen, S.D.	5						
Menzla, Anton	Store Dept.	Aberdeen, S.D.	2						
Moriarty, W.J.	Clk., Str. Dept.	Aberdeen, S.D.	1						
Mundy, Pat	Police Dept.	Aberdeen, S.D.	1						
Mundy, Mrs. Pat	Wife of Police Dept. Em.	Aberdeen, S.D.	4						
Murphy, W.H.	Chf. Clk. to DMM	Aberdeen, S.D.	1	1					
O'Riley, M.	Yardman	Aberdeen, S.D.	1						
Ryan, Winifred	Steno-Clerk	Aberdeen, S.D.	1						
Seiler, J.J.	Clerk	Aberdeen, S.D.	9						
Shea, J.D.	Trainmaster	Aberdeen, S.D.	1						
Spatafore, Joe	Yard Foreman	Aberdeen, S.D.	1						
Stroup, A.D.	Lamp man	Aberdeen, S.D.	1						
Walsh, P.J.	Agent	White Rock, S.D.	1						
			107	11					
Iowa Division					La Crosse and River Division				
Barnoske, George	Supt's Clerk	Marion, Iowa	11		Akright, C.E.	Mach. Helper	La Crosse, Wis.	1	
Bear, W.J.	Police Dept.	Cedar Rapids, Ia.	7		Blanchfield, E.C.	Rate Clerk	Merrill, Wis.	1	
Cornelius, C.R.	Ret. Conductor	Council Bluffs, Ia.	1		Bolmgren, E.W.	Div. Engineer	La Crosse, Wis.	1	12
Davis, E.E.	Chief Clerk	Omaha, Neb.	1		Butcher, E.B.	Clerk	Oconomowoc, Wis.	1	
Eckman, Ruby	Clerk	Perry, Ia.	1	1	Dolan, W.M.	Station Force	Wis. Rapids, Wis.	3	
Failor, W.E.	Rdmstr's Clk.	Marion, Ia.	1		Frazier, I.L.	Yard Clerk	Merrill, Wis.	4	
Farley, L.M.	Chr. Carpenter	Marion, Ia.	1		Fries, J.J.	Chief Clerk	Merrill, Wis.	1	
Hall, M.E.	Nite Yardmaster	Cedar Rapids, Ia.	1		Frye, M.	Cashier	Merrill, Wis.	4	
Hoes, Frank	Mech. Dept.	Perry, Ia.	1		Jensen, L.C.	Asst. Engr.	La Crosse, Wis.	2	
Ireland, G.W.	Station Force	Wyoming, Ia.	1		Karow, Carl A.	Cashier	Winona, Minn.	2	
Jenkins, B.A.	Sec. Foreman	Springville, Ia.	2	2	Karow, Mrs. Daisy	Exp. Clk. & Steno.	Winona, Minn.	2	
Lee, Howard	Station Force	Fostoria, Ia.	1		Larson, O.W.	Conductor	Wausau, Wis.	1	
McGuire, Alice	B. & B. Clerk	Marion, Ia.	1		Owecke, Harry	Rate Clerk	Winona, Minn.	2	
Murphy, H.J.	Trnmstr's Clk.	Marion, Ia.	1		Pooler, F.E.	Capt. of Police	La Crosse, Wis.	2	
Neff, W.E.	B. & B. Crpntr	Marion, Ia.	1		Rhodes, C.A.	Sec. Foreman	Irma, Wis.	2	
Noctor, W.J.	Car Foreman	Marion, Ia.	1		Rhude, A.G.	Rodman	La Crosse, Wis.	1	
Olson, A.	Trn. Dsptr.	Perry, Iowa	1		Ruder, George	Warehse. Foreman	Merrill, Wis.	3	1
Phillips, C.E.	Engineer	Perry, Iowa	1		Ruder, W.	Trucker	Merrill, Wis.	2	1
Roper, F.R.	Police Dept.	Cedar Rapids, Ia.	1	1	Singer, J.W.	Cashier	Merrill, Wis.	1	
Schmidt, T.P.	Car Foreman	Cedar Rapids, Ia.	1		Wheeler, Morton	Bill Clerk	Winona, Minn.	2	
Wain, R.A.	Sgnl. Mntr.	Paralta, Ia.	5					38	14
White, Fred	Sec. Foreman	Adel, Ia.	1						
Wightman, Carl	Conductor	Marion, Iowa	1						
Zienlke, O.H.	Sgnl. Mntr.	Oxford Jct., Ia.	1						
			26	22					
Iowa and Southern Minnesota Division					Madison Division				
Clinnin, D.W.	Station Force	Zumbro Falls, Minn.	1		Agner, C.H.	Trn. Dsptr.	Madison, Wis.	1	
Dosey, E.H.	Cashier	Bloomington, Minn.	1	45	Coleman, James F.	Retired Clerk	Madison, Wis.	5	
Finnegan, A.W.	Agent-Teleg.	Grafton, Iowa	1		DeCoster, T.H.	Welder	Janesville, Wis.	1	
Greear, J.W.	Teleg. Opr.	Mendota, Minn.	1		Dempsey, Frank	Local Strkpr.	Madison, Wis.	1	
Hoff, P.E.	Station Helper	Lanesboro, Minn.	2		Killian, A.M.	Chf. Dsptr.	Madison, Wis.	2	
Horton, Mrs. A.A.	Wife of Agent	Fairmont, Minn.	1		Kline, O.S.	Trn. Dsptr.	Madison, Wis.	1	
Johnson, Albert	Track Dept.	Freeborn, Minn.	1	1	Kurth, I.A.	Trn. Dsptr.	Madison, Wis.	1	
Johnson, Carl A.	Machinist Hlpr.	Austin, Minn.	1		Lemanski, F.W.	Dsptr's Clk.	Madison, Wis.	1	
Larkoski, J.A.	Roadmaster	Austin, Minn.	1		Macdonald, J.A.	Superintendent	Madison, Wis.	4	
Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.	2		Neese, Ira S.	Cashier	Waukesha, Wis.	1	
Morgan, R.E.	Conductor	St. Paul, Minn.	1		Parkin, C.A.	Trn. Dsptr.	Madison, Wis.	1	
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	2		Romelfanger, J.	Car Clerk	Madison, Wis.	1	
Peterson, V.A.	Clerk	Pipestone, Minn.	1	1	Smit, W.E.	Engineer	Madison, Wis.	1	
Pless, W.C.	Conductor	Austin, Minn.	1		Sommerfeldt, B.C.	Rate Clerk	Janesville, Wis.	1	
Wahlin, Wm. G.	Agent	Matawan, Minn.	1	2	Thompson, K.P.	Rate Clerk	Madison, Wis.	1	
Whalan, Mrs. J.C.	Wife of Agent	Fulda, Minn.	1		Trajnor, E.	Check Clerk	Madison, Wis.	1	
Will, I.W.	P.F.I.	Austin, Minn.	1					24	0
Williams, LeRoy	Rdmstr's Clk.	Austin, Minn.	2						
Woolworth, B.L.	Agent	Waldorf, Minn.	1	1					
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	4						
			21	51					
					Welch, J.	Asst. Secy-Treas.	New York, N.Y.	1	0
								1	0

RETIREMENTS

The Following Employees' Applications for Retirement Were Recorded in February, 1943

CHICAGO TERMINALS

Baltzer, A. Agent Chicago, Ill.
 Goberville, J. W. Switchman Chicago, Ill.
 Hoffman, H. C. Boilermaker Helper Bensenville, Ill.
 Morris, C. A. Car Inspector Chicago, Ill.
 Musica, P. Section Laborer Bensenville, Ill.
 Sorensen, C. C. Train Clerk Bensenville, Ill.
 Wray, A. B. Machinist Bensenville, Ill.

COAST DIVISION

Fox, J. W. Section Laborer Tacoma, Wash.
 Levere, M. A. Lead Carman Tacoma, Wash.
 Lowery, R. L. Clerk Tacoma, Wash.
 Noble, H. F. Locomotive Engineer S. Cle Elum, Wash.
 Quimby, F. C. Conductor Malden, Wash.

DUBUQUE AND ILLINOIS DIVISION

Bennett, H. H. Crossing Watchmen Genoa, Ill.

HASTINGS AND DAKOTA DIVISION

Deering, S. Conductor Mound, Minn.
 Vanderhoof, W. J. Agent-Operator Wegdahl, Minn.

IOWA DIVISION

Neff, W. E. Carpenter Marion, Iowa

IOWA AND DAKOTA DIVISION

Haukedahl, S. Conductor Mason City, Iowa
 Hos, W. S. Pipefitter Mitchell, S. D.

IOWA AND SOUTHERN MINNESOTA DIVISION

Keller, G. K. Section Laborer Rapidan, Minn.
 Voss, G. H. Conductor Madison, S. D.

LA CROSSE AND RIVER DIVISION

Frances, J. J. Trainman Wauwatosa, Wis.
 Kessler, F. M. Switchman La Crosse, Wis.
 Linscott, G. Switchman Portage, Wis.
 Majeski, F. T. Bluff Watchman Hastings, Minn.

Olson, O. H. Section Foreman Schofield, Wis.
 Stowers, H. B. Conductor Portage, Wis.
 Truax, J. L. Yard Conductor Merrill, Wis.
 Weber, N. J. General Yardmaster La Crosse, Wis.

MADISON DIVISION

Doran, C. Locomotive Engineer Madison, Wis.

MILWAUKEE DIVISION

Peel, C. H. Locomotive Engineer Chicago, Ill.
 Ries, W. F. Baggage Man Milwaukee, Wis.

MILWAUKEE TERMINALS

Corbett, W. G. Foreman Milwaukee, Wis.
 Lorch, J. H. Boilermaker Helper Milwaukee, Wis.
 Muenzmaier, A. Section Laborer Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Barnes, A. E. Loco. Engineer Three Forks, Mont.
 Tsutsui, J. Laborer Deer Lodge, Mont.
 Weatherston, H. S. Carman Deer Lodge, Mont.

SUPERIOR DIVISION

Brady, T. M. Engineman Green Bay, Wis.
 LaCourt, C. E. Equipt. Maintainer Menomonie, Mich.
 Larson, E. E. Carpenter Escanaba, Mich.
 Oherrin, M. A. Telegrapher Kiel, Wis.
 Sutherland, J. R. Conductor Green Bay, Wis.
 Whitney, J. Locomotive Engineer Green Bay, Wis.

TERRE HAUTE DIVISION

Mundy, H. Section Laborer Williams, Ind.

TRANS-MISSOURI DIVISION

Nimber, L. P. Conductor Miles City, Mont.
 Whipple, A. J. Locomotive Engineer Moberidge, S. D.

TWIN CITY TERMINALS

Jensen, A. P. Carman Minneapolis, Minn.
 Torning, F. T. Car Repairer St. Paul, Minn.



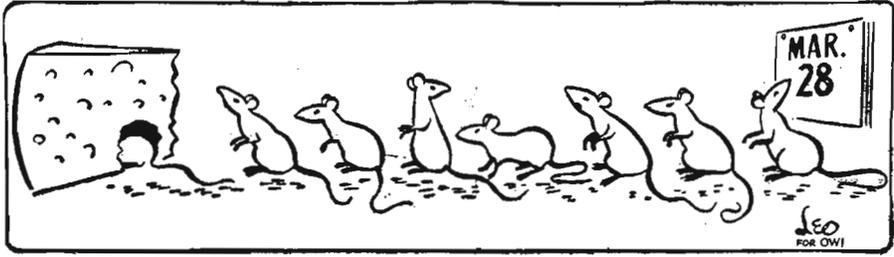
A neutral, visiting Berlin, was curious about the food condition. He turned to a native, who was acting as his guide, and asked: "Is it true that Germans are eating horse-meat?" "Ah," reminisced the Nazi, "those were the good old days!"

A negro was hauled into court on a charge of stealing chickens. He arrived with his attorney, and both took their seats. The judge pointed down at the colored man angrily. "Are you the defendant?" he thundered. "Oh, no, yo' honor," said the Negro, jerking his thumb in the direction of the lawyer. "He's the defendant. I'se the genlemunn what stole the chickens!"

Sixty thousand diapers were used in the North African invasion as bribes to win the friendship of the natives.



Rastus: "You ain't yo' self no mo'. Sick or sumpin'?"
 Mose: "Ah got insomnia. Ah keeps wakin' up ev'y few days."



Parson: "Does yo' all take dis man fo' better or fo' wuss?"
 Mandy: "Lan' sake, pahson, how kin Ah tell so soon?"

Chicago General Offices

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

To the Ladies! Miss Sylvia Weitzenfeld, daughter of A. L. Weitzenfeld, is attending the aircraft radio school at the University of Illinois, which is conducted under the auspices of the Signal Corps of the Army. Miss Marion Heing, who is the sister of Sgt. Eugene Heing of the Medical Corps, has joined the WAVES and is training at Northampton, Mass.

The infallible signs of Spring—a rash of seed catalogues in the OAC office and the acquisition of 53 baby chickens by George Aff. Now bring on your point rationing.

The Milwaukee Road basketball team has enjoyed a very successful season and one of its brightest stars is Bob Dillon, our human dynamo. This whirling dervish is high man on his team and was instrumental in their winning second place in the Industrial League and the same position in the Wilson Avenue Y. M. C. A. tournament.

To prove the theory that the world's best cooks are men, George Frank, the cliff dweller, offers us his recipe for Vegetable Soup a la Frank. For the conservation of rationed meats, George submits this little culinary hint—a dash of olive oil in place of your beef stock. George says it's superior and very different.

Did you know that Alvin Payne has recovered from his recent indisposition, as has Jimmy Stamm, the exponent of jive? And that Leslie "Judge" Harris (he reads the "World's Greatest Newspaper") is the income tax expert of AOC and was a pretty busy man prior to Mar. 15?

Just think, not one word about the boys in service — this can't go on. Well, Pvt. John White is rapidly regaining that streamlined silhouette at Camp Berkeley and Candidate "Gee Gee" Smith, who was hospitalized, is back in circulation at O.T.S. at Fort Benning. Jim Lynch graduated Mar. 15 from the good housekeeping course at Great Lakes and "Scotty" Milton was in town on a leave, but no word as yet from Pvt. Don Ostien, and E. R. S. says that he is now at the bottom of her list.

