

# Our Service Flag

JANUARY

• 1943 •

3000

★ OPERATING ★

★ ACCOUNTING ★

★ LAW ★

★ PURCHASES AND STORES ★

★ TRAFFIC ★

## THE MILWAUKEE MAGAZINE

PUBLISHED BY THE CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD



# Those

IT is altogether fitting that this issue of our Magazine should be dedicated to you men in the armed forces, and I welcome the opportunity to write the foreword because of my deep feeling about your war service.

As of November 30th more than 3,000 of you, who only a few weeks or months ago worked side by side with us, have answered the call to the colors. We are thinking, too, of the sons, brothers and other relatives of Milwaukee men and women



# We Honor

who are serving with you, and the girls and women of the Milwaukee family who have volunteered for war work.

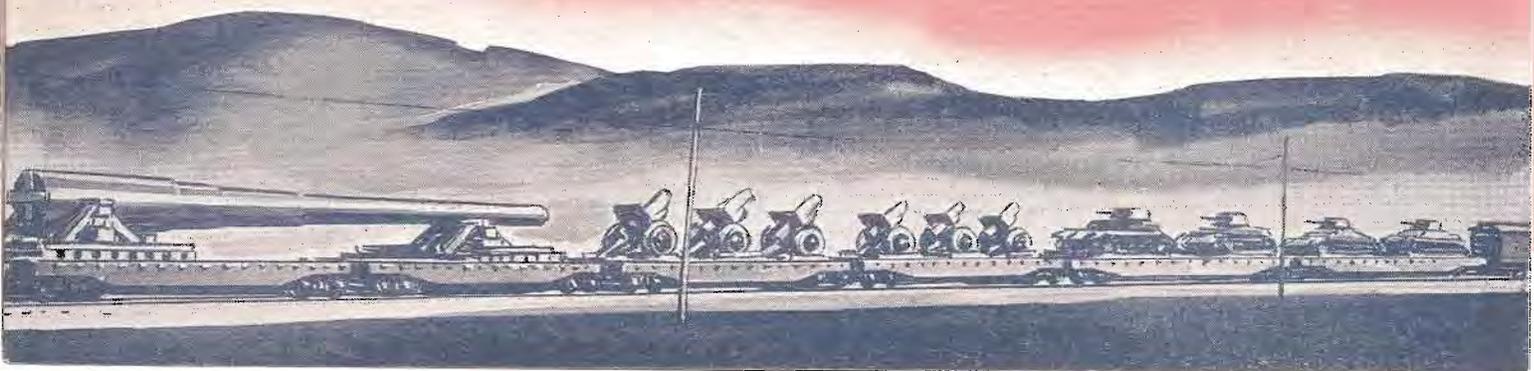
We miss you. We are proud of you. There is a job to be done for our country — a difficult, arduous and dangerous job — and you are doing it. We honor you for it and are conscious of the great debt we owe to you.

We who are left behind can do nothing that even approaches your sacrifice in leaving your homes, and

facing the perils and hardships of war, but we do want you to know that everything we can do, we will do, in giving you the backing which you deserve and must have. One of our jobs is to keep the guns, tanks, planes, ammunition and food supplies rolling to you, and we will do it.

Keep the old railroad in mind, always. You are still a part of it no matter how far away your duty takes you. We at home are thinking of you with gratitude in our hearts and a prayer for your safe return.

*H. J. S. Smith*



## War Spotlight Is on Transportation

"The spotlight is more on transportation and transportation agencies at the present moment than at any time in history," declared Major General Charles P. Gross, chief of the Army's Service of Supply, in a recent public address. After pointing out the reasons why transportation is so much more vital in the present war than ever before, General Gross said that "the problems of wartime transportation are sufficient to challenge the ablest and boldest," adding that the challenge is being met with outstanding success.

"Despite the fact," he said, "that the railroads have half a million fewer cars and 20,000 fewer locomotives than they had in 1917, they are handling an all-time high in terms of ton-miles hauled, and ocean shipping still remains the limiting factor. The railroads themselves can claim much of the credit for their excellent showing, as can their splendid voluntary central agency, the Association of American Railroads, which has been of tremendous assistance to the War Department ever since the national emergency first arose, long before Pearl Harbor."

## Two Million Tons of Scrap in Seven Months

The railroads had well developed scrap organizations in pre-war years and have kept their properties reasonably free of scrap accumulations. It also has been their practice to reclaim a great deal of material that goes directly to the scrap pile in some other industries. Present material shortages have stimulated these reclamation practices. Because of the pressing need for cars and locomotives under present conditions, equipment retirements also are running below normal. But the railroads did collect and make available for use by iron and steel mills two million tons of iron and steel scrap in the first seven months of 1942.

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## Passenger Equipment for Military Movements

About 40 percent of the country's total supply of sleeping cars and 15 percent of the total supply of passenger cars are currently engaged continuously in moving troops; and the armed forces have continuous call on all the rest.

Beside the special train and special car movements of soldiers, sailors and marines, great numbers of individual service men also are traveling—either under orders or on reduced furlough fares—in the passenger cars on regular trains. Altogether the railroads are carrying almost double as many passengers as two years ago.

## Troop Movements Differ from Those of World War I

"Mass movements of troops by rail are now taking place in this country, which for numbers and distance traveled are unprecedented in our history," declared Major General Charles P. Gross, commanding the Transportation Corps of the U. S. Army.

"We are fighting on a global front," General Gross continued. "We are fighting a technical war. Both of these facts render the present picture of military movements far more complex than in World War I, when in general recruits moved from their homes to training camps and thence to the Atlantic Seaboard for embarkation. Today the requirements of technical training and many other causes require that the average recruit make approximately five trips by rail before reaching a port of embarkation, and such ports are not now confined to a limited area on the Atlantic seaboard, but have a wide geographical distribution. Further, the modern theory of troop movement, well tested in this war, is 'not to separate a soldier from his gun' and this means that in the movement of large groups, the freight car takes equal importance with the passenger car so far as troop trains are concerned."

General Gross commented further that since the Transportation Corps of the Army was formed, it has had nothing but complete cooperation and mutual understanding of the problems involved in

moving troops from the railroads, adding that, "they have done a remarkable job and there is every indication that they will continue this excellent performance."

Mobile 60-inch searchlights of 800,000,000 candlepower, developed by the Army, play a vital role in the nation's aircraft defense. The searchlights are of such brilliance that on a fairly clear night a newspaper can be read by their light five miles away.

## Hi-Ya, Soldier!

*Speak to that kid with the overnight bag,  
There by the station door,  
With his khaki cap and his boyish air—  
It wouldn't be much of a chore.  
Well, supposing you have never met him,  
What difference does that make?  
After all, he's somebody's brother or son;  
You'll not make any mistake.*

*Say hello to that sailor over there,  
Waiting alone for his train;  
Why, he almost looks like a kid dressed up,  
Sort of lost in the drizzling rain.  
Whether we know them or not, what harm  
In a friendly word or a smile;  
It may be the extra that's needed to help  
With the pull down a long hard mile.*

—From the Chicago Victory Committee's "Topics".

## Our Service Flag

The Milwaukee Road's Service Flag, which appears on the cover of this special issue, is of great significance. The men who have gone from our ranks into the service of their country represent an important percentage of this railroad's personnel.

Many of them are highly skilled, and all are well trained, a fact which contributes greatly to their value in the armed forces and at the same time renders their replacement a difficult task. Being our friends, they will never really be replaced.

By the first day of December, one week from the anniversary of the Pearl Harbor attack, there were exactly 3,019 Milwaukee Road men either in actual combat service or in training.

From all the branches of the Operating Department 2,540 men have answered the call to the colors; from the Purchases and Stores Department, 242; Accounting Department, 122; Traffic Department, 97; Law Department, 13; and from the executive offices, fiscal office and Treasury Department, 4 men have gone into uniform. In addition, one of our general officers is serving.

Three thousand and nineteen railroad men—a small but capable army in itself. We know these men, and knowing them makes the war infinitely more real to us than it otherwise might be.

We display our Service Flag with pride.