Mystery in the Suspense Bureau: How does Elmer Berry just happen to get his hair cut the day before pay day? Everyone concedes that Bill Fischer does visit the barber, but when and where is the evidence? Now take Frank Wald—none of this nibbling around the edges for him. There's a man who really gives his barber a workout.

Around the seventeenth or first, When high finance is at its worst, The Berry budget's not dismayed And Elmer turns up, trimmed and shaved.

Now Samson's haircut was a frost And Bill's not being double-crossed. In Summer, Winter, Spring or Fall, He hardly gets it cut at all.

No feather edge for Frank, says he "I like mine cut quite differently; So trim it short to show my ears, The way I've had it cut for years."

Speaking of service men, the Milwaukee Road Woman's Club library has a copy of the book which is recommended as a gift for the home-town boys in the Army and Navy. It's "Lords of the Levee," by Lloyd Wendt and Herman Koogan, and is a racy account of the antics of the fabulous boys who made Chicago politics infamous in the days of "Hinky Dink" and "The Bathhouse." Strictly escape fiction is "Suds in Your Eye," which recounts the adventures of a San Francisco junk dealer and her two lady friends, brought together by a common bond—mutual affection for a can of good beer. An evening spent in the exhilarating company of Mrs. Feeley and her cronies, with Mrs. Rasmussen's "roll-mups" washed down by a can of suds, is just the thing to make you forget that old income tax.

Auditor of Expenditures Office

Bernie Williams, Correspondent

Eight more names joined the growing service list from the auditor of expenditure's office since the last of February.

Neil Boyle of the War Bond bureau left bonds for bombs and the Navy. Don Hanratty, timekeeping bureau, was another



Carole Jean Berry, six year old daughter of Arthur J. Berry, secretary to chief traffic officer, Chicago, tossed a tassel at the Jahn Public School kindergarten graduation recently and is now by way of being an alumna. The eighth graders and the kindergartners were graduated together. There were 18 of the latter, all of whom received diplomas, and, probably, letters of recommendation.

Army buck private this month. Louis Brandfellner and John Coffield from the sixth floor were two more inductees. Louie to the Army, John was taken into the Marine Corps.

John Dennison, timekeeping bureau, was still another Army inductee. Lester Mundt also joined the Army, after a short stay in the A.F.E. Bureau. Hubert Glombeck continued the list. Robert Ruud, D&SC accounting section at Western Avenue, took up Army duties during March in place of railroad work—at least for the duration.

The eight names made it approximately 72 servicemen from our office. The best of luck to every mother's son of them.

The sick list included Harriet Kennedy, chief file clerk, who was interned for quite a spell with the flu. Frank Opie, of the bill and voucher bureau, also was among the missing for awhile. Both are back with business as usual now.

Caroline Carlson of the typing bureau took a leave of absence for three months to recover her health, and we all wish her a speedy recovery.

Chester Geerds, who currently is assisting Marge Callaghan with the CDA files, continues to make news, which is okay by us. The week of the Golden Glove finals Chet came to work with two remarkable black-and-blue exhibits of the manly art of self-defense, although he maintains an auto accident did the dirt. There wasn't a Geerds listed in the G.G. fight results, so maybe he did get his blackout bulges in a



The Milwaukee Road's basketball team in Chicago made an outstanding record this year, despite having lost several players to the armed forces. The team finished second in the Belmont "Y" Industrial League and second in the North Side Independent League, both strong aggregations.

car. Anyway it's a new excuse, or at least I've never used that one before.

Among our visitors this month was Sgt. Al Kulk, Jr., formerly of Milwaukee middle district office and timekeeping bureau at Fullerton Avenue. Al didn't have much time but made the rounds, and Jessie Douglas dug up a special seat of honor for his visit in the computing bureau.

Another visitor was Pvt. Stanley Petersen, who showed up brown and healthy from Texas encampment. Bob Vujovich turned up again the same day as did Stan. Bob is still at Glenview, Ill., Naval Air Base.

Car Accountant's Office

Harry M. Trickett
Correspondent



Harvey Amerson, a veteran employe pensioned from our office on Mar. 31, 1941, passed away at his daughter's home in Chicago on Feb. 18 and was taken to Traverse City, Mich., for burial.

Mrs. Jean Youngquest, who was married last fall, recently visited her husband, Lt. Youngquest, at Mission, Tex. She decided to remain there and has resigned her position.

Pvt. Jerry Nowakowski writes from Fort Sill, Okla., that he prefers their dust and wind instead of the cold waves in Chicago, also that he has gained 10 pounds and even grew half an inch, now being over six feet. There isn't much excitement in camp, and at the dances there are 20 boys to one girl.

Kenny Giblin, at a Marine Air Base at Cherry Point, N. C., is anxious to start flying and get across for action. He has seen Sonja Henie at camp, as her husband is an officer there.

Joe Crowley's son Jack has completed his training at Great Lakes Naval Training Station and been sent to the West Coast.

Pvt. Stanley Scott is located at Camp Swift, Texas—Hq. & Service Co., 553rd Engrs. Hq. Pn. Bn. He has been in quarantine and misses our office gang.

Pvt. James Ward is stationed at Camp Howze, Tex. His only complaint is that the bugle call sounds off too early in the morning.

Jeanne Nelson and Jack Kincaid culminated their office romance and were married at Evanston, Ill., on Feb. 20.

Ruth Ahrling was granted a leave of absence on Feb. 27 on account of ill health.

Pvt. Warren Gearhart reports from Camp Wolters, Tex., that he is kept busy and has gained weight, and is able to keep up with the best of them.

Sgt. Harry Reinhart writes from a Southwest Pacific island expressing his appreciation to the Victory Club for thoughtfulness and cigarettes, and that he also enjoys the Milwaukee Magazine. He again comments on the beauty of the island paradise but says the romantic setting is lost unless one can appreciate a black Dotty Lamour. Harry has met a sailor from Chicago, Richard Robbe, formerly secretary to the general manager of our road. He sends best wishes to all and says the Rising Sun is sinking fast.

Boxer: "Have I done him any damage?"

Disgusted Second: "No, but keep swinging. The draft might give him a cold."

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Pvt. Gunnar Drangsholt has been reported missing in action somewhere in the North African area since Feb. 17. We are looking forward to a more encouraging report as to his whereabouts in the near future.

Our best wishes to Corp. and Mrs. Harold A. Kunkel (the former Janette Louise Holz), on their marriage on Feb. 27; and to Pvt. Jimmy McCauley and Catherine Kloss, who were married Mar. 13.

Pvt. Leonard E. Rumps passed his test for rifle range, while Tyrone Power, taking his test at the same time, flunked. You may not be a movie idol, Len, but "you're the man behind the gun" for us.

On Mar. 8, Hans Klemmer left us to join the rest of our fighting men.

A happy time was had by all when Alice Deeny and Marge Anderson visited their boy friends, stationed in New York City.

Sickness spoiled the vacation of Emily Gannon on her recent trip to New Orleans. Too bad, when such a hectic time had been anticipated.

Leonard Janke has now attained the rank of first lieutenant.

Freight Claim Department

June Gleason, Correspondent

News from the Service Front

Corp. Bobby Worth paid us a visit recently. He looks well, has gained weight, and is generally content with the life Uncle Sam has to offer. . . . Kenny French is still at Fort Benning. . . . Freddie Westlund—Texas and the Anti-Aircraft Division are his calling . . . while Bill Rice still remains at Camp Grant. . . . Allan Rank . . . with the Navy Air Corps . . . and stationed in Indiana. . . . Leave it to Allan to get near home. He believes the Navy is really doing something for him. . . . Come in on your first leave, Allan, and we'll pass on it. . . . And Lt. Carl Rank . . . brother of Allan . . . writes from what will probably be his last stop in the States . . . Topeka, Kan., Army Air Drome.

General

An old face welcomed back is T. J. Newton, formerly gentleman farmer at Algoma, Wis., who was retired on Apr. 30, 1940, and has again become a part of the revising bureau. . . . Hattie Kosen on Mar. 1 celebrated 25 years with the railroad. . . . Evelyn Olson is back at the office after having been ill, while June



Josephine Waldron, winner of a beauty contest recently held in the Chicago Union Station.

Petersen is still on the sick list but hopes to be back soon. . . . Vern Johnson still leads the Women's Bowling League and climaxed her season with a neat 224 game, much to the admiration of such individuals as Carl Larson, Fred Brodhagen, Ralph Burton and a few more. . . . Funny about those fellows, they never have much to say about those tenpins unless they do a little better than all right. . . . It seems, with all the boys being drafted, there is always a new face or two in the files. . . . Only Adolph remains unchanged. . . . But they are swell fellows, these new boys, and we just hope they stay around for a little while. . . . And with Palmer Lykken and Bob Hall leaving around Apr. 1, that just about cleans house on the old crowd. . . . Speaking of Bob Hall reminds one that he has been doing all right this season on the basketball front . . . and that little story about the medal he got recently. How long did you keep it, Bob—three or four hours? . . . The rest of the office goes on, with spring in the air and the hope of coming vacations, life seems a little brighter. . . . Speaking of vacations, Doris Paterson is en route to Virginia to pin some gold bars on her husband, who is attached to the Quartermaster Corps.

Freight Traffic Dept.

Wesley S. McKee
Correspondent



Mar. 29 is the day Russ Mau trades his zoot suits and red and green shirts for a military type suit of the approved khaki color.

Cecil Jones, Jim Anderson and Ed Wallace are also studying the rudiments of military tactics and rifle nomenclature under the tutelage of a kind and soft-spoken top kick.

Jo Waldron recently celebrated her birthday and was the recipient of many cards and gifts. She also received a dainty bouquet that, garbagemen speaking, was swill.

For Sale: One slightly used membership in the Y.M.C.A. Joe Schmitt just can't seem to get away evenings so will sell his \$5.00 membership for \$4.98.

"Snapper" Ryan, who is taking handball lessons from "Rover" Sauter, states he likes the game, but just can't keep his wrists away from the ball.

"Wooden Shoes" Swierenga, of the Cicero windmills, sustained a severely sprained leg recently. It seems the local preacher called for volunteers to take up the collection and Fred stumbled over another trustee who had stooped to pick up his boxing gloves.

Warning to residents of Roselle, Ill., and vicinity: Wes Nehf is going to raise chickens. If he gets a type proportionate to his bulk, he'll have to borrow Gargantua's cage from the circus.

An Irishman who was rather too fond of strong drink was asked by the parish priest:

"My son, how do you expect to get into Heaven?"

The Irishman replied:

"Shure, and that's aisy! When I get to the gates of Heaven I'll open the door and shut the door, and open the door and shut the door, and keep on doing that till St. Peter gets impatient and says, 'For goodness' sake, Mike, either come in or stay out!'"

Freight Auditor's Office

J. A. Strohmeyer
Correspondent



"That's good news," was the expression heard everywhere when word came that W. F. Miller, freight auditor, is well on his way to recovery from an acute illness and is expected back at the office any day.

Feb. 17 was an important day for Susan B. Stops, interline, when friends and fellow employes presented her with a big box of candy, celebrating both her birthday and her 25th anniversary as an employe here.

Grace Swanson, C. T. H. S. E. accounts bureau, is looking forward to Apr. 8 for her 25 year button and Veteran's Association Membership card.

"Husk" Janz, home on furlough from Camp Crowder, Mo., looks very much like a soldier, and enjoyed every moment with old friends.

Pvt. Tim O'Meara, North Africa, wrote to Joe Wager, review, Feb. 7, that he had just received the December Milwaukee Magazine and enjoyed reading it. Says "Thank you" to the "gang" for the cigarettes.

Off to war with our good wishes and a money gift since last issue: Carl Berner, accounting machine room; Geo. Reck; Eddie Bradtke; also Bud Kissane. Jerry Dapper writes that he has passed his preliminary exams and will be assigned to air force training school. Marty Griebenau is at Madison, Wis., Navy Air School. Andy Duffy is now a corporal. Ray Schattnick is in Army Accounting School at Ft. Washington, Md. From what they write, they are always glad to hear from old friends.

Much ado these days about Victory Gardens—much advice, wise and otherwise, being passed out by amateur farmers. Bob West advises Dick Ewald to plant his garden under his porch so it will not get wet when it rains. Paul Fitzsimmons recalls the good old days when congressmen sent us pea and bean seeds, and having no place to plant them in a flat, made soup out of them.

The Fullerton Avenue Building Red Cross Unit may not be large but they are a sincere, busy group, meeting every Tuesday in the Women's Club room. They want more members to help make surgical dressings, knit, and sew. Wives, sisters, mothers, near relatives of employes are urged to help in this worthy cause.

Twin City Terminals

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

Here Was a Man

John G. Skarolid of the Minneapolis telegraph office passed away on Mar. 13 after an illness of four months duration. He was 65 years of age.

Mr. Skarolid was taught telegraphy by Agent Snyder in the depot at Gencoe, Minn., and he followed the vocation for 48 years, working at various stations on the H&D Division; he transferred to the "C" telegraph office in Minneapolis about 40 years ago where he filled the position of chief operator up to the time of his death.

He was a most proficient operator and became quite skillful in adjusting the relay repeaters when the telegraph lines

were put out of commission due to storms or other mechanical troubles.

His grave is in a little country churchyard overlooking the main line of the H&D Division, where the whistling of the passing trains he loved so well will blow a requiem.

A son, Leonard, and a daughter, Gertrude, survive.

Switchman Bill Murphy Returns

K. McB

As we go to press, who should walk into the office for reinstatement but Switchman Bill Murphy—holding honorable discharge from the U. S. Navy for injuries received in the sea battle of Casablanca.

Bill served seven years as gunner with the Navy in World War I. Following his enlistment in August, 1942, he went to Philadelphia and caught a quick brush-up course, which included anti-aircraft gunnery (at his own request), and he sailed out of a U. S. harbor one month later for active service.

Bill's ship was the largest transport afloat. It pulled up to the North African



Bill Murphy, gunner-switchman.

coast the night of Nov. 11, discharged troops, and then sailed south to engage the Italian and German-manned French boats in the harbor at Casablanca. Bill was 72 hours in battle before being shot down (at 4:10 a.m.) from the top gunnery position by shrapnel. His fall was broken when he landed feet first on the deck, breaking one ankle, spraining the other, and catapulting into the water, where he floated around for five hours before being rescued by a destroyer. The water was warm and normally shark-infested, but not one life was lost to sharks. Heavy firing apparently frightened them away.

Bill has great affection for the Navy "Mae West" life preservers—which are blown up after the man hits the water.

Top honors go to the gunners who smashed strong enemy resistance in the harbor without damaging valuable docks which were needed by the Allies.

Bill returned to the States aboard a hospital ship, recuperating at the beautiful new St. Albans Naval Hospital on Long Island, where he was presented with the medal of the Order of the Purple Heart by Commander Hewitt himself. Bill says Navy medical care is absolutely tops.

The draft board was rather flustered by his appearance. After much phoning, it

developed that his class is 4-H—which covers honorable medical discharge from service.

Bill's ship sailed without him early this year—he feels pretty bad about that. Sorta hankered to go along.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent



A prolonged debate has finally ended—we concede dogs are human. Bill Creighton breaks us down with this story: He was awakened one midnight by pet Buster tugging at his ear. After much such persuasion, Buster finally got Bill on his feet. Was Buster hungry? No. Thirsty? No. Wanting out? No. Well, you'd never guess—but the alarm clock over Buster's bed had stopped ticking. Bill wound the clock, Buster went back to sleep, Bill went back to bed to muse on Man's Best Friend.

At this writing locomotive supply man Jim Murray is a very sick man—pneumonia patient. Now it's our turn to bring magazines. He's certainly turned in plenty for the servicemen.

A mad flurry of hiring has kept the locomotive department hopping—several detachments of men ushered in daily to supply manpower for increased business demands. Remember the days when the boss was job interviewer? Now the applicant puts all questions.

Florence Nightingale's inspiration has drawn Trainmaster Philpot's daughter, Lt. Elizabeth, into the fray. Betty took her nurse's training at St. Mary's in Milwaukee, and saw first duty at U. S. Air Base in Amarillo, Tex., where mass was said over a pool table, sand blew through the quarters and, generally, life was rugged. In early March she was one of 30 chosen for transfer to Keesler Field, Gulfport, Miss. Have we any boys down there? They might be able to wangle railroad priorities for an introduction.

A mite late with this news, but Tim O'Connell chose one of our snowiest days for a cutter ride to Shakopee. The sight drove many "horseless carriages" into snowbanks and the Farmer Browns and family came out to stare.

Our deepest sympathy to Helper Charlie Tunnell on the death of his wife. Mrs. Tunnell had suffered poor health for a number of years.

Eighty-one-year-old Machinist John A. Christianson died suddenly Mar. 7. His service of over 30 years was practically unbroken by illness or time off, and he worked through Saturday, Mar. 6.

Death also claimed retired Blacksmith Myron Sturdevant, age 67, and retired Engineer Ed "Pard" Brook, age 81.

A three-gun salute to Frank Balcom and all those men who donate Sunday mornings to Civilian Defense—traveling around town with blow torches, etc., breaking up old machinery and equipment for the scrap drive.

The trainmaster's office certainly knows the right people. With local fruit prices sky high, Mr. Philpot and Bertha Burge received a huge gift basket of oranges from retired Yardmaster Ed Hoff, who is wintering in Lakeland, Fla.

Stockman Muir has the jumps. Seems the mail boy set his load on a high-top desk one morning, and as far as Louie could see he was hanging around. Finally Louie got up to investigate—the mail boy

was gone, but his mitt still clung to the pile, looking very full of hand.

Mr. and Mrs. Laurence Hindert sent out clever announcements covering one of the biggest moments of their life—adoption of three-year-old Laurence Charles. What a rich future for the three of them!

Maybe you think Joe Lugow, safety shoe salesman, isn't going nuts collecting coupon No. 17 from buyers!

Scoutmaster Norris Groth and a troop of 20 stormed a radio broadcast one early Ayem, only to find the M.C. had overslept. The Scouts retaliated with their Good Deed of the Day—an alarm clock, formally presented at a "return engagement."

Record-busting Weighmaster Bud Malloy sold 150 tickets for the Service Club concert and dance, funds to go to Minneapolis servicemen. He really believes in the cause! The dance, by the way, was so successful that localities clamor for another. There was a goodly attendance from St. Paul, including new bride Alice Herrick (nee Treherne) in her beautiful Alice Blue wedding suit, and St. Paul Service Club President Marion Cashill, who inspired a good ticket sale in her city. Happy Justad called off the circle two's with gusto. For further credits and pictures, be sure to read the Service Club news this issue.

Too bad Johnny Ewald chose to furlough in native Milwaukee the week his Military Railway Corps male chorus appeared at our Service Club concert. We had the glad hand all limbered up for him.

There are quite a few Milwaukee employes doing time for Uncle Samuel in the Twin Cities, both Army and Navy. Wish they'd drop around. The Service Club, which meets every third Thursday at the depot, extends warm welcome to all Milwaukee servicemen, and guarantees an entertaining evening with a smattering of shop talk that should please drill-weary railroaders.

Naval Air Cadets Jim Murphy, Bill Kane and Don Kinder, Aberdeen furloughites, are trying their wings at Wold Chamberlain, Minneapolis Airport, flying the "Yellow Perils" or "Canaries," as they are called—the bright orange-yellow training ships. Jim dropped in one afternoon for his first glimpse of the Minneapolis shops in tow of good friend Clarence Busterud. All three boys have proud fathers with the Road at Aberdeen.

The Men Inside the Uniform

Uncle Sam provided a complete new wardrobe for Switchman Harry E. Brown of St. Paul in March.

The most patriotic celebrant of Washington's birthday to come to our attention is Bill Hotzfeld. He availed himself of the holiday to become sworn in as second lieutenant, Military Railway Corps. Bill still runs around in those glamorless overalls though, awaiting his call.

Pvt. Bob Reddick, on furlough from Waco, Tex., sported a healthy mustache. What men will think of when away from home!

Following are excerpts from letters received by Machinist Bill Anderson, Stockman Bill Creighton, Storekeeper Anderson and your correspondent:

From Pvt. Bill Sirotiak, North Africa: "Well, I was finally placed in a company where I'm doing the kind of work I used to do at the shops—feels good to be working again instead of drilling and guard duty. So far, I've been to England and Africa, and from here I wouldn't mind

France, but of course would rather take the States."

From SeaBee Garfield Stafford, Norfolk, Va.: "The Milwaukee is well represented here—Bob Fisher, ex-apprentice, is my bunk mate. Camp is swell—climate terrible." Gar paid us a visit in March on completion of his basic training.

From Pvt. Don Kurtz, Honolulu, Hawaii: "I found the Milwaukee Magazine highly interesting. News from home on your past vocation is eagerly accepted by us boys over here, more than the wages we receive on payday. I have witnessed more than one occasion where *fellows missed chow to wait for mail call*. It plays an important part in our morale. . . . I tipped the scales at 182 pounds the other day—drastically different from my weight prior to Army life of 163. I'm working in the office now and like it quite well. I needed a change."

From Air Cadet Stan Blackburn, Yuma, Ariz.: "Here I am at U. S. Army Advanced Flying School. It's a long time since I was a kid of 13 or so and had dreams of being a flyer—yet here I am. It's a lot of hard work and you have to keep hitting the ball all the time. . . . Had some formation flying, which is fun. . . . Tomorrow we start skeet shooting to train our eyes for aerial combat and learn to lead a target. Then we get ground and aerial gunnery. Five more weeks and I get my commission and wings—around Apr. 12—just in time for my first wedding anniversary—and not a furlough in sight!"

From Pvt. James Shand, Fort Frances Warren, Wyo.: "Going to laundry school, of all things. You'd be surprised at all the clothes they can wash in a month—haven't actually done a washing yet; we have school for six weeks and two weeks of regular work. Say 'hello' to the gang, and would you ask them to write, as I sure would appreciate hearing from them!"

REPORTING an ACCIDENT HAZARD NOW WILL SAVE AN ACCIDENT REPORT LATER



From Lowell Gibson, U.S.N., care Postmaster, New York City: "Finished school in Virginia in November and was sent to New York for active duty. Made a few convoy trips to Cuba, but nothing exciting as yet.

From Pvt. Les Soderman, Fort Leonard Wood, Mo.: "Got the cigarettes Jan. 29 that you people sent me for Christmas, and also my gifts from home. They'd been down to Texas. Want to thank you all very much."

From Corp. Don Crogan, care Postmaster, New York City: "Finally transferred out of Virginia after almost one and a half years. I asked the battery commander for a transfer. I have a lot of buddies over there and would just as soon go over and give them a hand."

If wishes were horses, Paul Anderson, A.R.M., would be riding out of the U. S. Naval Hospital at Pensacola, Fla., with a full team. Paul writes that a daily program of eating and sleeping is quite refreshing, though, after all the tough schooling he's had.

Minneapolis General Offices

Kitty Carll, Correspondent

R. R. Webster of the baggage department has been inducted into the Army.

S. M. Forslum has transferred from the baggage department to the depot ticket office, where he is handing out information to the public and learning the intricacies of ticket selling.

T. R. Sullivan, formerly special officer in the police department, is again policing the Minneapolis depot, but this time as Corp. Sullivan, with an "MP" band on his arm.

Bob Mason has received his commission as ensign in the Construction Unit, U. S. Navy, and is attending school at Camp Peary, Williamsburg, Va.

Everett Jordan from Terre Haute has replaced Larry Wean in the Engineering Department, who transferred to Mason City.

David Palm has enlisted in the Army Air Corps and is attending the pilot school at Coe College, Cedar Rapids, Ia.

St. Paul

Alice Treherne Herrick
Correspondent
General Agent's Office

Through the Looking Glass

We were not only surprised but tickled to see our ol' pal "Denny" Sullivan (former rate clerk here), now CF&PA, Spokane, when he paid us a visit recently. He's gained weight and looks grand! Denny and Rose, his wife, were called here upon the death of her father. They agree that trouble always comes in bunches. At Mobridge, S. D., Rose was taken ill on the train with an attack of appendicitis and following the funeral was taken to St. Joseph's Hospital here for an operation. She's convalescing at present and doing nicely.

One bird that is still on the job making deliveries these days is Mr. Stork. He must carry a "C" card. Anyway, he stopped at the home of Mr. and Mrs. Walter Meihofner (car inspector) on Mar. 8, delivering a baby boy, Walter, Jr.

St. Paul roundhouse has just been spruced up with a complete new concrete floor. The boys appreciate the improvement and say that everything is moving right along in good shape these days, particularly the wheelbarrows.

Included on our sick list the past month were: Sam Lundell, switchman, who has been seriously ill at St. Luke's Hospital for about two weeks. . . . M. J. Horrikan, switchman, who was a patient at St. Joseph's Hospital for a month or more, but is now at home and getting along fine. . . . Lloyd Davies, machinist in the roundhouse, who took ill Mar. 8 and has been confined to Bethesda Hospital. He is showing improvement at present and we hope for a speedy recovery. . . . Julius Schroer, roundhouse, who has just returned to work Mar. 11 after a two weeks' siege of the flu.

From news over the wire, we regret to learn that our former superintendent, Edw. H. Bannon, is confined to the hospital in Milwaukee. His many friends here join me in hoping for his early recovery.

DID YOU KNOW THAT: Since the canned goods and food rationing program began, rumor has it some folks are saying "B-Y-O-F" (Bring your own food) now, instead of "B-Y-O-L." . . . Looks like Vic Barquist's rabbits are at



stake with the meat shortage on, plus recent reports they're being hunted in back yards, alleys, etc., these days, with everything from sawed-off shotguns to 10-foot poles. . . . Speaking of rabbits, the fellas around here aren't figuring much on getting the bulk of their victory garden carrots next season unless the law allows "open season" on these bunny cottontails. . . . Figuring income taxes has left a few of our boys a little bleary-eyed, leads in their pencils worn down, and that familiar "jingle-jangle-jingle" missing in their pockets lately. . . . "Buffalo Bill" Ray Tschumperlain, TPA, has coined a new word, "Satchelitis," derived from the Greek nomenclature "itis," meaning "inflammation." "Symptoms," says Ray, "are a severe rash and bruising of skin tissue between the ankles and the knees, caused by bumping into satchels." The remedy, according to "Doc" Tschumperlain, is to stay away from satchels.

NEWS FROM THE FRONT:—*Passenger Dept.*—Our congrats to Doug Tybering, former TA, on his recent promotion to staff sergeant in the Military Railway Corps. Nice going, Doug. Looks like your potato-peeling days are over! . . . *Roundhouse*—Charles Reidell, recently transferred from Wyoming to Fort Custer, Mich., writes he expects to receive a sergeant's rating as first cook soon. He adds, "Now, don't write and ask me 'What's cookin'?', because that's a military secret."

. . . Apparently army life and the food at Randolph Field, Tex., where Ed Mankowski is stationed, and Camp Carson, Colo., where Otto Damrose hangs his hat, are tops, as both of these boys have written that they are gaining weight. Ed says he'd like to see some of the snow we've had up here, though. . . . Russell Krinke, home on a furlough from Camp Waldron, Farragut, Ida., the past month, dropped in for a visit with the ol' gang, and between wisecracks Russ spoke very enthusiastically of the Navy and his present environment. . . .

Yard Office—Harry E. Brown, switchman, left the yards Feb. 24 to be a guest of Uncle Sam for a while. Whereabouts unknown at present. . . . Pfc. Neal Wilson, former brakeman, River Division, and now a mechanic in the Air Corps at Augusta, Ga., is scheduled to be home on a furlough early in April, according to his dad, George Wilson, yard foreman. . . . Letters from Jack Keppel (in Alaska) and Clifford Borne (in North Africa) indicate they are getting along fine. Both are in the Medical Corps. Cliff related that he was on a boat that was sunk and, while he lost all his equipment, a landing boat saved his life and took him to shore, where he witnessed his ship going down. He's not far from Casablanca, and speaks very highly of that part of the country and its climate. . . .