# Victory Committees

## Give The Boys a Boost

**S**OMETIME when you would like to convince yourself that a great company can possess a great heart, drop in on the Milwaukee Road Employees' Victory Committee in Chicago.

Almost any time will do, because those who devote hour after hour of their own time to carrying out the work of that committee are on the job practically all the time. As a result, about 175 men from the Fullerton Avenue and Union Station offices are kept constantly mindful of the fact that their friends back home are thinking of them. And that is the stuff morale is made of.

First aid kits, cigarettes, flashlights, candy, cookies, towels, stationery, shaving items, birthday cards, reading matter, and money—things that intelligent survey by the committee has shown to be of real use to men in service—these are the things that go to the boys every month.



### Movement Is Growing

But Chicago is not the only place on the Milwaukee Road where Victory Committees are in action. The movement, being the sort of thing that has always found Milwaukee Road men and women at their big-hearted best, is spreading rapidly.

The Chicago Victory Committee was the first one organized. Now they are in existence in Milwaukee and Aberdeen, S. D.; committees are in process of organization in Madison and LaCrosse, Wis. In Mason City, Ia., as at other points on the line, groups of employes are joining with Victory Committees already organized among other civic groups, and in that way Milwaukee Road men in

service will be remembered, along with men from other business concerns. Several Service Clubs have Victory Committees within their own organization, and these also are finding that they have a sizable but gratifying task cut out for themselves.

Whether a Victory Committee is composed of a group of Milwaukee Road organizations, a group of civic clubs, including Milwaukee Road representatives, or is merely a committee within the framework of an employe organization already in existence, the task at hand is the same—to act as a link between home and front. It is a liaison unit joining those who fight and those who work in order that victory will be won. On our railroad, as throughout a good part of the country, these committees of unselfish patriots have banded together, and the name "Victory Committee" has very appropriately been applied to most of them.

These members of the Milwaukee Road Employees' Victory Committee volunteered an hour or two of their "after hours" time to get Christmas remembrances off to the boys in service.

Standing, l. to r., are: Weed Johnson, president of the Victory Committee; Edith Marquiss, treasurer; and John Jarmotz, secretary. Seated, l. to r., are Andrew Gallagher, chairman of the committee to contact service men; Margaret McCarthy; Carl Holmgren; P. Roberta; and Mrs. Kathryn Gillespie. Harry Wallace, vice president of the Committee, was not on hand when the picture was taken.



## A Victory Committee in Action

When the writer dropped in on the Victory Committee in Chicago on the night of Dec. 10, he found nine men and women busily and cheerfully going about the business of mailing Christmas cards to those boys on their list who are still in this country. Each card entered its envelope along with two crisp one dollar bills.

Weed Johnson, a claim investigator who is the very energetic president of the Victory Committee, explained that the men overseas had been sent packages that barely got under the Post Office weight limitation; that was done before Nov. 1. He said they figured that the boys still in this country would likely be getting remembrances of one kind or another from relatives and friends at Christmas, so the committee decided it would be better just to send them a little spending money for Christmas and save the shaving cream, candy, books, and such until some time after the holidays, when the things would be more greatly needed.

### Men Appreciate Remembrances

It almost goes without saying that the men who are on Victory Committee mailing lists really appreciate the things that are being done for them. The following are a few of the hundreds of letters received by the Victory Committee in Chicago:

P.F.C. Wyatt Lindsay, who is predicting weather out at Camp McChord in Tacoma, came through Chicago recently and stopped long enough to sing the praises of the Victory Committee:

"Every time they send me a dollar or two, it gets to me right when I'm flat broke. And that camp light! I don't know how I ever got around the camp at night without it. Everything they send hits the nail smack on the head. Those guys must be psychic."

Lieut. John C. Fenno writes from Australia:

"I want to thank the Victory Committee for their thoughtfulness. I received the copy of the Chicago Sun day before yesterday and it was the first paper I'd seen from home since June (letter was written Oct. 2, 1942). Every man in the outfit wants to read it, and it is being passed from hand to hand now."

"What we want most are letters from home. We are well fed, well clothed, and reasonably well housed, but there's nothing like a letter to build up morale."

Sgt. Frank P. Trom, stationed at Fort Benning, Ga., recently addressed this note to the Victory Committee:



Margaret McCarthy and Weed Johnson, president of the Victory Committee in Chicago, stand before the Women's Club Christmas tree with some of the Yuletide remembrances they sent out to the service men on their large mailing list.

"On Nov. 25 I received a dollar bill from your organization. It wasn't the first present I received from the Victory Committee, but it was entirely unexpected."

"To begin with, it's great to be connected with the Milwaukee Road and it made me feel even more proud to know that the people who are over-worked serving their country are over-generous in serving the service men. Many thanks again, Railroaders!"

Harry Aultz, in the Navy's Aviation Gunnery School in Jacksonville, Fla., writes:

"I am very grateful for your letter and the presents. I didn't know the Milwaukee had such a committee, so am very glad to hear of it. I talk railroading so much that I get ribbed quite a bit for it, so was glad to show the boys that the 'folks on the road back home' still remember us."

"So here's to the day when victory is ours and we can all 'hit the rails' for home!"

The following is from Pvt. Charles H. Dietrich, stationed at Camp Luna, Las Vegas, N. M.:

"I want to thank the Milwaukee Road Victory Committee very much for the first aid kit and for the letter."

"There are so many boys who don't get letters and packages that it is really pitiful. I think that it

should be the duty of all friends of soldiers to write letters—at least once in a while."

Pvt. John J. Niedzlek, stationed at an air base in Ephrata, Wash., expresses his appreciation this way:

"I received the Victory Committee letter, with the dollar bill attached; also the first aid kit. Gosh! It was just as if the skies opened and filled my hands with these gifts."

"It does a soldier good to know that the good old Milwaukee Road is behind him."

"With reference to the necessities listed in your letter, mine would be matches and cigarettes, and, by all means, do not forget to send me the Milwaukee Magazine."

The following is quoted from a letter from Air Cadet

Philip E. Sweeney in Advanced Flying School at Mather Field, Calif.:

"Thanks for those swell towels and cigarettes. They were just what I needed. Also, I'd like to thank you for that first aid kit. I never thought of ever getting one, but now I see where it would come in handy sometime."

"Today I flew about 450 miles and am just a little tired after that and class. I think this flying is the greatest thing in the world."

Pvt. T. A. Sweeney writes:

"I'd like to thank you for everything you've done. I can't tell you how much I appreciate it."

"I've used your first aid kit already. We have Commando training here a few hours a week. It's a little rough and the other day I got a slight gash in my face. So you see, your kit came in very handy. I was lucky that day; one poor guy got a broken leg. The gash I got hurt a little, but when I saw the other fellow, I didn't even know I was hurt. This Army is really a great life."

It isn't necessary to say that the work of all Victory Committees is deserving of the highest praise. These letters make the job worth the effort.

"Darling, this steak tastes like burned leather," said the husband.  
"What strange things you've eaten in your life," replied the wife.

Dumbo: Will I know anything when I come out of the anesthetic?  
Doctor: Well, that's expecting a lot from an anesthetic.

# We're Getting in the SCRAP

**L**AST summer conferences were conducted by the Salvage Section of the War Production Board looking to the enlistment of the railroads in a campaign to locate and secure rail for war purposes; to provide information about railroad salvage practices and, in general, to accelerate the collection and disposal of more railroad salvage so vitally needed in the production of steel for the war effort.

A scrap cleanup program was not new to the Milwaukee Road, but the seriousness of the situation was a challenge to put forth every effort to make scrap and rail available.

Mr. Scandrett appointed a General Committee, in July, under the chairmanship of J. W. Severs, assistant to trustee, to make an intensive survey for the purpose of rounding up every pound of scrap that could be found, and every foot of rail not required, on the Milwaukee Road.

The results of the campaign to date show that over one million lineal feet of rail have been taken up, equivalent to almost 100 miles of track, and, in addition, over 10 million pounds of scrap metal have been recovered.

The employees of the Milwaukee have a right to feel proud of the part they have played in this campaign.