Word from Dick Raykowski (in the Quartermaster's Corps, Camp Plentywood, Calif.) indicates he likes his new duties and the West first rate. . . . *Military Railway Corps*—We are pleased to hear that J. T. Hayes, former inspector for general manager, Lines West, Seattle, and who is now aide to Brig. Gen. Carl Gray, has been promoted from first lieutenant to captain. . . . **All departments have received appreciative letters from our former employes now in the service, expressing their thanks and gratitude for receiving the magazine each month, which they claim not only helps keep them informed, but is almost like getting a letter from home!**

"Why didn't you fill this bottle to the top?"

Well, you see, this is sea water and I had to allow for the tide."

April, 1943



NATIONAL SAFETY COUNCIL

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Dept.

Sympathy is extended to the family of Victor Borgeson in the loss of Mrs. Borgeson, who passed away on Mar. 3.

Sailor William Dacko, U. S. Navy, New York, received a glad welcome from fellow employes on his recent visit to Minneapolis coach yard while on furlough.

Pvt. Edward G. Ryberg, formerly at Fort Sill, Okla., writes from Camp Gordon Johnston, near Tallahassee, Fla., that he is now receiving varied training with the Field Artillery. Pvt. Elmer Holt, with an Engineer Corps, is home on his first furlough in 15 months of service. This week, Pvt. Roman Makousky surprised home folks with his appearance. Roman, who has been stationed on one of the Hawaiian islands since his induction over a year ago, will be on the mainland for an infantry training course.

Machine Operator Andrew Johnson's vacation period was followed by a siege of arthritis, detaining him at home. However, with warmer weather approaching, he expects to return to work soon.

Helper Lawrence Berg has returned to former train yard job following temporary carman job at Ortonville, Minn., repairing freight cars during the ice-loading season.

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

We've had two big ravs of sunshine around the office lately. Douglas Sutton is wearing that big grin since acquiring the title of "Daddy." Richard Craig Sutton, the "Babe Ruth" of 1963, arrived at Northwestern Hospital Mar. 4. Congratulations to the Suttons.

Mabel McQuay is the other sunbeam. She's been wearing that happy smile and gleam in her eye since Harland Myhres slipped that beautiful diamond on the third finger, left hand.

Gus Peters has received an honorable discharge from military service and is back at his old job in the freight house. He seems happy about the whole thing.

This falling is getting to be an epidemic. Vera Nichols is the latest victim. She suf-

fered quite a knee injury when she slipped on the ice.

Nobody but an ardent bowling enthusiast like Gladys Mirocha could bowl until a few minutes before train time when going on a cross-country jaunt to see her boy friend. Don't get the idea that Glad wasn't excited about the whole trip, though. First-hand information from one of the girls who saw her off said she looked "lovely, just like a bride." Gladys' fiance, Lawrence Johnson, a former freight office employe, is now with the Navy at Washington, D. C.

Bill McCormick, former freight office clerk, was in to see us the other day. Bill's sporting a shiny gold bar on each shoulder and it's 2nd Lt. William McCormick now. He's enjoying a two weeks' leave from duty in Texas.

Lt. Charles Washburn writes from Ontario, Calif., where he is stationed with the Army Air Corps:

"Somebody turned my name in to the Chicago office of the road and now I get the Milwaukee Magazine each month. Whoever it was, thanks a lot. I get a kick out of reading it. Although I didn't work for the road very long, I remember just about everything that went on there as clearly as though it were yesterday, and I miss a lot of it. I can imagine how some fellows feel who worked for the company for several years and are now at such scattered, far-away places as North Africa, Australia, Ireland and Alaska."

We are glad to hear that you are enjoying the Magazine, Chuck. It is being sent to all Milwaukee boys in service.

Gene Jacobson is helping out in the local freight office. Railroadng is not new to Gene, but she hasn't been with us for some time.

Kansas City Division

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

When Supt. F. R. Doud departed from Ottumwa to take charge of the H&D Division, he left a host of friends among the division employes and the businessmen of the city; all wish him continued success in his railroad career. On the evening of Feb. 22, executives and employes of division offices gave a dinner in the private dining room of the Hoffman Tearoom in his honor and presented him with a gift of luggage. On Mar. 1, Supt. W. C. Givens and Mrs. Givens arrived in Ottumwa to resume their residence after an absence of 10 years. It was like a home-coming to them, as Mr. Givens had served as trainmaster and superintendent on the division from 1926 to 1936.

Honorable mention was won by Charles R. Vosburg, son of Assistant Division Engineer W. H. Vosburg, in the annual student bridge design competition sponsored by the American Institute of Steel Construction. The contest involved 62 students from six colleges, including Columbia University and New York University. Charles has also been pledged to Tau Sigma Delta, honorary fraternity in architecture and allied arts at Iowa State College, where he is a student.

Section Laborer Gayle Kelly has had to enter the hospital at Iowa City for a second mastoid operation. He has been in the section gang at Washington for seven years, but has not been able to perform service since September, 1942, when he entered the state hospital at Iowa City for his first operation.

Since Feb. 21 Chief Dispatcher L. H. Wilson has been a patient in the St. Jo-

seph Hospital, Ottumwa, undergoing an operation on Mar. 1. E. J. Klahn has been acting chief during his absence. L. E. Coleman is working a trick as dispatcher and V. E. German, agent at Dawn, is temporarily working the second trick operator's job in the dispatchers' office.

Death came to one of our veteran round-house employes, Perry E. Wright, 65, on Feb. 28 in the St. Joseph Hospital. For 25 years he had been employed in the mechanical department at West Yard.

Another Milwaukee home was saddened through death with the passing of retired Conductor J. N. Brown on Mar. 4, who had been suffering with a heart ailment for several years. He entered the employ of our company on Dec. 5, 1887, retired on June 20, 1937.

Operator J. L. Pogue and wife were in Sioux Falls, S. D., to attend the wedding of their granddaughter, Marilyn Frances Miller, on Feb. 25, and Richard Caswell Seymour, son of Mr. and Mrs. C. M. Seymour of Knoxville, Tenn., which is the home of Miss Miller. The groom was attending the University of Tennessee when called to service, first reporting to Keester Field, Biloxi, Miss., and now attending a special radio school in Sioux Falls.

Mar. 11 was the wedding date of Ruth Louise Wendell, daughter of Mr. and Mrs. W. I. Wendell, and John E. Shea, son of Mr. and Mrs. Dan R. Shea, at St. Mary's Church, Ottumwa. Young Mr. Shea is stationed in New York City with the Army Postal Service. He is the nephew of William Shea of Blakesburg and his father is with the Olympic Commissary Company, while the father of young Mrs. Shea is the ticket agent at the Jefferson Street Station, Ottumwa.

Fireman Winter F. Ogden suffered a nervous breakdown and was in the hospital for several weeks. He has improved sufficiently to be dismissed and says he hopes to be back on the job by Mar. 15.

In Our Country's Service

Kathryn Chambers, daughter of Yard Conductor D. E. Chambers, is the first member of an Ottumwa Milwaukee family to enlist in the WAVES. She will leave

on Apr. 1 for four weeks' training at Cedar Falls, Ia. Her brother Jack is in the Navy and somewhere "over there," but no direct word has been received from him since last January.

Clyde Ward of the Ottumwa freight house and wife returned recently from a trip to Muskogee, Okla., where they visited their son, Arthur Abington, stationed with the Army at Camp Guber.

Richard L. Caster, son of Ross Caster, has been promoted from corporal to sergeant in the Marines. He has been in the service for two years and eight months and is stationed at the Marine base at New River, N. C.

We hear from Lt. LeRoy Beckert, somewhere in Africa, that he likes it, the weather is much nicer than he had imagined possible in Africa, and he hasn't been ill as yet with any of the many tropical diseases.

Pfc. Leroy E. Kaller, son of Conductor Robert Kaller, had his parents, his brother



Lt. Col. Robert H. Nevins, a former Kansas City Division fireman, has just recently been promoted to that rank and sent to Camp Polk, La., to take command of an ordnance battalion for an armored division.

and sister visit with him in early March at Camp Crowder, near Neosho, Mo., where he is in the Signal Corps.

Wm. J. Fitzmaurice of the mechanical department wears a proud smile when he speaks of Wm. J., Jr., who was on the battleship *Maryland* on Dec. 7 at Pearl Harbor. His ship was one of the least damaged during the attack and his son is still serving in the Navy in the radio division.

While on maneuvers some weeks ago, Pvt. T. J. Lancey sustained injuries and has been in the station hospital at Camp Polk, La., Ward 10, where he will be for an indefinite time. A card or a word of greeting might help pass the time away.

General Yardmaster H. F. Austin and wife, Kansas City, left for Oklahoma City on Mar. 5 to be with their son for a brief time; he is in military service.

More laurels won by a former K. C. Division fireman, Maj. Robert H. Nevins, Camp Chaffee, Ark! He now moves to Camp

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Polk, La., to take command of an ordnance battalion for an armored division, with the ranking of lieutenant colonel.

Charles E. Kelsey, Kansas City, son of Operator W. E. Kelsey, is in the Navy at the Great Lakes Training School. He is soon to be at home on a 10 days' furlough.

Conductor W. J. Tee's son Joseph has been graduated from the Naval Training School for signalmen at the University of Chicago. He awaits assignment to duty at sea or at a shore station as a "striker" for the petty officer rating of signalmen, 3rd class.

Iowa Division

East End and Branches

W. E. Faylor, Division Editor
Superintendent's Office
Marion, Ia.

It is swell to have a correspondent at Perry again to do the heavy work for the Middle and West Iowa Division. Sorry our correspondent wishes to work as a ghost writer. Our ghost writer is very competent and there will be no news missed.

Leonard Hewitt of the superintendent's office has been off the past two months account of sickness. Lennie has been released from the hospital, and from all appearances with a little more rest should be back on the job.

Ben Dvorak, first trick operator, Cedar Rapids passenger station, is strutting his stuff since the new granddaughter arrived in their home. Carmen Curtright arrived Feb. 9. Her daddy is Pfc. Curtright, somewhere in the Pacific.

Night Roundhouse Foreman George Hennessey has recently had a serious operation at Rochester, Minn. At the present time George is showing a lot of improvement.

The Marion dispatcher's office is now a very much streamlined affair. New desks were acquired to replace those that came over on the Mayflower!

Although many of the retired employes either go to warmer climates for the winter or hibernate until the spring thaw sets in, there are two vets who don't follow these rules: About the time the Magazine is due, cold or not, you will find former Correspondent John T. Raymond around looking up his supply of magazines to deliver to his many old friends; and, of course, "Billy" Barber just has to get around and be sure that we all keep in line.

Middle and West

David Page, retired section foreman who has been making his home at Sac City since his retirement, was in the hospital at Rochester for a few weeks following an operation.

Virgil Byrd, an employe of the Great Western at Sycamore, Ill., and a brother of O. P. Byrd, agent at Bayard, was struck by an engine and instantly killed on

THE MILWAUKEE MAGAZINE



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Mar. 6. He worked for the Milwaukee before going to the Great Western.

Retired Engineer M. Conners, known to his many friends on the Iowa Division as "Mickey," passed away at the family home in Perry on Feb. 19. Engineer Conners retired in 1937 after having served 51 years for the Milwaukee.

Conductor Francis Cummings has been in the veterans' hospital in Des Moines for a few weeks for medical treatment.

W. W. Orvis, for many years an engineer on the Iowa Division, died at his home in Wichita, Kan., Mar. 3. Mr. Orvis, who was known to many of the old-timers, had been working for the Missouri Pacific prior to his retirement. He was 72 years of age.

Engineer Ralph Shaw and wife received word the forepart of March that their son Vaughn had been promoted to the rank of captain. He has been serving overseas for a number of months.

Wallis Swift, son of deceased Engineer Dick Swift, who worked for many years on the Iowa Division and Lines West, and a brother of Engineer Charles Swift of Perry, died at his home in Seattle the latter part of February.

Bert Capron, who was a switchman at Manilla a number of years ago when switch engines were maintained there, got back into the harness in March and will help out for the duration. Bert has an insurance business at Manilla but will respond to call when needed for service.

Conductor P. J. Reel's wife died at the home of her son in Stockton, Calif., the forepart of February.

Jan. 23, 1943 is a date which John O'Conner will always remember. That is the date when the young man, who was reared by his grandfather, Engineer Leonard Hurlburt, received his Army wings and second lieutenant's commission. It was also the date he was married to Betty Joyce Agapeau of St. Louis, Mo. Lt. O'Conner is stationed at Montgomery, Ala. He was a student at the State University of Iowa before his enlistment.

Another boy in the Milwaukee family at Perry to receive his wings and a commission during February was Robert Heiser, son-in-law of Engineer Arthur Cortner. Robert's father, A. A. Heiser, was for many years in train service at Perry.

A wedding of double interest in the railroad family occurred in Perry Feb. 20, when Mary Alice Sullivan, daughter of Machinist D. F. Sullivan, was married to Frank Upton, machinist apprentice of Milwaukee.

Robert Bell, a retired car department employe, died in Perry Feb. 20, following a few weeks' illness.

Engineer E. E. Clothier, known to his many friends as "Buzz," died at his home in Perry, Feb. 25, following a short illness. Mr. Clothier was serving his fourth term as mayor of Perry, an office which he had filled with exceptional success. In addition to his duties as mayor, he was active in other civic affairs, serving untiringly for the Red Cross, the Commercial Club, and since the organization of the Selective Service Board he had been the county chairman. He started firing in 1910 and for several years following his promotion to engineer traveled extensively in the Northwest as the representative of the J. S. Coffin Co., stoker manufacturers. His wife was the former Marie Gorman, daughter of Engineer John Gorman. His wife, a son John, who is a student at Creighton College of Medicine, and his brother Clio of New York survive. His father was E. E. Clothier, Sr., for many years a chief carpenter for the Milwaukee.

J. M. Reeder First Iowa Division Man Killed in Action



Pvt. John M. Reeder

PVT. JOHN MAURICE REEDER, formerly station clerk at Jefferson, Ia., was killed in New Guinea on Dec. 30 while in active duty with a communication outfit, according to a report received recently. His is the first death reported among the men who left their jobs on the Iowa Division to serve their country.

His father, Charles Reeder, has handled our pick-up and delivery service at Jefferson for a number of years.

Private Reeder enlisted in the Army on Jan. 3, 1942, after having been with the road for about a year and a half. Within

about four months of his enlistment he was in Australia, and was sent from there to the New Guinea front.

The employes of the Iowa Division pay silent homage to their first war dead.

LaCrosse & River Division

Wisconsin Valley

Lillian G. Atkinson, Correspondent
Care of Assistant Superintendent
Wausau, Wis.

The Army has called two more of our boys: Lawrence Dernbach, P.F.I., and Lyle Schmieden, trucker, both left for Fort Sheridan Mar. 10 after spending a week on furlough with their families. Our best wishes go with them.

Sympathy is extended to Chief Clerk J. L. Brown and family. Mrs. Brown passed away Feb. 19. Pvt. John L. Brown, Jr., stationed at Camp Wallace, Tex., attended the funeral. A daughter, Mary Ellen, and a son, Patrick, also survive.

Conductor C. H. Randby, who submitted to a major operation at Holy Cross Hospital, Merrill, is much improved at the present time.

Morris Nowitzke, son of Machinist Helper Lawrence Nowitzke, enlisted in the Coast Guard and left for Manhattan Beach, Brooklyn, N. Y., Mar. 11. This is the third son who is serving Uncle Sam. A son, David, is in the radio service at Alexandria Base, Louisiana, and Lawrence, Jr., is attending advanced radio school at Madison, Wis.

The good news of the promotion for J. A. Jakubec to trainmaster on the I&SM Division at Austin, Minn., was gladly received by his many friends, and the ex-

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pression "We knew Jimmy would make it" was heard many times. Congratulations from the former associates back home.

1st Lt. William H. Wescott, son of Conductor E. A. Wescott, New Lisbon, is spending a 15-day furlough at the home of his parents. He is a pilot in the Air Corps and is stationed at Tampa, Fla.

First District

K. D. Smith, Correspondent
Operator, Portage, Wis.

I've been seeing some signs of Spring: Engineer Louis Mullenbach was out in his yard examining his pet Chinese elm, which suffered from the recent sleet storms; and John Pate was out in his back yard with a spade, looking for the spot where he buried the angleworms last fall.

Retired Conductor P. J. Larkin, who has been laid up battling the flu, is on the mend.

Engineer Louis Mullenbach and family enjoyed a furlough visit from Cadet John Mullenbach, who is with the Air Corps. Conductor Harold Sullivan and family also enjoyed a visit from his son Jack, who has been with the Army in Hawaii.

Remember the good old days when we used to do the marketing and brought home a dozen eggs for eight cents, a quart of milk for a nickel, and a big pot roast for 50 cents, and if the family dog was along the butcher threw in some bones or some bologna for the pup!

Madison Division

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

Conductor J. C. Harrington is recuperating from an illness at St. Mary's Hospital, Madison.

Fred W. Liegois, former chief clerk in the superintendent's office, has been commissioned captain in the Army, with headquarters in Seattle, Wash.

Engineer Charles Doran, who recently retired, writes that he is much improved in health and is enjoying sunny California.

A. C. Novak, chief clerk in superintendent's office, has accepted a position as chief clerk to Asst. General Manager Sorensen.

Wesley M. Cameron, formerly clerk to the chief carpenter, Madison, has been appointed chief clerk in superintendent's office.

Roy Cross, clerk in the freight department, Madison, has accepted a position as clerk to the chief carpenter.

Lt. John Conlin, son of Freight Agent and Mrs. J. F. Conlin of Madison, was home on a short furlough after being confined to the hospital for several weeks. Lt. Conlin was formerly employed in the freight office at Madison, also in the traffic department in Pittsburgh, Pa.

W. C. Olson, telegrapher, Janesville, has retired on account of ill health. After a good rest, we trust he will be much improved.

"Dan Cupid" is a husky little lad around the passenger department these days. Expect to have details for the next issue.

A couple of selectees were discussing their company officers.

"You know," said one, "I feel like I'd like to punch that hard-boiled top sergeant in the nose again!"

"Again?"

"Yes, again. I felt like it yesterday, too."

I&SM Division

East End

H. J. Swank, Division
Editor

Superintendent's Office
Austin, Minn.



We said adieu to P. J. Weiland, Mar. 15, as he left for his new position as trainmaster at Green Bay, Wis., and welcomed into our midst J. A. Jakubec, Chicago, who will take over Peter's duties at Austin.

We are very sorry to report that Roadmaster Frank Luskow suffered a light stroke the latter part of February, and at this writing is recuperating from an operation at Rochester. We are all pulling for your speedy recovery, Frank.

Art Vogel is taking care of Mr. Luskow's territory until his return.

Superintendent Dodds was pleasantly surprised Mar. 15 when Mrs. Dodds phoned and said that son Robert had just called and informed her he had been transferred to St. Paul where he will join a railway battalion at Ft. Snelling.

And, speaking of military maneuvers, Lt. Col. W. J. Hotchkiss passed through Austin latter part of February, enroute to New York; and Agent Ed Full planned a bit of a surprise for him by having a six-piece band on the platform to play a few tunes which included "I've Been Working on the Railroad," "You're in the Army Now," etc. When he heard that the band was there for his benefit, WJH really gave out with a broad smile. We had a very interesting letter from him last week wherein he indicated he would finish his training at Fort Slocum, N. Y., the latter part of March and perhaps at this reading is already located at Ft. Snelling ready to complete the organization of the battalion.

A welcome sight in the dispatchers' office again is Fred Valentine who returned to work Mar. 1, looking fine and feeling "fit as a fiddle."

Received quite a newsy letter from former Conductor Vern McGuire now located at Balboa, Canal Zone, stating he had enjoyed a very fine trip down—via Clipper plane from Texas—and liked the work and the climate first rate.

The Austin yard and roundhouse was almost "blitzed" Mar. 8 when a big Army bomber had one of its engines go dead and was circling to land at the local airport. In fact, the plane was losing altitude so fast the pilot had to bank it to miss the coal shed at the roundhouse. After bringing the plane down safely on the airport, the plane skidded off the runway, hedge-hopped the road and came to rest in the ditch alongside the highway, after clipping off a telephone pole and disrupting service for about 24 hours, as the pole the plane struck was the one carrying all the long-distance communication lines. Fortunately no one was injured and the plane, which sustained a crumpled right wing, was repaired and on its way a couple of days later.

And now that we have all agreed upon a final figure and paid at least one-quarter of our income tax, we can start concentrating on something else—June 15, when the next instalment is due.

A couple of our boys have been released from military service and returned to work on the railroad; they are Francis (Tiny) Niebuhr, B&B carpenter, and Claude Messmore, fireman.

Madison Area

*Jim Gregerson, Correspondent
Warehouse Foreman, Madison, S. D.*

Bob Helmey, former section hand, was home on furlough during February.

A. D. Moe, yard bill clerk at Madison, has been appointed warehouse foreman at Mankato, Minn.

Bob Johnson, warehouse foreman at Mankato, took over the clerk job at Lakefield. Bob, you will have to furnish us with some pink elephant stories now that Eddie Shied has left us.

Had word recently that Art Starks, son of former Chief Dispatcher Art Starks, is now located in Hawaii, with a group of engineers doing civilian work.

The roundhouse did very well last week—that is, one machinist, namely, Pink Beckel. He hit the jack-pot for \$200 at the local theatre.

Word has been received that Frank Hockett's son is a prisoner of war and is being held in Italy.

First District

*L. R. Stokes, Correspondent
Operator, Faribault, Minn.*

P. F. Finnegan, Farmington, wants everyone to know he has the best job on the division as he inherited Malone's valet (Bill Klutch) when taking over his present assignment.

Joe Haynes and Bob McDermott, both of Rosemount, plan on taking their vacation together this spring. They intend to camp out. Mac will build the fires and Joe will do the cooking. We are sure the fires will be in good shape.

Telegrapher F. H. Bradash displaced Stan Jones on third trick at Comus. Stan has gone to Castle Rock to relieve Agent Hopperstad, who is vacationing in California. (Good bye to all that overtime Hopper laid away this winter.)

Operator Freeman, Faribault, is on his vacation at this writing. Sam is being relieved by John Malone, operator and former train dispatcher at Madison, S. D.

Chicago Terminals

Galewood Freight Station

*Louis J. Ippolito
Correspondent
Freight Office*



We welcome back Mrs. Emily Zappia, east end clerk at Galewood, who has been home ill with pneumonia.

Frank Morgan, Sr., formerly a yard clerk at Bensenville, has been promoted to claim clerk in A. E. Ward's office.

Tom Dyba, former chief yard clerk at Bensenville, has returned to Galewood as a biller on the east end.

Congratulations to Mr. and Mrs. Roy Fryxell, who on Feb. 17 became the proud parents of a baby girl weighing 6 lbs. 6 oz. Roy and Grandpa Fryxell are callers at Galewood.

Roy Andrews, stower, has taken a sixty-day leave and will go to California for his health.

Red Grummell left for the Army on Mar. 8. His buddy, Bill Gohl, is still brooding.

Roy De Frates and George Wendland, having been honorably discharged from the Army, are back working as checkers. Roy was about to be made a sergeant when released.

Raymond F. Hoffman, formerly employed at Union Street, has been released from the Army and will take over his old position as reconsigning clerk. His many friends join me in welcoming him back.

According to reports from Harry King, fishing is very good at Whalon Lake, Mich. Harry spent a few days fishing through the ice and came back with some pretty big fish.

Frank Dominick, Tony Romano, George Wheeler, all employed in Uncle Sam's Army, were home on furlough recently. It was quite exciting to listen to some of the stories told by the boys.

Milwaukee Road bowling league is coming to a close Apr. 21. The first six teams are so evenly matched that it's a toss up to see who will walk off with top honors. George Searles, cashier at Union Street, has high score of 259, followed by C. Koehm, 257, and F. Frontzak, 234.

Bensenville

*Howard Lawrence, Correspondent
Assistant Superintendent's Office*

Grover Paul Tonner, general chairman of the Brotherhood of Railroad Trainmen, Lines East, passed away recently at the Wesley Memorial Hospital. Mr. Tonner was 56 years old. He had been general chairman for about seven years after having been a conductor for 30 years.

"Kickapoo" Sampson, retired train director, writes that he has sold his ranch near Beaverton, Ore., packed up his belongings and moved to sunny California. Kick tells us that Old Man Rheumatism has been nipping at his legs and feels that California will restore some of the old spring to his props. Incidentally, Kick is a member of the Milwaukee Booster Club and has the distinction of the member residing the greatest distance from the home office. Why don't some of you other pensioners take out a membership in this worth-while organization? The dues are only one dollar a year.

Your correspondent, who was once advised by John Shemroske, erstwhile sports editor of this worthy sheet, not to take his bowling so seriously, just received a check for \$75, representing fourth prize in the Hyde Park Recreational individual sweep-stake consisting of four games across eight strange alleys.

Charles Hudson, who started handling an engine in Chicago Terminals on Mar. 15, 1901, passed away on Mar. 4, at 3:30 p. m., after a short illness. He was buried in Acacia Cemetery on Mar. 6, being survived by his widow and seven children, five of whom are married and two still residing at home. He was a member of Division 790, Brotherhood of Locomotive Engineers, for a period of 36 years prior to his death.

Charlie, outside of being very active in local community clubs, had a very interesting hobby which he carried on in the attic of his home at 5224 Byron St., Chicago, Ill. He had a complete miniature railroad terminal, including roundhouse, coal sheds, turntable, stations, miniature train, mountains, rivers and stations. His layout has appeared on several occasions in the local newspapers and magazines.

Herb A. Stuebner, who, prior to the war, was employed as a fireman at Bensenville roundhouse, entered the armed forces in March, 1941 and was wounded in action on Jan. 4, 1943, while fighting at Guadalcanal. Sgt. Stuebner is now recuperating at the Percy Jones Hospital in Battle Creek, Mich., and would appreciate hearing from his many friends in the Terminals.

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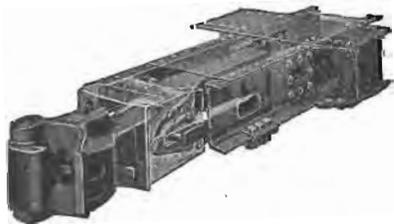
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Office of
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Engineer and
Supt. of Car Dept.

Harold Montgomery
Correspondent



"Good-bye, Charlie Bilty, and good luck! You were a grand fellow to work for and with, and you will be greatly missed." This sums up what was on everyone's lips as they said farewell to one of the grandest figures in the history of the Milwaukee Road. C. H. Bilty, mechanical engineer since 1911, retired Feb. 28, 1943, after having served 50 years with the railroad in various capacities. "C. H." was guest of honor at a dinner tendered by employes and his many railroad friends. This farewell banquet turnout was a tribute of loyalty to Charlie. J. T. Gillick spoke for the Milwaukee Road and praised Mr. Bilty for his many achievements and also for building up the mechanical department so that when he did retire, the boys he left behind could carry on. In appreciation for this fine turnout of loyal friends, all Mr. Bilty could say was, "Fellows, this is beyond doubt the happiest moment of my life and I shall cherish the memory of it always."

Harry G. Miller has been appointed mechanical engineer, and Vernon L. Green, assistant mechanical engineer. Heartiest congratulations are extended to these men from their many friends on the railroad.

Russell A. Harrington succeeds Carl Wood as engineer of train lighting. Carl has accepted a commission of captain in the Army Air Force and has left to take up his new duties at Miami, Fla.