Local division and shop committees were organized and the campaign got under way quickly. Briefly, the plan was to find and assemble every piece of scrap metal; study every side track, industry track, passing track, yard track and tracks serving car and locomotive repair plants for the purpose of locating those that were not needed for current operations. Consideration was given to tracks not currently necessary which could be replaced if needed at some later time; to tracks located off the right of way belonging to industries—tracks not used for a long time and which there was little likelihood of ever being used—in which case the industry was asked for permission to remove them upon payment of the value of the metal less the cost of recovery.

Studies were made of materials carried in stock, commonly called "obsolete material," as well as machine tools, hand tools, and shop and work equipment, also pipe lines, mono-rails and other metal articles too numerous to mention, for which there was no further use. Each employe was asked to cooperate by furnishing information concerning location of possible sources of scrap metal and the location of tracks that might have been overlooked.

The program was a comprehensive one, indeed, and the response has been very gratifying. It was no small task to make careful inspections on the ground not once, but more than once, there being a possibility that a lot of things might have been missed the first time. It called for no small expenditure of time and effort in days like these when so much energy is required in keeping the transportation plant operating at highest efficiency to meet the traffic demands.

These are a few of the expressions contained in reports to the General Committee:

"I wish to inform you that 4,000 lbs. of scrap and fittings were removed from under buildings; it apparently had not been removed when repairs were made to the steam line."

"Everyone in all departments seems to be scrap-minded and is turning in every available piece of scrap he comes into contact with."

"There have been 98,650 lbs. of shop-made tools taken from the blacksmith shop and converted into scrap . . . also from the shops 1,849 lbs. of brass recovered . . . also 36,559 lbs. of miscellaneous scrap recovered from the roundhouse and shops."

One section foreman and his crew of four men recovered 9,500 pounds of other than company scrap. This scrap was found in ditches and in the weeds. One of the men donated the use of his car and trailer to pick it up.

Much has been accomplished and a good job done so far, but we will have to keep at it because the need for scrap continues.

# The Hammock or The Lingering Death

by **Russell B. Larsen**  
*United States Navy*

**T**HE hammock, like a skunk in repose, is a seemingly innocuous item, but it's twice as unpredictable. In the Navy it is simply a piece of canvas approximately 7 feet long by 3 feet wide, the lengthwise ends of which have been punctured by brass eyelets. Ropes are passed through these holes and the hammock is ready to be fastened to its supports, or "jack-stays," 4 feet 7 inches from the hardwood floor.

Methods of entering the hammock are many and varied. The novice, for instance, must rely upon assistance from a fellow sailor, who, with hands cupped to form a stirrup, grasps the left foot of the intended occupant, and with silent prayer and hearty hoist, tosses the victim through the air in the general direction of the target. Assuming that the assistant is a man of ample strength and good aim, we now find our would-be sailor swinging madly to and fro in the sleeping bag.

Once in the hammock, he pretends to be impervious to the general ribbing to which he is subjected at the hands of the more seasoned hammock swingers. He even ventures a modified swing himself, making positive that while doing so he is within easy grabbing distance of the hammocks on either side of him. This gesture causes an uncomfortable reaction in the pit of the stomach, whereupon he abandons further aerialistic effort and settles down, intent upon studying the veterans and learning through them the inscrutable technique of the professional "swingers."

## The Veteran Has a System

He observes that the gent to his left has a system all his own. Poised with back to the hammock, he gives a nimble spring and lands in a sitting position, riding his canvas steed side-saddle. Next, he pivots on the base of the spine and deftly whips the legs into the bag, a feat all the more remarkable considering he is a robust 210 pounder.

Another interesting technique is demonstrated by a veteran whom Mother Nature nurtured until he reached 5 feet 2 inches (the Navy's minimum height requirement) and then promptly forgot about. His night's rest is perhaps doubly

appreciated, since, in order to reach the altitude necessary to make entrance into the hammock possible, he must first execute a laborious climb to the top of the jack-stay. Once atop his perch, he slips into the canvas couch much in the fashion of a little boy gliding down a playground slide on the seat of his pants.

Quite unexpectedly the lights go out,



for it is now every bit of 9:30, or 2130 as the Navy chooses to call it. Our rookie tries hard to remember the last time he retired at this early hour, but failing, determines to get himself a good night's rest in preparation for the following day's arduous program.

He finds a few minor adjustments will have to be made. For instance, the covers are not pulled up high enough around his shoulders. He remedies the situation with

a mighty heave on the blankets, only to learn that in so doing he has exposed both feet to the cold night air. Were he at home in his own bed, he could easily cope with this problem, but, for the novice, hammock sleeping is too hazardous a pastime to permit superfluous body movements.

What will he do? If he attempts to "sit up" and adjust the blankets, he may lose his balance and fall. If he dismounts, he will be unable to return into the bag without assistance from one of the other men, many of whom have been blatantly snoring away for almost five minutes. His feet are getting colder.

Slowly he begins to move into a sitting position, clutching the canvas sides of the bag. The hammock, being suspended by ropes, is affected by this shift of weight and begins its deadly swinging and swaying, swaying and swinging, swinging and . . .

## The Audience Responds

The body thud awakens nearly all the men in the vicinity, most of whom burst into loud guffaws. Out of this barbarous pack of hyenas comes one sympathetic soul. He is the dormitory guard who, acting under instructions, asks the customary, "Ya hurt, Mac?" (Incidentally, all sailors call each other "Mac," which makes for delightful confusion.) Our rookie is no quitter, so he proceeds, with assistance from the guard, to take his wounds—both of pride and anatomy—back into the hammock with him. Once more aloft, his blankets are properly folded and tucked in at the feet. The guard has also covered his shoulders.

The experience has been frightening.

Seaman Russell B. Larsen, the author of this gay discourse on what would seem to be the very fine art of laying oneself down to sleep in the Navy hammock, possesses the happy faculty of looking at the war with a sense of humor. He was in the service of the road from Mar. 2, 1940, when he started work as file clerk in the Law Department, Chicago, to enlist in the Navy on July 4, 1942. He is now in the Yeoman School at the Great Lakes Naval Training Station near Chicago, "attending classes day and night," he says.

Seaman Larsen, our nautical equivalent of Private Hargrove, has contributed articles to the Magazine on several occasions before. We hope he keeps it up.



He decides he will not move, but will lie perfectly rigid all night. This is a mistake, causing the hammock to swing and sway, sway and swing.

Just about now he wonders if perhaps he should have chosen the Army after all. If he is going to fall, he wishes he would do so, and get it over with, as the suspense agitates him. He loses his tenseness and reconciles himself to a good flop. Much to his amazement, he notices the hammock is no longer swinging. This is his first important lesson. He has learned, as the horseback rider learns, that the secret lies in complete relaxation. Maybe the hammock isn't such a bad old sack after all. He permits taut muscles to limber. This is so soothing it prompts an exhausted sigh, preparatory and completely essential to a good night's rest. His plans are delayed, however, if not completely thwarted by a sharp blow to the nose. He reaches up slowly, and his sense of touch tells him he is gripping the plump left foot of his hammock neighbor.

Grasping the large toe securely, he removes the unwelcome intruder from his face, placing it back with its family, and closer to the body of which it is a member.

Having the men's heads and feet in alternating positions is the Navy's idea. The purpose, of course, is to preclude Mac's breathing into Mac's face. The rookie, nevertheless, will speak to the chief petty officer tomorrow morning of some of the disadvantages of such an arrangement.

### Sleepless Night or Toothless Future?

He is not accustomed to sleeping on his back, yet he is afraid that in shifting to his side he may dump himself to the floor. A sleepless night, he feels, is better than a toothless future.

Added to his agonies is the fact that the canvas edges of the hammock are cutting into the sides of his arms. The pressure of the tightly bound ropes is pushing his feet into the mattress. His heels are beginning to ache. Later he will learn that the hammock's sides are to be pulled up and over, to rest on the arms instead of directly against them. Also, someone will later tell him that a clothes-hanger properly inserted at the foot of the bag will spread it sufficiently to allow plenty of foot room.