The Olympians of the test department are fighting down the stretch just behind the Pioneers. "Lucky" Lee Voltz has been holding the boys in there with big Monday night totals, closely followed by that Zunker man, who has a bad night when he gets around 550. Will Kilimann (bowled 607 once), Les Winding, "Buck-tooth" McAllister and "Boss" Lee Grant round out the team. Oh, yes! Al Jung also bowls and captains the team.

What is all this about Joe Drinka and some little Finnish Miss? And Joe is such a quiet fellow, too—at work.

Lisle D. Horton now has three sons in service, the last being James F., who enlisted in the Army Air Corps, passed all examinations so far, and is now eligible to be a pilot. Lisle Jr. is at Fort Monroe, Va., Officers Candidate School, Coast Artillery. Donald is an ensign and at present attending Mine Warfare School at Yorktown, Va. Lisle Sr. has a draft rating (T. O. F. S.) (too old for service) or chances are the Hortons might have a fourth representative.

Flash! Local lad makes good. Bowls 600! (No, not two 300 games—not that good.) Hal Chandler reached the peak of his bowling career with a mighty 214 blast to tie the honor mark of 600 if he couldn't go over it. Caution, Mr. Odegaard! Hal is out after you.

Raymond Petrie is up and around again after being laid up for a few weeks. Pete suffered severe shock in an auto smashup, but now seems none the worse for wear. We surely missed you, Petrie, and are glad you are "back home" again.

Elmer F. Reinke must have changed his diet, for he is now overflowing with love for his fellow men. What dood it, Elmer?

Tomahawks are after the Sioux record. With nine games won in a row, the "Tom-mies" are out for seven more. Art Schultz, Carl Jaeger, Hal Chandler, and Ode Odegaard do the heavy work, capably assisted by Al Hoppe, Frank Shoulty, and "Father Again" C. Wellnitz.

Visiting soldiers: Tech. Sgt. Vince Freihofer and Pvt. Robert Pscheid. Glad to see you, fellows. You look trim and show effects of good care and training.

Robert Engelke, that hardy Boy Scout perennial, will be glad when warm weather gets here. Bob usually is "on the way" about one hour in the morning (when these days are coldest) and usually gets thawed out by noon. His favorite pastime is turning on the steam in the Winter and turning off the fan in the Summer.

Harvey Uecker lined up 9 in a row for 265 and a heavy 660 to cop all the records of the Bethesda Young (?) Men's League. He leads the league now with 176.

How about "hard ball" players from the Milwaukee Road? Anyone interested in forming a team for the coming season get in touch with Jack Armstrong at Mechanical Engrs. Office or call 404. Hard ball!

Ode Odegaard is a greatly misunderstood man. Lately Ode has been trodding on "boiler shop soil" so much, everyone thought he was digging a basement. The trip's turned out to be legitimate. (A foundation for a bending roll was being constructed.)

That sour look you see on most faces since Mar. 15 will gradually work into a look of satisfaction as they realize they have paid their good American dollars to help win the war—soon.

For Victory Garden seed orders, see Frank Skola. "Red" is about to show his daughter Jeanette he can outsell her. Frank is setting quite a pace for an old fellow. It is rumored Frank takes salesmanship lessons at night from her.

Davies Yard

J. J. Steele,
Correspondent

Snow, snow, beautiful
snow,
How glad we are to see
you go.



The Davies Yard Milwaukee Terminal Unit of the Milwaukee Service Club held their initial meeting on Mar. 26 under the leadership of the new officers, namely August Beier, chairman; Vernon Allie, vice chairman; Andrew Wahn, secretary and treasurer.

Harry Hudy, Hans Wilm, and Stanley Staniak, former oilers at the terminal, have been promoted to carmen and are now at the Davies yard.

Clarence Ermisch received a lecture from a member of the city of Milwaukee's police force for driving the wrong way on a one way street. Clarence has vowed to sell his car rather than receive another lecture.

The annual St. Patrick's Day party that has always been given by Al Reich to John Dunn was not held this year due to the absence of the host.

Since gas rationing has become effective, Martin Wertschnig is the envy of the Davies yard. Martin is the proud owner of a one-lung motorcycle that can be seen from time to time on our city streets. Martin now has the distinction of being the only "elite" among us—Martin can drive to work each day while the rest of us are all tired out before we start working due to the fact that we have been jostled and

man-handled in the morning street car or bus rush.

George Barbian's chest has expanded about five inches. His son, Hans, has just been promoted to chief petty officer.

Store Department

Earl L. Solverson, Correspondent

Letter from Pvt. Chas. J. Lemberger, Jr., Camp Chaffee, Ark., states that he is scheduled to be a tank driver, and requests that we keep buying bonds in order to finish the job quickly.

Hubert (Casey) Gorman visited the shops in February and reports that he finished a radio course at Fort Knox, Ky., and was returned to Camp Cooke, Calif. Also operates a phonetic set (fanatic, sez he) Casey must be right at home with those talking sets as he always did keep up a continuous chatter.

John Ewald of the Railway Battalion at St. Paul called at the shops and looks huskier.

The employes at the oil house were surprised on Mar. 3 by a visit from Corp. Edwin F. Milanowski. He entered the service last October and is now taking an advanced engineering course in Baltimore.

John Waldman, stationery storekeeper, has an army of his own. Another son, Raymond, 20, recently left for Fort Sheridan. Joe is a lieutenant (j.g.) at Great Lakes, and Donald is a Marine at San Diego, Calif.

Sylvia Pierce, Norma Wittman, and Joseph Ballisterie each donated a pint of blood to the Red Cross on Mar. 18. Sylvia's husband is in the Army Air Corps; Norma's boy friend is in the Army and Joseph has all of his friends in service; so they are all glad to donate blood. Joe is a bachelor several nights a week while his wife does Red Cross work. Joe has to mind the 14-month old baby.

Art Metzen received several letters from R. T. (Buck) Ormston, M.M. 2nd class. He wishes to be remembered to his co-workers and inquires as to what the gals are doing for excitement in his absence.

Matt Lowry and Gen, his wife, will celebrate their first anniversary of wedded bliss on Apr. 18. We are all expecting an invitation, so Matt had better conserve his ration stamps.

Have several new girls in the office: Joyce Paulu, Helene Roesner, Gladys Rosenow, Minnie Maier, Delores Koeske, Lucille Lauff, Caroline Turense, Virginia Valentine from Austin, Minn., and Eleanor Caicedo.

Kenny Windl has joined the home guard to get the jump on some of the other guys. States that the war will soon be over when he gets into military service.

The following were honorably discharged from military service: Fred Scheibel, Jos. Borek, Al Ratzow and Fred Braun.

Erwin Koehler has been transferred from the U. S. Naval Training station at Farragut, Ida., to the University of Illinois at Urbana, Ill., for technical Diesel training.

Gee Sheridan prefers beefsteaks. Recently called on his favorite hatcher and loudly demanded two tenderloin steaks, with a full house of customers. He was lucky to get out with four weiners.

Deacon Kutter recently found three aged Indian Head pennies in the collection basket. Tax time is tough on such collections.

Rosemarie Schutte, of the order bureau, has been more or less at sea ever since she became engaged on Feb. 20, to Petty Of-

ficer 2nd Class Alfred Carl Oeldemann. He recently returned from Casablanca and saw plenty of action. He joined the Navy two years ago and with one more promotion he will become a commissioned officer. He was on duty on the *U. S. S. Roper* when one of the rescued gave birth to a baby in the lifeboat, as depicted by the newspapers.

Gene Gothe is one of the new additions to the order bureau.

Coast Division

Tacoma

R. R. Thiele
Correspondent
Agent's Office
Tacoma, Wash.



John Mack, who for years was foreman of the lumber yard at the store department, Tacoma, died on Feb. 27 at St. Joseph's Hospital of this city. He had lived at Edmunds, Wash., since his retirement.

Roy Powers, one of the pipefitters at the Tacoma shops, died on the morning of Feb. 28—on the morning of the day he was to be married. He had been employed by this company since 1918 and reached the age of 57 years.

Fred Brown, who had been a carman at the Tacoma shops for years but who had retired, died Mar. 4 at his home at North Puyallup and was buried Mar. 6.

Walter Buckley, who had also been a carman at Tacoma shops but was now retired, died Feb. 21 at his home on East Spokane Avenue, Tacoma. Because of the critical condition of his wife, the funeral was deferred and took place on Feb. 27. We extend our sympathy to Mrs. Buckley and the survivors.

Conductors Lou Barrett and Elmer Swalley are both sick and absent from duty; here's hoping they will soon be back.

Lester Prescott, the genial boardman at the yard office, is working himself sick, what between conditions at the yard (due to Elmer Guttersen's absence—he has been ill with influenza) and the serious illness of Mrs. Prescott; he has a bad cold at this writing. We hope that he may soon recover his usual cheerful way. But judge the handicap under which he works from a recent day's results: Five hrake-men quit; three switchmen quit; one switchman resigned; and then the distracted boardman should provide crews for trains!

After so much grief, a little happiness is permissible. Therefore, we introduce

MAUMEE INDIANA WASHED COAL

CLEANER
HOTTER
BETTER

Mined on
THE MILWAUKEE RAILROAD

THE MAUMEE COLLIERIES
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MOTOR TRUCKS,
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ESTABLISHED 1880

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remarkable development in the field of Electricity

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has been continuously demonstrating the
fact that it is the most reliable and
permanent insulation known

THE KERITE INSULATION COMPANY INC.
NEW YORK CHICAGO SAN FRANCISCO

J. R. Piatt of the train dispatcher's office, who will now make his bow as the father of a brand new baby boy.

Thelma Edling, heretofore first trick operator at the Tacoma private board, is now at work at the local office. Ada Kancianich, who so far worked second trick, is now on the first shift, and Ingrid Mann is holding the second shift.

We note that Cleora M. May is now clerk at Othello, and R. H. Chesser is clerk at St. Maries.

And what do you think of Jim Eccles, the whilom chief clerk to Superintendent Hill, who resigned in order to take a rest? Here he is working as a timekeeper at the Seattle-Tacoma Shipyard, where he has no telephone on his desk and can go home when he is done!

Ray Powels, the cashier at the local office, is looking forward to reaping a delayed profit from his famous frog farm at his summer residence on Lake Tanwax. Years ago—1931, to be exact—Ray and his brother decided to go in for a bullfrog farm, to raise the celebrated Mexican bull frog; in good time they sank about \$4,000 in the venture, which would have been crowned with success (for Ray succeeded in raising some specimens of frogs 27 inches in length) but for the depression at that time; so the frogs were allowed to go their way and multiplied to a fare-you-well until it is almost impossible to sleep on Lake Tanwax for the noise of the frogs. But now he is coming into his own, for Ray Grummel, agent at the local office, has decided to take all his present and prospective customers out to the lake to see the frogs; they all have money now—and lo, there will be no dinner served without frog legs fricasseed or whatever it is they do to them, to the glory of Ray Grummel and the financial profit of Ray Powels.

Spokane and Inland Empire

*F. J. Kratschmer, Correspondent
Store Dept., Spokane, Wash.*

Section Foreman Paul Chimenti of Rosalia, Wash., is back on the job again after about a month's illness. He was relieved by Relief Foreman Vincent Perrone of Manito.

Chief Dispatcher P. L. Hays, Spokane, was taken suddenly ill on the morning of Feb. 27, and was taken to a local hospital for further observation. At this writing he

is getting along fine and has been taken back to his home.

Don Allen, son of our genial Roadmaster "C. F.," has relinquished his rights in the train service and is now working on the board out of Spokane as a locomotive fireman.

The spur track at Blanchard, Ida., was recently torn up and all materials recovered were shipped in to Tacoma to help out in the war effort.

Clair P. Mason, section foreman at Spirit Lake, Ida., has entered the Army and is now stationed somewhere in Louisiana.

Locomotive Fireman Golden Sessions has moved his family to Malden, Wash. He is working out of there in the ring.

The many friends of former Chief Carpenter Guy W. Lanning were very much grieved to hear of his sudden death recently at Milwaukee. Guy was very well known out here in the West, where he served as chief carpenter for several years and accumulated a host of friends.

Tony Bruneau, operator at Manito, is working temporarily on the third trick at Spokane, owing to the illness of P. L. Hays. Tony was relieved at Manito by Operator McLaughlin of Calder, Ida., the trick there being taken off.

Ray Charles, who has been night track patrolman between Malden and Revere, has entered the train service as brakeman, working out of Malden, Wash.

We are all glad to hear that Conductor Nate Jones is getting along nicely and has been removed from the hospital to his home in Spokane.

Fireman Price Hysmith, who has been on the Beverley helper for some time, was recently in Spokane renewing acquaintances.

John Vassey, agent, Malden, Wash., has returned to work after a short leave of absence.

Engineer R. A. Nelson journeyed to Kansas City, Mo., early in March to visit his daughter, Mary Kathleen. Mrs. Nelson, who had been there for a short time celebrating the arrival of a granddaughter, returned to St. Maries with her husband.

Ray Donovan is now firing a switch engine in Spokane Yard. He was formerly in the ring at Malden.

Grading for the new passing track between Plummer Junction and Plummer Yard has now been completed and the work of laying the track will start as soon as the weather moderates.

H. R. Betts has entered our employ as rodman under Asst. Division Engineer P. C. Holgren at Spokane.

Seattle General Offices

*E. H. Bowers, Correspondent
Public Relations Representative*

Mrs. James A. Brown (née Edith Pearson), who left the Milwaukee Land Co. in 1940, after 17 years of service, to be married, was right there when the Nippos paid their early Sunday morning unsocial call at Pearl Harbor. Mrs. Brown's husband is a chief carpenter's mate in the Navy, and their home was in a deep valley about five miles from the Harbor. Some of her near neighbors were killed by bombs. Mrs. Brown suppressed her natural feminine curiosity and obeyed air-raid precaution instructions by keeping under cover, so she didn't see any of the fighting, but she says that she has never had a Sunday morning breakfast so completely ruined. Mrs. Brown has taken a job as clerk in the auditor's office while her husband is on active duty, somewhere in the South Pacific.

Genevieve McCarthy, formerly a steno

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.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

with the Intelligence Service of the U. S. Navy, has joined N.A.M.'s staff.

Jewell Campbell, formerly reclaim clerk in the local freight office, has been transferred to the post of manifest clerk in the transportation department. He takes over from Bruce Kibble, who has been moved up to general clerk, to take a load off Harry Keller, who is devoting his full time to car distributing.

And the car distributing desk in Seattle is a very hot spot, indeed, these days. The announcement was delayed for reasons of military security, but it is now possible to reveal that the number of cars handled in Seattle during a recent week topped all records. The peak day movement was 1,100 cars, which is an all-time high. Former record for one day's car handling was 900 cars, established in 1918. There were several 950 to 1,050 car days during the record-shattering week.

Two recent additions to the Milwaukee family are reported by Warren Dulin, of the general freight department, whose son, Douglas, was born on Feb. 16; and Gene Webster, T.F.&P.A., whose son Harry became the proud papa of a baby girl on Feb. 22.

John Klebe, former steno in the general freight office, having graduated with high honors from his civil aeronautics course at Spokane, was a recent visitor. John was en route to St. Mary's College in California, where he will take further training before taking up his duties as a pilot in the Ferry Command.

Seattle Terminals

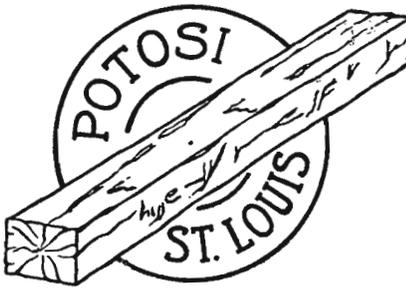
F. W. Rasmussen, Correspondent
Local Freight Office

William Woodard, chief import and export clerk, and Miss Barbara Fuller of the same office were quietly married on Friday, Mar. 5. They spent a few days traveling in Washington and are now settled in their new home in West Seattle. Mr. Woodard has been with the Milwaukee Railroad for many years; his bride was employed about a year ago. They were presented with a lovely lamp from the station force. The Milwaukee family extends congratulations.

A newcomer in Seattle is R. J. Spurling, district claim adjuster, who comes from Missoula. Mr. Spurling will take over where Roy Jorgensen, who was transferred to Miles City, left off.

Lester Meigs, formerly on the warehouse crew, has been discharged from the Army and is with us again in the warehouse.

Miss Helen Hasslinger, employed as rate clerk at the Mitchell (S. D.) station, has been on the Pacific coast for her health and is now employed in the bill room temporarily.



**TREATED AND UNTREATED
CROSS TIES
SWITCH TIES
PINE POLES**

Potosi Tie & Lumber Co.
ST. LOUIS DALLAS

Mrs. Margarette Shaw, who has had charge of the truck line accounts, has bid in a position in Spokane and left a few days ago. Her position here has been taken over by Mrs. Agnes Horock from the car desk, who has been replaced in turn by Miss Mildred Gist.

Vera Tuson, correction clerk, spent a few days in San Francisco and Los Angeles, where she went to visit her son and daughter. Her son expects to be in the service as soon as he completes his school course.

Mrs. Alice C. Ferrell of Mississippi is a new addition to the demurrage department. She worked for the Illinois Central while in the East and comes to us with a wide railroad experience. Her husband is in the service, located at the Bremerton Navy Yard.

The following news concerning employees in the car department and yard forces has been prepared by Lois Moseley, secretary to Asst. Superintendent W. J. McMahan.

Jewell Campbell, our former reclaim clerk, has moved to the more elite surroundings of the White Building as car clerk in N. A. Meyer's office. Marie Cuning is now bearing down on the reclaim; shouldering the title of reclaim clerk.

W. H. Rodè has given up his footwork as yard clerk to pushing a pencil on the reclaim desk. Frank Dore has taken Mr. Rodè's place.

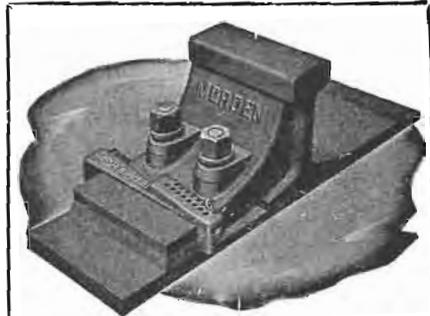
We have a new face in the yard circles, fresh from that thar place called Othello—we welcome Bill Sarakenoff as our new per diem clerk.

The scenery is certainly growing around here. We have, out our front door, a turntable spur, the site of a bunk car camp designated as "Camp No. 65," which is expanding rapidly, now holding six bunk cars. Out our back door we gaze upon the pride of the yard—the new car department headquarters, a spanking new building and everything freshly painted.

To Milwaukee Patrons

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

Three Forks Creamery Co.
THREE FORKS, MONT.



MORDEN SECURITY ADJUSTABLE RAIL BRACE

Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

WE MANUFACTURE

Frogs — Switches — Crossings — Guard Rails — Gage Rods — Rail Braces — Compromise Joints — Balkwill Crossings — Articulated Crossings — Samson Switches — Betts Switches and Security Track Designs.

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Cleveland, Ohio
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WITH CONTINENTAL!**

When you ride the rails, you look forward to making your run on schedule . . . without unnecessary stops. Yet accidents and illness may flag you down at any time . . . stop your run as well as your pay.

With Continental protection, you get the "Go" signal all the way. Payment for your lost time is made promptly. You need join no lodge, nor pay an initiation or a policy fee, for Continental service.

"The Railroad Man's Company"

**CONTINENTAL
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CHICAGO · TORONTO · SAN FRANCISCO

MAKE SHOES DO
Double Duty



**BILTRITE
Rubber Heels**

WILL NOT SLIP
WEAR LONGER



Sure...

railroading is tough on shoes. That's why railroad men wear Biltrite Rubber Heels. They're rugged as a roundhouse, outwear all other heels by miles, and give long, safe wear. Conserve with Biltrite for victory.

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The **IMPROVED
FAIR RAIL ANCHOR**

A rail anchor of greatly improved efficiency in eliminating the creeping of rail.

THE P & M. CO.

CHICAGO • NEW YORK

W. J. McMahan, the assistant superintendent without an office, now, at last, can hang his hat in what he can call his own stomping grounds, the ex-car department, which is being newly and nicely redecorated, and with flower boxes being placed beneath the windows for a bit of small-scale flower gardening. Victory Garden ideas are in the air, but believe they will just be "in the air."

It is indeed with regret that we announce the resignation and departure of our friend and willing worker, Car Foreman Clyde Medley. Mr. Medley came to work for the Milwaukee Road in 1910 and throughout the years he and his wife have gained many friends out of the conscientious efforts they both put forth for the good of the Milwaukee Road. Mrs. Medley has been an active worker in the Milwaukee Service Club and did a fine bit of work in promoting the good will and friendship of Milwaukee employees. We are certainly sorry to lose them both.

Al Keading, one-time car foreman here in Seattle, and recently of the car department in Great Falls, Mont., returns to Seattle to take over the duties once again as car foreman.

Sam Wilson, our Seattle section foreman, has a new employe in his office—Miss Gertrude Ballard, acting as clerk and time-keeper. We are glad to extend this welcome to you, Miss Ballard.

Word has just been received that ex-Car Clerk Robert Joe King, of the Army Air Force, is now Lieutenant King.

Lee Gahegan of the U. S. Navy asks all his Milwaukee friends to please write. We have his address, should you desire to obtain it.

When it comes to the mention of service men, yours truly cannot resist adding two cents' worth about Sgt. Elmer C. Moseley of the Alaska Communication System. He is now safely tucked in the Vancouver Army Hospital and doing nicely. The announcement of his illness and awaiting his arrival nearly put his wife in the hospital. Sgt. Moseley marvels at the realization of home, sunshine, and vegetation.

Milwaukee Terminals

Passenger Station

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

The American Red Cross issued an urgent call for contributions to their 1943 War Fund, and as is the case in all of these emergencies, the Milwaukee road employes again responded splendidly and went over the top, regardless of the fact that our quota was more than doubled over a year ago. The quota this year was \$4,500, and as contributions are still coming in, we cannot give the exact figures, but it will be well over the allotment. All of the departments in the Terminal and at Milwaukee shops, store department, and the other departments located at Milwaukee, assisted in making it possible to beat our quota, and the local chapter of the American Red Cross voiced their appreciation and thanks for the cooperation given them in this campaign.

Fowler Street Station

Nola Mallas, Correspondent

Eric Kaun, who has been ill for some time, has been greatly pleased with the flowers and calls from the employes. We trust he will soon be greatly improved and back with us again.

Dorothy Gruber, Dorothy Seely and John Wanta are the newcomers in our billing department, and Shirley Cary is our new messenger. It looks as if the girls will be in the majority very soon, even though the men used to claim that the local freight office was a man's domain; and if you think that is going too far, well, just hold on to your hats, for our new yard clerk is none other than Helen Tredinnick. Helen likes her new job very much, claims she finds it very interesting and would not hesitate recommending it to other girls. I believe I'm correct when I state that Helen is the first girl yard clerk in the state of Wisconsin.

George H. Steuer, former yard clerk at the International Harvester District before he left for the Army, has now been promoted to sergeant at Camp White, Ore.

William Stein, who also served in the capacity as yard clerk and who at present is in Uncle Sam's forces, visited the office the other day. Another visitor was Pvt. Edward Schloeman, who in the very near future will be attending Officers' Training School.

Orchids to Charles Zinselmeyer and Bruno Kowalski, who donated the honor roll and the American flag on display in the office in appreciation of what our boys in service are doing.

Warren Vetter, formerly of our office, was married recently to Catherine Hanson.

The Sunshine Club is once more out for new members. The club's aims are to send goodies and other things to our boys in the service, plus plants to cheer up those who are ill. See Walter Geisinger and become a member now.

No other parents can be as proud of

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St., (Dept. 26), N. Y. C.

their son as are Mr. and Mrs. E. J. Sullivan, who recently received a letter from Dick saying that he is now in the Intelligence Division of the Army. Mr. Sullivan is in the claim department in our office.

Pvt. Walter Neumeister writes that his trip to Camp Stewart, Georgia, was most interesting. His group has been assigned on anti-aircraft duty with the Coastal Artillery Battalion. Claims the weather is very nice, but that the rainy season will soon set in.

"Army Is the Life" Note.—George Lawrenz writes that the weather is fine, temperature registering around 92 degrees. His work, for the most part, involves payroll matters of enlisted men. He now plays golf, tennis, goes swimming and horseback riding. All in all, he likes the South very much.

All those desiring to write these boys, please see your correspondent for their addresses.

Coach Yard

L. J. Cooke, Correspondent



Phil Stetzenbach did it again. After many not too subtle hints that it was high time for the local unit of the Service Club to toss off another party, he finally broke down and obliged with his usual 100 per cent job. The crowd may not have been as big as it could have been, but what they lacked in numbers they more than made up in enthusiasm.

Douglas Allie, who used to work in the coach yard, is now a seaman 2nd class, having just about completed his U. S. Navy Diesel course.

Dan Kessler, bowler and ball player, traded the future of the railroad for the present of a defense plant. As the regular employes of the railroad leave for the armed forces and other jobs, the coach yard has had to follow the lead of the rest and turn to women to get the work out. It makes it look tough for our ball teams; the old-timers may have to get back in there and take their three strikes.

Ralph O'Halloran still on needles and pins trying to figure out who's knocking at his door—the draft board or Sir Stork—with the bets being in favor of the bird.

Muskego Yard

F. J. Ladwig, Correspondent

To give you an idea of what a tough time we had, Asst. GYM Dick Fisher, renowned locally as a diplomat in dealing with his fellow workers and with the public, showed up on the job during one of the big snowstorms wearing boxing gloves, challenging all comers. But now, with spring knocking at the door, he is again his old sweet self.

Income tax time again, which gives rise

to the thought that John Schuh missed his calling. If you want to see a real list of deductions, just have J.J. show you his return. And when tax time comes around again, and you want a few tips, just look up John.

Schoolteacher Joe Carlin has been getting a workout breaking in the new men. Joe used to line them up and turn them loose in one night; he has now cut it to one hour.

We always thought that nothing could keep Ted Schendel from bowling on a Monday night, but we were wrong. Ted thinks more of that director's job than he does of bowling, and has been missing from the alleys for three weeks. You have the right idea there, Ted, and perhaps next year we can get the bowling changed to the midnight shift.

Ed Kellerman, Oakley Strong, and Bill Barber are working days and seem to be able to get around all right in daylight, although it was kind of tough the first couple of days.

Young Mike Switch, Clarence Grundman and Lambert Meyer have decided they would rather be switchmen than switch-tenders, so if you see these lads up in the air instead of on the ground these days, you will know the reason.

Charlie Schipper, an old-timer on the Milwaukee Division, has signed up as switchman in the terminals, and you will see him around again after an absence of a number of years.

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

Richard J. Steuer, Correspondent

B. L. Swang, former agent at West Allis, is now serving in that capacity at North Milwaukee. Agent Swang comes to the North Milwaukee Station with many years of valuable experience with the Milwaukee Road, and at a time when experience is so essential to the smooth working of this key station in the Milwaukee terminals.

The West Allis agency has been filled by F. A. Jewert, who worked at the Grand Avenue tower prior to his appointment.

Pvt. Eddie Kurtz paid the office force a welcome visit during his ten-day furlough from duty at Fort Riley, Kansas. Judging from the fact that his fiancée was in town waiting for him, the boys consider themselves lucky to have seen this soldier.

Chestnut Street's newest general clerk is Mrs. Helen Catlin, who replaces Miss Dor-

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was missing in action. The entire division is sincerely sorry and hoping for good news soon.

Sanborn-Rapid City

C. D. Wangsness, Correspondent
Mitchell, S. D.

Paul Ashland, roadmaster's clerk and former correspondent for the Magazine, has received his call for the Army and left for Fort Snelling the first of the month. Best of luck, Tiger, and we have advised Uncle Sam not to let you get too close to the WAACS or the WAVES, for we know your weakness for the women.