His nerves are so frayed by now that sleep has become almost an impossibility. He curses inaudibly and opens a weary left eye to detect the location of his neighbor's foot. Suddenly, out of the depths of his despondency comes an idea so brilliant, although purely elementary, that he is ashamed of himself for not having thought of it before. If he can't sleep in the hammock, why torture himself needlessly?

Quietly he slips from the bag, gathers his mattress and blankets, and spreads them on the floor beneath the hammock. He realizes that if the dormitory guard sees him he will be compelled to re-enter the bag, but decides to risk it.

Sleep comes quickly and beautifully.

## Pants Cuffs



## and My Ten Per Cent

TEN per cent of what I earn goes into War Bonds, so I'm classified as a patriotic American. That 10 per cent gives me a lot of privileges.

It makes no difference that Uncle Sam is offering, as collateral, all the privileges of the Bill of Rights. I still can blame somebody for not realizing years ago that today's little pile of raw rubber may cost us the war.

I can classify as a dumb idea the rule that prohibits cuffs on pants when 50 times the amount of cloth could have been salvaged if they would let us turn in an old pair of pants with each new pair we buy. I'm giving my 10 per cent, you see.

It matters not that men sear their lungs swimming through seas or burning oil vomited by a torpedoed tanker. They should have dodged the sub and got the oil through, regardless. I can demand that because of my 10 per cent.

What if the pilot of a U. S. P-38 does tackle, single handed, a half dozen Messerschmitts, and knocks four of them out of the skies? He didn't have to get his plane and himself shot full of holes, did he? Didn't my 10 per cent buy that plane?

Suppose there are mosquitoes and no netting, malaria and no quinine in the Solomons and Gilberts. Wasn't I practically eaten up by mosquitoes on that fishing trip I took a while back—the week I welshed on my 10 per cent? Shucks! I lived through it.

It was, maybe, my 10 per cent that bought the uniform of Sgt. William Peterson of Gowen Field, Ida. He

saw a bomber catch fire in the air, careen to a landing, crash into a parked plane. He alone rushed to the blazing inferno, rescued five men. Couldn't save the others because his arms were peeled from wrist to shoulder, his eyes so badly burned he may never see again. He hadn't taken time to put on his pants, which is a good thing, because his absent-mindedness saved part of that 10 per cent investment.

Why shouldn't "they" set a world's record by completing a 10,500-ton Liberty ship in 29 days, increase aluminum production about 4000 per cent, turn out maybe 50 bombers an hour, find a preventive for the gangrene that used to set in when a soldier thoughtlessly let a bomb smash his abdomen into dripping mincemeat? Didn't my 10 per cent give those producers the wherewithal?

My 10 per cent gives me the right to bellyache because a handful of Marines couldn't hold Wake Island against several shiploads of Japs. Gives me the right to rave because 20 per cent of our beef is going to the Allies on the Lend-Lease basis. Entitles me to jump from one job to another for more money, regardless of how badly my skill is needed on the job I quit. Gives me authority to demand courts-martial for the officers commanding battalions that lose a battle now and then instead of winning every one.

Yeah, my 10 per cent gives me all these privileges. . . .

Like hell it does.

—from *The Kablegram*.

Tragedy is overhanging, for above him and slightly to the left, the 210 pound gent is about to topple from his hammock and on top of our poor rookie. Gory details will be spared, but it looks like two fractured ribs from here. The only consoling thought which can be offered at this time is that in sick bay, beds—not hammocks—are used.

Corporal (at dance): "Do you see that old buzzard over there? He's the meanest officer I ever saw!"

Girl: "Do you know who I am? I'm that officer's daughter."

Corporal: "Do you know who I am?"

Girl: "No."

Corporal: "Thank God."

# FRONT and CENTER



**Lieut. (j.g.) R. J. Van Deuren**  
 Lieut. (j. g.) Ralph J. van Deuren, was promoted from the rank of ensign to that of lieutenant, junior grade, upon returning in July, 1942, from a convoying trip to Russia. While attending high school and college in Minneapolis, Lieutenant Van Deuren worked with our B&B gangs during his summer vacations. He is still a loyal Milwaukee Road booster.



**Pvt. J. A. Heinrichs**  
 Pvt. Joseph A. Heinrichs was warehouseman at Menominee, Mich, prior to his entering service last July. He is now with an infantry unit at Camp Lawton, Wash.



**C. W. Brasure, U. S. N.**  
 Charles W. Brasure, son of Locomotive Engineer Lloyd Brasure, of Green Bay, Wis., completed his training at the Great Lakes Naval Training Station, and is now attending a naval service school at Houston, Tex.



**Sgt. Larry Leach**  
 Sgt. Larry Leach, a former Track Department employee at Aberdeen, S. D., is shown just after receiving his sergeant's stripes somewhere in Australia. His mother, Mrs. Lionel Leach, is employed in the Inter-State lunch room at Aberdeen. "Martha," as she is known to all the railroaders, is, to all intents and purposes, a member of the Milwaukee Road Family.



**Pvt. R. L. Westby**  
 Pvt. Ronald L. Westby, who was a brakeman on the I&SM Division before entering the Army, is now serving overseas with his engineering outfit. He is the son of Lars Westby, an I&SM conductor.



**E. L. Hubbs, U. S. N.**  
 Everett L. Hubbs, machinist's mate first class, is stationed at the Navy Yard at Cherry Point, N. C. Before joining up, he was a fireman on the second district of the I&D Division. His father is Engineer J. W. Hubbs.



**Pvt. M. A. Carlson**  
 Pvt. Marvin A. Carlson, son of Roadmaster A. F. Carlson of Green Bay, Wis., is an instrumentman in the Ground Air Force stationed at Charleston, S. C.



**O. A. Nelson, U. S. N.**  
 Petty Officer Owall A. Nelson, yeoman second class in the Navy, is the son of J. E. Nelson, lead carman of Round-up, Mont.,



**G. H. Sherbon, U. S. N.**  
 George H. Sherbon was employed by the company at Charles City, Ia., prior to joining the Navy. He is now electrician's mate first class with the Sea Bees in Gulfport, Miss.



**Corp. Al Kulk, Jr.**  
 Before joining the Army, Corp. Al Kulk, Jr., was employed in the chief disbursement accountant's office, Chicago. He is now at Fort Riley, Kan. Al Kulk, Sr., is a sectional stockman at the Milwaukee shops.



**Vernon Evald, U. S. N.**  
 Vernon "Bud" Evald, formerly a stenographer in the division master mechanic's office, Aberdeen, S. D., is with the Navy, at present on a sub chaser in one of the battle areas.



**Pvt. H. A. Denny**  
 Pvt. Harry A. Denny, formerly employed in the Maintenance of Way Department in Missoula, Mont., is now stationed at Camp Kohler, Sacramento, Calif.



**Capt. N. F. Snellgrove**

Capt. Neal F. Snellgrove, until Dec. 9 a special accountant in the office of chief statistician, Chicago, entered service on that date as adjutant assigned to the Milwaukee Road's 744th Railway Operating Battalion. The battalion is not yet activated, but the training required of an adjutant necessitated Capt. Snellgrove's leaving for Washington in advance of the other officer personnel.

His older son, John, whose picture appeared in the July, 1942, issue, is in the Solomons area with the Marines.



**Joe Jiran, U. S. N.**

Joe Jiran, son of B&B Carpenter Jiran of Bristol, S. D., is now in training at the Great Lakes Naval Training Station near Chicago.



**Pvt. J. F. Bryan**

Pvt. J. F. Bryan, who was, until very recently, part of the Tacoma local office clerical force, is now with the Army. Apparently he is overseas, since his address is said to be a "military secret."



**J. R. Elmquist, U. S. N.**

John R. Elmquist, a radio-man in the Aviation Radio School at Corpus Christi, Tex., was formerly an agent-operator on the I&SM Division. He is the son of R. E. Elmquist, agent at Ridgeway, Ia.



**G. D. Allie, U. S. N.**

Pvt. George "Doug" Allie, former coach yard employe in Milwaukee, and son of Verne Allie, car inspector at Muskego yard, is enrolled in the Diesel School, Richmond, W. Va.