Walter Strong and family of Mason City have moved to Mitchell, where he will be employed in the B&B department.

A baby daughter came to gladden the home of Fireman C. E. Farris and wife recently.

Former Section Laborer Leo Konietzko of Belvidere is now stationed in the railway battalion at Van Buren, Ark.

We extend our sympathy to the Carl Lindquist family in the death of Mr. Lindquist, who passed away after several weeks' illness. Carl had been employed in the local roundhouse for the past thirty years.

Operator Bob Coleman of Murdo was inducted recently into the armed forces. Also inducted were John McMahon, son of P.F.I. Francis McMahon, and Gene Larson, son of Signalman F. Larson.

Engineer William Long has returned to work after several weeks' vacation on the west coast.

Sioux City and Western Branch Lines

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

H. S. "Sandy" Rowland, traveling engineer for many years on this division, who was retired several years ago, is reported to be seriously ill at his home in Sioux City.

Brakeman Felton C. Talcott, who has been recently discharged from the Navy, is now back at work riding the head end.

William Lagan, for some years assistant to Asst. Agent Jim Shoemaker at Sioux City stock yards, drew a job in the Sioux Falls freight office. His job at the stock yards will be taken care of by the glamorous Alice Butcher, formerly stenographer in the Sioux City freight office.

Conductor Frank M. Gallant, who recently had the misfortune to break his leg, is reported to be up and hobbling around on crutches.

Brakeman Blain H. Nellis, now in the Army, and Miss Marian Pape, daughter of Conductor Joe Pape, were recently married in Sioux City.

Pete Deignan, the Switch Shanty Philosopher, says love at first sight is as unplanned as a hiccup.

Telegraph Operator George B. Smith has returned to the SC&D territory from Green Bay, where he has been working for several months.

Switchman Harry L. Carroll recently returned from a trip to Texas, where he went to visit his son, who is in the Army; and Conductor A. G. Class recently visited his son, also in the Army, at South Bend, Ind.

Trans-Missouri Division

East End

Dora H. Anderson
Correspondent
Care of Agent
Mobridge, S. D.



We extend sincere sympathy to Engineer Ira L. Dickey on the passing of his wife, Mrs. Grace Dickey, on Mar. 6 following a major operation. Mrs. Dickey was a member of the Milwaukee Woman's Club, having served two years as president of our club.

Trucker Valentine Raeder and wife received a real valentine on Valentine's Day, Feb. 14, when a little daughter came to

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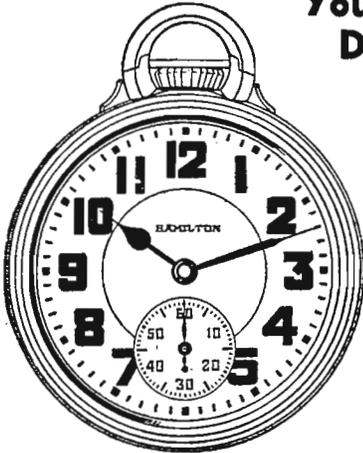
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time it will add interest for all and will be greatly appreciated.

We are pleased to inform you that our trainmaster, R. E. Sizer, is back at his post in good spirits and greatly improved.

Henry Smith of Mason City, an employe of the Milwaukee Road for 35 years, retired Mar. 6, 1943. Mr. Smith was promoted to the position of conductor on the I&D Division Mar. 1, 1913, and has served the railroad faithfully and well. He has our best wishes for many years of rest and happiness which he has so justly earned.

Mrs. G. P. Hodges, age 74, passed away at Mason City, Iowa, the forepart of March. Mr. Hodges, formerly division master mechanic for the I&D Division, preceded her in death in 1928. Her three daughters, Hazel of Minneapolis, Minn., Elsie of San Diego, Calif., and Naldrea of Washington, D. C., were with their mother at the time of her death.

Henry F. Kruse, B&B foreman, whose home is at Farmersburg, Ia., retired from service Feb. 14. Mr. Kruse entered the service as a section laborer in 1904, employed as a B&B carpenter May 9, 1909, promoted to foreman's position April 8, 1913. He has the sincere best wishes of the I&D personnel for a long, joyful vacation.

We told you about Grandfather Mutschler in the March issue, but we would like to add that after a trip to LaGrange and a visit with the baby, Charlie is grinning from ear to ear, not only on occasions, but every minute of the day. No wonder babies are referred to as "bundles of happiness."

You all know of a young man's fancy, especially in the Spring. O. Larson, our genial car foreman, has procured a home in the Forest Park district of Mason City. What are your deductions?

It is time for Charlie Smola, division storekeeper, and Horace McCaughey, roundhouse foreman, to start vying over their gardening abilities. Flowers will be out this year, but someone saw Mr. Smola building a cold frame some time ago, and we are told that Mr. McCaughey was scouting around for the largest garden spot. Possibly our agent, A. C. Anderson, will enter the competition, as he is also planning to cultivate a large Victory Garden. If the competition grows keen enough, possibly some prizes could be offered. At least, there'll be honorable mention—that's certain.

Arthur "Duke" Moore, the amiable handy man at the Mason City roundhouse, suffered an attack of the flu the latter part of February, but true to the saying, "you can't keep a good man down," he was back on the job Mar. 1. We missed his friendly song and whistle.

R. D. Lyman, interchange clerk at Mason City, received a message from the War Department a few days ago that his son

othy Bliss. Miss Bliss acquired quite a reputation as a bowler in her brief stay here and should be able to hold her own in her new position in the Soo Line general office.

By all appearances, Car Clerk Walter Demerath of Chestnut Street is one of the most popular fellows on the Beer Line. Seems that most any time the telephone rings he is wanted, and it is not a rare sight to watch him converse with two parties at the same time, while a third party awaits.

Sympathy of the Milwaukee Road family is extended to Pvt. William Stein, whose mother passed away Feb. 28.

I&D Division

Marquette-Sanborn

Marie E. Randall
Division Editor
Superintendent's Office
Mason City, Ia.

Mrs. Ralph C. (Mary Gen) Hickey has been ably filling the chair of "yours truly" for the past two months due to the fact that my doctor advised a complete rest (could it be old age?). To add a little color and variety to the ailment, I contracted the German measles, which added a few complications to the aggravation. Mrs. Hickey and the trainmaster's clerk, M. L. Burnett, have been listening for news for this column, but if the agents, section men, and other readers in this territory will kindly send items to the division editor at Mason City from time to

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122 So. Michigan Avenue, Chicago

Section Foreman Bags Big Game



Section Foreman Farley and his dog are shown with the pelt of the lion he felled with a well-aimed .22 bullet. The beast measured 9 feet 6 inches.

SECTION Foreman Lawrence Farley of Alberton, Mont., his dog and his .22 rifle contributed to the safety of people and things in their part of the country recently when they killed the "big cat" who had been killing sheep and cattle and causing the ranchers a great deal of concern.

Mr. Farley's calm account of what transpired appeared in a letter he wrote to Trainmaster J. O. Willard at Butte, Mont. The letter is worth quoting:

"Mach Hebert, who lives on a ranch up Saw Mill Gulch, discovered the tracks

of this lion in a field near his barn.

"The lion came into the road at the north end of his field and followed the road down to the N. P. tracks, then turned right around and went back up the road about a half mile; then, leaving the road to the northeast, it climbed Plateau Mountain and continued southeast along the south side of the ridge to the head of Slab Gulch, where it killed a cow elk. Right at the elk is where I found the lion.

"My dog treed the lion within a mile, but before I got there the lion jumped out and the dog fought him for about a quarter of a mile, where he treed again. This time I got up to the tree and took off my pack and snow shoes. About this time the lion let out a roar and jumped to the ground not over 20 feet from me and took off down the mountain. At the second jump the lion made the dog grabbed him by the tail and they fought for about a half mile before the dog finally put him up the third tree, where I shot him out, ending the chase. I used a .22 rifle.

"He weighed about 200 pounds and measured 9 feet 6 inches."

gladden their home. She has been named Jeri Lorraine.

Brakeman and Mrs. W. E. McFarland celebrated their 25th wedding anniversary on Sunday, Jan. 31.

Theo. S. Johnson, first trick car clerk, is taking a month's vacation, going to Excelsior Springs, Mo., for the baths, and from there he will go to Wisconsin to visit relatives.

Engineer Herb Halvorson, who was seriously injured at Marmarth, N. D., and a patient at the Holy Rosary Hospital at Miles City for several weeks, is now recuperating at his home here.

Miss Dorothy Morris, daughter of Engineer and Mrs. J. W. Morris, is the first Mobridge girl to enlist in the WAAC. She spent a week here with her parents and went into training at Fort Des Moines, Ia., on Mar. 2.

Mrs. Harry Conger and daughter Helen, widow and daughter of the late Engineer Harry Conger, left for Marion, Ia., where they will make their home. The Congers are pioneers of this territory and have a host of friends who will miss them. We wish them happiness in their new home.

West End

Pearl Huff, Correspondent
Miles City, Mont.

Oscar J. Callant, former clerk at Miles City roundhouse, and Fred Fulks, former electrician apprentice at this point, joined the Navy the middle of February and are now in training at Farragut, Ida.

C. D. Tarbox, who has been employed in Miles City and on the Trans-Missouri Division since 1907, coming as a conductor when the Puget Sound Extension was under construction, has retired; and he and Mrs. Tarbox have gone to Seattle, where they intend to make their future home. Mr. Tarbox entered railroad service in 1896 at Tomah, Wis., when he became a brakeman, and worked his way up to conductor. He is going to be greatly missed by his fellow associates.

Franklin M. Wolfe, son of Mr. and Mrs. Frank Wolfe, Miles City, who entered the service on Nov. 1, 1942, is now with the Navy Medical Corps somewhere on the west coast.

Anton J. Martin, son of Mr. and Mrs. Anton Martin of Miles City, who was formerly on the U.S.S. *Chicago*, was home on a 30-day furlough. Tony is a former machinist apprentice at Miles City and everyone was glad to see him again.

Sgt. Bryan Nelson, who was formerly employed at Miles City freight depot, is now stationed for a period at Butte and associated with the Marine Recruiting Service. He spent a few days in Miles City recently visiting his family.

James Wickersham, son of Mr. and Mrs. A. W. Wickersham of Miles City, who was formerly employed in the downtown traffic office at Miles City, has been home on a furlough. He is now a cadet in the Naval Air Corps. He is to take advanced flying at some other air base.

Carl Dinius, son of Mr. and Mrs. S. A. Dinius of Miles City, spent a few days the forepart of March with his parents. He is now a second lieutenant in the Quartermaster's Corps.



The Mobridge (S. D.) High School basketball team is the toast of the town, having won the South Dakota State Class B Championship in Aberdeen on Mar. 12, against very stiff competition. Seven members of the first and second teams, pictured here, are from Milwaukee Road families.

L. to R., back row: Coach Glen Wright; Robert Voorhees, son of brakeman Voorhees; George Swanson; Harold Lowe; Richard Baun, star of the team and son of Carman Gottlieb Baun; Robert Haffeman, son of Fireman Haffeman; Eddy Mauch; and High School Superintendent Freeman.

L. to R., front row: John Sefried; Dean Bailey, son of retired Machinist S. J. Bailey; Donald Jay, son of Mrs. Lucille Jay of the relay office; Pat Morrison; Harry Catey, son of Engineer Catey; and Jack Hagan, son of Engineer Hagan.

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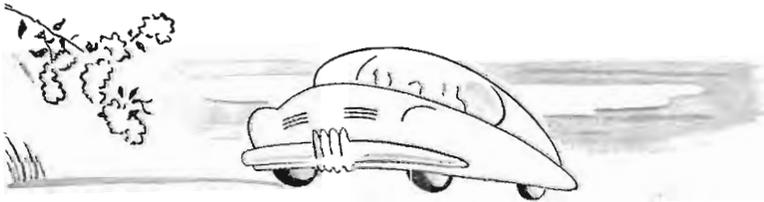
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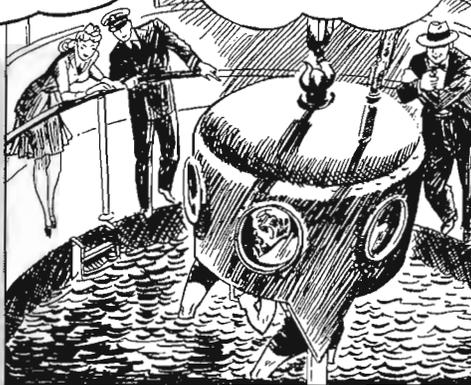
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IN THAT TOWER, WE TEACH SUBMARINE CREWS HOW TO 'ESCAPE' FROM DEEP WATER. THE DEPTH IS 100 FEET

THE MEN ARE FIRST SUBMERGED IN THIS OXYGEN-CHARGED DIVING-BELL TO PRACTICE FOR SHALLOW 'ESCAPES'

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WHO WOULDN'T? WELL, THEY'LL HAVE PLENTY OF TIME LATER TO ENJOY THE COMFORT OF A P.A. SMOKE



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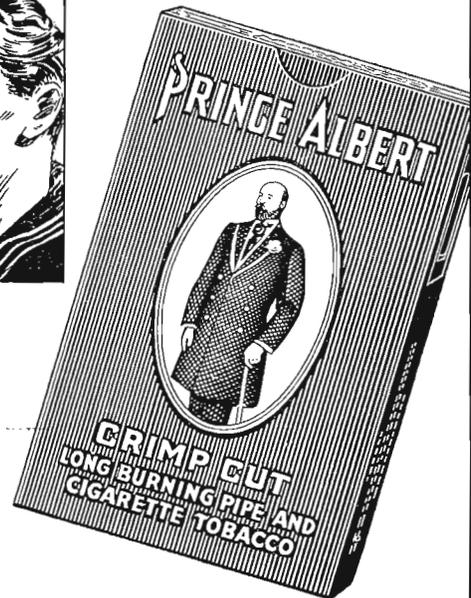


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