**Lieut. Col. W. R. Barker**

W. R. Barker, formerly assistant engineer in the office of auditor of investment and joint facility accounts, has been promoted to lieutenant colonel in the 402nd Engineers, Water Supply Battalion. He was a first lieutenant in the Milwaukee Road's Company "F", 108th Engineers, of the National Guard. When inducted into the regular Army on Mar. 5, 1941, he was made a captain. On Mar. 26, 1942, he was promoted from captain to major. His record was so good that he was recently transferred to the Second Army under General Lear and given the rank of lieutenant colonel.



**Sgt. S. S. Wright**



**Corp. C. B. Wright**

W. W. Wright, a machinist in the shops at Miles City, Mont., has two sons in the Army:

Corp. Charles B. Wright enlisted in July, 1940 and is now with an engineering unit in India.

Sgt. Samuel S. Wright enlisted in January, 1941 and is now in the Army Air Corps at Gowen Field, Ida.



**Capt. H. E. Hurst**

Capt. Harold E. Hurst, formerly instrumentman in the office of the Chicago Terminals division engineer, before entering service in June, 1941, is now with the Coast Artillery at Fort Ord, Calif.



**Warren Mayer, U. S. N.**



**David Mayer, U. S. N.**

Warren Mayer and David Mayer, sons of Agent C. W. Mayer of Milbank, S. D., are both in the Navy and are at present in training at the Great Lakes Naval Training Station near Chicago.



**2nd Lieut. J. H. Hull**

Second Lieut. Joseph H. Hull, a former locomotive fireman on the west Rocky Mountain Division, and son of Electrician J. Hull of Deer Lodge Shops, received his commission in September, 1942, and is now a tactical officer in an army engineering school, Fort Belvoir, Va.

"I have a pain in my abdomen," said the rookie to the army doctor.

"Young man," replied the medico, "officers have abdomens, sergeants have stomachs; YOU have a bellyache."

If ladies in slacks  
Could see their backs,  
They'd quickly say nertz  
And go back to skirts.

Fan Dancer: Doctor, vaccinate me where it won't show.

"Okay. Stick out your tongue."



**Flight Officer H. E. Peters**

Locomotive Engineer E. F. Peters of Ottumwa, Ia., has two sons in the service:

Harold Eugene Peters is a flight officer stationed at the Harlingen Army Gunnery School, Harlingen Field, Tex. (Photo by courtesy of Photographic Section, Lubbock Flying Field, Lubbock, Tex.)

Max L. Peters is a flight officer assigned to the Las Vegas Gunnery School, Las Vegas, Nev. He was graduated from the gunnery school at Luke Field, Ariz., on Dec. 3. (Photo by courtesy of Photographic Section, Luke Field, Ariz.)

**Flight Officer M. L. Peters**

**Pvt. C. W. Sackerson**

Pvt. Carl S. Sackerson, who was formerly employed as a log scaler for the Milwaukee Land Company, a subsidiary of the Milwaukee Road, entered the Coast Artillery in June, 1942. At present he is in training at Los Angeles, Calif.

**George Ballard, U. S. C. G.**

George Ballard used to be the Milwaukee coach yard foreman, but he is now with the Coast Guard. His friends say nothing but the best was ever good enough for him, but it took a war to put him into what was, before the war, a private yacht.



**Pfc. J. K. Giblin**

Pfc. James "Kenny" Giblin, formerly a clerk in the car accountant's office, Chicago, is now attending Marine Gunnery School at Cecil Field, Jacksonville, Fla. His father, who served with the Marines in the last war, recently enlisted in the Navy as a 1st class petty officer.



**Densel Donahue, U. S. N.**

Mike Donahue, engine watchman at Bristol, S. D., has three sons in the service, two of whom are shown here:

Densel Donahue is a first class seaman aboard the U.S.S. Wyoming. Prior to joining the Navy, he was a section laborer and a student operator at Bristol.



**Sgt. Edward Donahue**

Edward Donahue, who was also a section laborer at Bristol before entering the Army, is now a sergeant attached to an artillery unit in Alaska.



**L. E. Sexter, U. S. N.**

Lowell E. Sexter, yeoman 2nd class in the Navy, previously was employed as assistant accountant in the Minneapolis ticket office, and is the son of A. E. Sexter, a telegrapher in Faribault, Minn. At present he is working under the chief of naval operations in Washington.

**Father (facetiously):** "Don't you think our son gets his intelligence from me?"

**Mother (likewise):** "He must. I've still got mine."

Pfc. Robert H. Crow, is located somewhere in England with a fighter squadron. He is a former clerk from the Terre Haute Division, and the son of Henry Crow, cashier at Burns City, Ind.

Ensign Loren H. Killion, son of I&SM Conductor F. W. Killion, received his commission last January and is now somewhere in the Southwest Pacific.



**Pfc. R. H. Crow**



**Ensign L. H. Killion**



**Lieut. C. B. Hand**



**Ensign W. E. Hand**

Ensign W. E. Hand and Lieut. C. B. Hand are sons of George Hand, special officer in Miles City, Mont.

Lieut. C. B. Hand is a pilot now flying for the Air Corps somewhere in Africa.

Ensign W. E. Hand, a pilot in the Navy Air Corps, was reported recently to be missing in action.



**Sgt. John Mullenbach**

Sgt. John Mullenbach, now serving with a bomber squadron, was formerly a locomotive fireman on the LaX&R Division. He is the son of veteran engineer Louis Mullenbach of Portage, Wis.



**Pvt. Henry Zimpelman**

Pvt. Henry Zimpelman, with the Air Corps Gunnery School, Las Vegas, Nev., was previously a timekeeper from the chief disbursement accountant's office, Chicago.



**Sgt. John J. Schuldt**

Sgt. John J. Schuldt, son of Conductor John W. Schuldt of Faribault, Minn., is with the Coast Artillery in Kodiak, Alaska.



**Pvt. Walter Matzen**

Pvt. Walter Matzen, formerly a wood mill helper at the Milwaukee shops, is now serving in the ordnance depot at Camp Swift, Tex.

Sgt. John Williams, with the infantry at Camp Carabelle, Fla., is the son of Conductor Wm. Williams, Bedford, Ind.



**Sgt. John Williams**



Al Rastow, former assistant scrap yard foreman, Milwaukee shops, is now stationed at McCloskey General Hospital, Temple, Tex., with a medical detachment.



**Pvt. Al Ratzow**



Boatswain's Mate Paul R. Pogreba, son of the late Peter Pogreba, a Rocky Mountain Division conductor, is now in Australia where he was taken by submarine after his ship, the Pidgeon, was lost at Bataan last March. The Navy Department announced on Nov. 7 that he had been decorated with the Silver Star for heroism. He has been in the Navy since 1933.



**P. R. Pogreba, U. S. N.**



"Now, my son," said the fond mother, as the boy was starting off to join the Navy, "remember to be punctual in rising every morning so you will not keep the captain waiting breakfast for you."

Lee Otis Van Dyke, Jr., is carpenters mate 2nd class on a naval vessel now operating off the east coast. He is the son of Conductor L. O. Van Dyke of Ottumwa, Ia.



**L. O. Van Dyke, Jr., U. S. N.**



Second Lieut. Mervin E. Van Dyke of the Coast Artillery (Anti-aircraft), located at El Paso, Tex., is the son of Conductor L. O. Van Dyke, Ottumwa, Ia.



**2nd Lieut. M. E. Van Dyke**



Capt. Van S. Brokaw, formerly of our Engineering Department, is now located at MacDill Field, Tampa, Fla.



**Capt. V. S. Brokaw**



Cavalry Recruit: "Sergeant, pick me out a nice gentle horse?"

Sergeant: "Have you ever ridden a horse before?"

Recruit: "No."

Sergeant: "Ah, here's just the animal for you. Never been ridden before. You can both start together."



**Pfc. Herman Lenz**

Pfc. Herman Lenz, stationed at Fort Lewis, Wash., with an infantry unit, is the son of Frank Lenz, coal shed foreman, Portage, Wis.



**Pvt. Emil Tekale**

Pvt. Emil Tekale, who was formerly employed as brakeman on the Madison Division, is now stationed in Alaska.



**Staff Sgt. William Olsen**

Staff Sgt. William Olsen, with the engineers at Camp Carson, Colo., was formerly a clerk in the car accountant's office, Chicago.



During a battle a general of a Negro regiment noticed that one of his dusky men seemed to be devoted to him and followed him everywhere. At length he remarked: "Well, my man, you have stuck by me well during this engagement."

"Yes, suh!" said the colored soldier. "Mah old mommer back in Alabama done tol' me to stick wid de generals an Ah'd be O.K. Dem general nevvah gets hurt, she says!"



## Service Clubs Display Their Patriotic Colors

### Lines East

#### SERVICE CLUB SIDE-LIGHTS

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

**V**ICTORY Committees, which have been appointed by the various Service Clubs, have been busily engaged in displaying the names of the boys of Milwaukee families who are in the service of our country. It is the purpose of these committees to do what they can to keep in touch with the boys, and to give them a cheery send-off and not forget them after they have gone. And so, to make it easy for the folks on the home front to remember just who these boys are, the clubs are displaying their names in various ways in the depots where they may be seen by all who come and go.

**F**AITH ISABEL CLUB has one of the very unique ideas for display. Using a large globe of the world, a large "V" is placed in back of it from the base. The names of all boys in all branches of the service and names of the WAACS and WAVES are to be placed on the globe in the foreign country or part of our own country in which they may be. On the large "V" will be the names of the employees subscribing to the payroll deduction plan for War Bonds, and that will include all employees on that line, as they are participating 100 percent. The writer is wondering about one thing, and that is just how they will get all the names on that little country of Japan, their ultimate destination.

**T**HE MINNEAPOLIS SERVICE CLUB purchased a huge service flag some time ago that is now hanging in the depot, bearing a star for each boy and girl who has entered the service of our country. This beautiful silk flag is evidence of the high esteem that these boys and girls are held in by the members of the Service Club. It holds a prominent place in the depot so that all may see the large number from the Milwaukee Road who have answered our country's call. The flag now contains 226 names.

**T**HE MILWAUKEE ARROW SERVICE CLUB of Sioux City has a roster hanging in the depot listing the large number of boys who have left from there. It is appropriately decorated in the colors of our flag and makes a very attractive design. Much comment has been heard from the public. It is a credit to the Service Club and to the railroad.

**T**HE MADISON (S. D.) SERVICE CLUB has under construction a white eagle with wings outspread as in flight, forming a large "V." Each feather in the wings bears the name of an employe or son of an employe who is in the service. This is to be done in red, white and blue and when completed will be a beautiful addition to the depot. It will be indicative of the feeling that exists in our railroad family.

**T**HE ABERDEEN SERVICE CLUB members are building a beautiful display to be placed in the waiting room of the depot. The honor roll in red, white and blue, will be placed in a glassed-in display; it will all be hand painted by our artist, Gail Hanson. He is employed in our baggage department and is on the Victory Committee; with Agent Feddern helping, an excellent job is being done. The names of all Milwaukee employes and sons and daughters of employes will be placed in large block letters. A large "V" is to be painted on the glass and properly lighted so that it will be visible at all times. Vases for flowers on proper occasions are also a part of this display.

#### A GLANCE AT SOME OF THE CLUB MEETINGS

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

#### Milwaukee Hiawatha Club, Unit No. 5

**S**IX young men wearing the Navy blue shared the guest of honor spotlight with C. A. Kennedy, the grand old man of Unit No. 5 at that unit's party Nov. 29. The sailors were invited through the cooperation of the local USO headquarters, and all were in town on leave from the Great Lakes Naval Training Station. Char-

lie Kennedy was guest of honor because members of the unit who worked under his supervision, and others privileged to work with him, decided to honor his retiring from service as of Dec. 1.

But let's take this part of the story from a letter I just received from one of the sailor guests of the evening.

"I would like to take this opportunity to thank you for your very kind invitation to attend the No. 5 section dinner and dance. Whether you know it or not, it touched us very deeply, the send-off you gave the man who retired. You know, even though it happened late in his life, it's these things that make life worth living. It always is a great feeling to know the people you deal with and associate with, hold nothing but good will toward you. The fact that they display it publicly makes it so much more impressive.

"I never before witnessed such an impressive showing of good-fellowship and cooperation.

"Thank you all very much for your invitation. I certainly did enjoy myself and think I can honestly say the same for the rest.

"Yours sincerely,

"Francis J. Mueller, A.M.Q.C."

Francis Mueller and his pal, Charles Griffith, were originally from Baltimore, Maryland. Other sailor guests and their home addresses are as follows: Art Hutchinson, Columbus, Ohio; Ralph Loge, Lloydminster, Sask, Canada; Ernest Cooper, Chattanooga, Tenn., and Murie Cox, Shreveport, La.

#### Milwaukee Hiawatha Service Club, Unit No. 12

**N**EARLY 200 people, including 26 very welcome Navy men, secured through the cooperation of the local USO, attended the second annual Christmas party of Unit No. 12. The party was held in the club rooms in the Union Depot on the evening of Dec. 16, and started with a delicious baked ham dinner served by Miss Irma Knoll and her many very capable assistants on the Dinner Committee.

The Navy men, guests of honor at this party, were from all over the country, including: Bluefield, W. Va.; Brazil, Ind.; Boston, Mass.; Omaha, Neb.; Detroit, Mich.; Chicago, Ill.; and Beloit, La Crosse,



A group of sailors shared the spotlight with C. A. Kennedy, retiring Davies yard car foreman at the party held by Unit 5 of the Milwaukee Hiawatha Service Club. Shown holding the unit's honor roll of men in service are, l. to r.: M. L. Hynes, general car department supervisor; Art O. Hutchinson, a guest from the Great Lakes Naval Training Station; Erwin Weber, chairman of the Milwaukee Victory Committee; Ralph Loge, a guest from Great Lakes; C. A. Kennedy.

Fond du Lac, Appleton, Green Bay and Milwaukee, Wis. Each was given a special gift by the Service Club, and several of the boys were lucky enough to draw three-package cartons of cigarettes. One of the group, Joe Bouldin of Detroit, was employed in the Accounting Department of the New York Central System prior to entering the service. Another, Walter Holz, was formerly a stenographer-clerk at Chestnut Street, Milwaukee; he was also a correspondent for the magazine.

General Superintendent H. C. Munson, and J. H. Valentine, Milwaukee Division superintendent, addressed the group briefly during the evening's program.

Santa Claus, better known in Milwaukee Terminal circles as Ed Hoerl, chief clerk at Chestnut Street freight office, made his appearance following the speaking program, and masterfully entertained all with his singing and comments before distributing the gifts which were provided by the unit.

This picture was made at the big Christmas party held by Unit No. 12 of the Milwaukee Hiawatha Service Club on Dec. 16. Shown, l. to r., are: J. J. O'Toole, assistant superintendent, Milwaukee Terminals; Joe Bouldin, a guest from Detroit (formerly with the New York Central); J. H. Valentine, superintendent, Milwaukee Division; R. W. Triplett, a guest from Brazil, Ind.; H. C. Munson, general superintendent;

Santa Claus (under the whiskers he was Ed Hoerl, chief clerk in the Chestnut Street freight office); Barney W. Szertwitis, a guest from Omaha, Neb.; Harry Bissinger, a guest from Chicago; Leroy Shumate (front), a guest from Bluefield, W. Va.; John Fielding (rear), a guest from Moline, Ill.; H. K. Steiner, chairman of Unit No. 12; John Shannon, chairman of the unit's Entertainment Committee.



## Briefs

**L**AURENCE D. ROUSE, formerly secretary of the Chippewa Service Club at Iron Mountain, Mich., has joined the ranks of the former employees now serving their country in the armed forces. His place is being taken by Wm. Heckler, formerly clerk at Plymouth, Wis., who took over at the Nov. 24 meeting of the club.

## ACTIVITIES IN GENERAL

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

**O**NE year of war has passed, and everyone has a broad idea of what the nation has accomplished in this first year. Prior to Dec. 7, 1941, we all thought in terms of National Defense, and to see that defense materials were being moved. We worked as one in our Service Clubs, joined with the various civic organizations, and endeavored to help make our communities better places in which to live. Our Service Clubs were recognized in many places as being among the most active civic clubs in the community.

The Ottumwa Club, which previously had the distinction of being the outstanding civic club, has done equally as well in the past year in the war effort; this club was the division headquarters for the collection of lead foil, hundreds of pounds of it being turned over to the Girl Scouts. Over 90 percent of the members are registered

with the Civilian Defense Committee, and they are assisting the Navy mothers. This is only a small part of what they are doing.

The East Kansas City Division Club with a small membership, has done very well. Chairman McCarthy has charge of the Civilian Defense program in his township, and his club is the largest donor of scrap lead foil. The Southwest Club has been assisting the Red Cross at various stations in the area of their club; they are holding card parties and giving the entire proceeds to the Red Cross.

The Council Bluffs Club for the past year has held farewell parties for the employees as they were drafted. Their outstanding activity was during the scrap drive, when they took the company truck and collected the city's largest load of scrap, which resulted in some nice publicity for them.

### Items of Interest

**P**VT. Virgil V. Dvorak, former bill clerk in the freight office in Cedar Rapids, now at Camp Polk, La., keeps on his person the Testament, which his father, a telegraph operator in Cedar Rapids, carried with him through World War I in France.

**A**T a recent meeting of the Botna Valley Service Club, there were several sailors who arrived on the Mid-West Hiawatha and were transferring to the Sioux City Line; as they passed through the station, they saw a long table which was spread for a pitch-in dinner. They helped themselves to the food, remarking, "This U.S.O. must be like what they did for the fellows in the last war." They did not know it was a Service Club dinner, but they were made to feel right at home.

## Lines West

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

### Electric Club

**N**EW officers for the forthcoming year were elected at a meeting of the Electric Service Club at Deer Lodge, Mont., at a meeting held Dec. 8. They are: chairman, A. R. Kidd, machine shop foreman; vice-chairman, H. R. Meyer, division storekeeper; secretary, H. F. Dell, chief clerk, store department; treasurer, George Ugland, chief clerk, Car Department.

For their outstanding services to the club during the past year, the retiring officers, Chairman Dwight Rittenhouse, Vice-Chairman Art Woolman, and Secretary George Ugland were extended a rising vote of thanks.

Interest in Traffic Tips continues keen at Deer Lodge, as evidenced by the fact that this shop point consistently leads the Rocky Mountain Division in the number of Tips submitted. In answer to a question voiced at this meeting as to what we should do about Tips during the period of

heavy holiday travel, T.F.&P.A. Vic Strauss pointed out that there was still plenty of room between the engines and cabooses of our freight trains, and urged that we concentrate on freight tips until passenger travel gets back to normal.

### Puget Sound Club

**"E**VERY railroad employee, no matter how insignificant he may think his own job to be, is contributing toward one of the greatest wartime performance records in the history of American industry," N. A. Meyer, superintendent of transportation, told members of the Puget Sound Service Club at a meeting on Nov. 20.

Two-thirds to three-fourths of present railroad output is devoted, directly or indirectly, to the war effort, Mr. Meyer revealed. Proof of the efficiency of railroad operation was his statement that 70 percent more freight tonnage, and 350 percent more armed service passenger miles are being handled with 596,000 fewer freight and passenger cars, as compared with World War I.

Praising the courtesy and efficiency with which railroad employees are handling wartime peak loads, J. R. Ludwick, recently appointed agent at Seattle, pointed out that many of the same men who are now handling government business will return to commercial fields following the war, and the cordial relations established with these government agents will pay dividends in post-war business.

In support of Mr. Ludwick's remarks, W. J. McMahan, newly appointed assistant superintendent for the Coast Division, cited compliments paid our railroad by Navy officers conveying replacements. The Navy, according to Mr. McMahan, was especially pleased with the efficiency with which the replacement groups were handled in and out of busy terminals.

Honor guest at this meeting was J. T. Gillick, chief operating officer, who was in Seattle on an inspection tour. Mr. Gillick discussed the manpower shortage as it affected railroad operations, and urged that everyone cooperate by avoiding unnecessary absences from duty.

"Anyone who is regarded as so essential to the war effort that he is granted a deferment from military service should feel the same obligation as a soldier to do his duty for his country," stated Mr. Gillick.

Others who responded to chairman F. W. Rasmussen's invitation to address the meeting were J. N. Davis, assistant to trustee; L. F. Donald, general manager; R. C. Sanders, rate adjuster; and J. O. McHlyar, assistant to western traffic manager.

A featured speaker on the program was J. R. Melrose, geologist for the Agricultural Department, of Spokane. Mr. Melrose described the work that is being done by his department to develop strategic materials in our western territory. It was Mr. Melrose's opinion that, as a result of this wartime development, we might look forward to the establishment of permanent heavy industries in our western territory that would contribute substantial business to our line in the post-war era.



## LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

**F**IRST Lieut. L. C. Beckert, who was a rodman in the division engineer's office in Ottumwa, Ia., for about two years before entering service on June 1, 1942, is with the Army Air Corps in Africa. He wrote home recently, saying that he went

from the U. S. to Africa by air, and that the country they crossed was extremely interesting. Once, he said, while getting acquainted with the natives, they asked permission of a chief of one tribe to take his picture, to which he consented, with the request that he be permitted to dress up. The request was granted, and when he again appeared, it was not in his tribal finery but in a tuxedo.



1st Lieut. L. C. Beckert.

**P**VT. TIM O'MEARA, formerly a clerk in the freight auditor's office, Chicago (his picture appeared in the April, 1942, issue), writes as follows to his friend, Joe Pecora, of the same office:

"It isn't so bad here, but it is plenty rough just the same. Our most precious thing is water. We have to watch what we drink or we will get sick. It's warm in the day but very chilly at night. The natives speak French and Spanish. It's funny watching the fellows try to talk to them. We stand there and make motions, say a word or two and neither one of us knows what we are saying. I could have gotten a lot of souvenirs that the French left when they evacuated but I have enough to carry as it is. I suppose by the time you get this letter it will be too late,

but I would like to wish you and the friends I have down there a Merry Christmas and a Happy New Year."

**I**N a letter recently received from Walter Hammel, Jr., he goes into a little description of the natives of New Caledonia, where he is stationed:

"We have one old fellow who comes around here for our washing. We call him Methusalem—quite a character. One of the fellows gave him a pair of long underwear the other day. So this morning he came around wearing them. We all got quite a kick out of it. All in all, they are good people, even if they don't take a bath too often."

**H**ERE is an offer some servicemen may want to take advantage of, provided he is tall enough, or short enough to qualify. The following letter arrived in the Magazine office a few days ago. Here goes:

"To the Editor of the Milwaukee Mag.

"Dear Sir: Would you please publish in your magazine each month a list of names of young fellows in the armed forces of U. S., so that young women (or anyone interested) could write letters to, and have correspondence with, these men? (Especially for the benefit of those of us who have no one from our families in the service).

"Please give their full names and addresses; also, pictures, if possible, and some general information of interest, such as height, etc.

"Thank you.

"A Reader of the Milwaukee Magazine."

**T**HE following is quoted from a letter received recently by Earl Solverson from a friend in the Solomons with the Marines. Mr. Solverson is the Magazine's correspondent for the Store Department at the Milwaukee shops in Milwaukee:

"Yessir, the old life in the tropics sure isn't too hard to take, even during war. If the flies, mosquitoes, spiders, and bugs all curled up and died at once, truly life would be wonderful. In peacetime I'll bet



These pictures, made very recently in New Guinea, show Capt. Byron Shipley, former instrumentman in the office of Division Engineer A. Daniels in Minneapolis, who is now commanding a unit of engineers. His picture appeared in the November issue in connection with a piece concerning the eating of crocodile meat.

Above: Capt. Shipley (extreme right) and other soldiers watch a New Guinea native hew a boat—called a lakatoi.

Right: Capt. Shipley quenches his thirst with coconut milk.

Below: The soldiers limber up with a game of catch. The "ball" is a coconut. Capt. Shipley is at the extreme left, indicated by the arrow.



life here couldn't be beat.

"The war has given us all some very fresh angles on the future and things generally. These Marines are certainly a versatile outfit—we've done everything from digging ditches to fighting fire. Good thing I'm still young, I feel, because this way I can put what I learn to use early in life. What I need at present is some good sound sleep. I get enough but it's too broken up by rifles, machine guns, mortars, planes, and the like roaring to life in the middle of the night.

"Wish our mail would start coming in. They talk about the folks at home worrying

when there's no word from the boys, but how about us—not a single sentence in over two months. That, I guess, is another hardship of war, like all the rest."

A farmer took a pig to town and sold it. With the proceeds he bought a hat, a suit, a pair of shoes, and then he tucked the bundle under the seat and said: "Giddap, Oriole, let's get home and surprise my wife." On his way home he stopped at the river, took off all his old clothes and threw them in and they sank. Then he looked under the seat for his new outfit. It was gone. So he got in the buggy and said, "Giddap Oriole, we'll surprise her anyway."

# The Milwaukee Railroad WOMEN'S CLUB

## Janesville Chapter

Mrs. W. B. WILCOX, *Historian*

With 50 of our boys in service, we are proud and happy to be able to do the many things clubs and organizations in this, our country, can do. Remembering our boys is so little for us to do compared with what they are doing for us and is so much appreciated by the boys and their families.

We have erected an Honor Roll on our club house grounds which is in plain view of anyone passing and from the depot and trains. Mrs. M. Kelleher is Chairman of the committee that did this work. Mrs. Boucher, Sunshine Chairman, and her Co-Chairman, Mrs. Messerschmidt, keep in touch with the parents of all boys in service and any who may be called. They also prepared and mailed 45 Christmas gift boxes to the boys. Daniel Courtney, Arnold Steen, Robert Boehm, Orvis Rinehart and Wm. McAuliffe are in the Philippines, supposedly prisoners of war.

We are justly proud to report that our Yardmaster and wife, Mr. and Mrs. J. J. McCarthy, have four sons in service, and Mrs. Wm. Naeser has three sons in service. Both Mrs. Naeser and Mrs. McCarthy are faithful workers and members of our club.

As for Red Cross, with Mrs. Geo. Ryan as chairman, 313 garments have been completed, including pajamas, hospital gowns, sweaters, etc. many members are helping in the surgical dressings work, giving one day a week, and some are instructors; 2,357½ hours have been spent working in Red Cross, and all members are urged to help. We meet every Thursday. Mrs. Wm. Jackson, Mrs. Geo. Ryan, Mrs. F. Bennett and Mrs. Wm. Naeser have received Red Cross pins for 300 hours of actual time put in, and other members are near completion of their 300 hours. We are proud of their record.

We have some of our men and women who have passed all tests and requirements for air raid wardens; some are block lieutenants and several women members have taken the home nursing and first aid courses. We have purchased two war bonds.

## Sioux City Chapter

Mrs. BEN ROSE, *Historian*

"Hello, Service Man:

"Just a line to let you know the folks back home are remembering you at this time of the year. Wherever you are we know you are doing a big job for us, and we are mighty proud of you. All sincerely hope you will be with us again. \* \* \* Trust this finds you in the best of spirits and good health. We want you to know we are pulling for you."

This letter was sent to our boys in service, 80 in all. Our Red Cross group has more than 1,400 hours to its credit, 25 members have taken

## Savanna Chapter

Mrs. KENNETH McCALL, *Historian*

At our November meeting, Mrs. Alta Elder's report of progress in Red Cross knitting was the completion of 13 sweaters, two pair of wristlets and two helmets. The club house is open every Wednesday from one to five. Knitters are urged to come and knit at these hours and to get any assistance they may need. Mrs. Elder is being very capably assisted by Mrs. W. C. Bowen and Mrs. Ivan Shaver. We are concentrating on the production of sweaters, wristlets and caps for the Army and Navy, and more and more women are becoming interested as time goes on. It is

our desire to broaden our field of endeavor and also produce garments in sewing.

December 28th is the date set for us to take over the snackbar at the U. S. O. for one week. Several members are keeping the cookie jar at the Ordnance Depot filled, and cigarettes and candy are kept on hand to treat the service men passing through our city on trains. Cigarettes and candy have also been sent to our boys of the D. & I. Division. War stamps are given as prizes at meetings. Cookies are supplied for the cookie jar at the Proving Ground hospital, the names of members willing to serve at the local U. S. O. club are furnished. Our club house has been donated for Defense Council meetings.

TO members of The Milwaukee Railroad Women's Club, one and all, I wish to extend my heartiest New Year's greetings, and to offer my sincere thanks for the splendid work that you have accomplished during the past year.

The work that has devolved upon all of you in connection with the various branches of the war effort has added much to your responsibilities, but no effort has been too great for you to put forth. With so many outside demands and so many calls on time and heart, you have not only given freely and unceasingly of your time to assist in our club's war effort, but continued to carry on the other duties and work of our club, demonstrating that we are still a real "Milwaukee" family, doing the good work that has earned the Milwaukee Railroad people the reputation of being a united family.

I wish also to extend my best wishes and the wishes of the members of the Women's Club to all of our Milwaukee Railroad men and women who are in service. You are doing a grand job, and we are proud of you. We are standing behind you, and will continue to do all that we can to help attain the victory which will come to us through the united efforts of all of the men and women in service and out. God Bless You.

*Isabelle Kendall*

President General.

home nursing courses, 600 hours; 17 members First Aid courses, 408 hours; Gray Ladies, 72 hours; Canteen, 80 hours. Our Civilian Defense work has included air raid instruction, nutrition talks, air base clerical work, working with the Navy Mothers and the U. S. O., and an estimated 1,000 hours have been spent. Individual members have sent 107 packages and 73 birthday and good wishes cards to service men. A flag, staff and base were purchased by us. Victory was the predominating theme at our annual membership and memorial tea and it was with pleasure that the chapter on that occasion presented a service flag to the War Mothers of our chapter who placed silver stars on it.

## Milbank Chapter

Mrs. E. S. HANSON, *Historian*

Our November 25th meeting was opened with the singing of patriotic songs. Ten dollars was voted for Red Cross kit bags, Mmes. Geo. Phelan, Amos Reeve, Jack Cawthorne, Frank Reeve and Ernest Hanson volunteering to make them.

Our chapter has also donated one book to the Red Cross for use in Service Centers and treats for the boys and purchased two \$25 war bonds, and members have knit sweaters, scarfs and wristlets for the Red Cross and are now working in Surgical Dressings and First Aid classes.

## New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

Since the Jap attack on Pearl Harbor our members have been happy to assist in every way possible in the war effort. Some have worked on the U. S. O. drive, one as hostess at a free pavement dance for benefit of Air Corps stationed at Camp Williams, six miles from here, some as air raid wardens, and others as minute men securing pledges for purchase of war stamps and bonds. Our chapter has donated \$5 each to the Red Cross and the Salvation Army, sold war stamp corsages amounting to \$46, and given war stamps as Christmas gifts to railroad children and to seven graduates of our high school connected with the railroad.

We have taken cookies, cakes, doughnuts, fruit and flowers to the hospitalized men at Camp Williams and visited with them, bringing them such cheer as we could. Many soldiers have been entertained in our homes. Members attend First Aid, Sewing and Knitting classes, and we have as a Red Cross Unit completed four layettes, eight pairs of pajamas, two blankets, four pair of wristlets, 20 sweaters, 27 slips, 17 dresses, 15 skirts, 36 utility bags, 12 bedside bags, four small quilts, two large quilts and two pairs of rompers, with a total of 1,181 hours.

A public party was held by us to raise funds to send 43 Christmas gifts and cards to our 41 boys and two girls who are in the service. Twenty-three members are sending their weekly town paper to service men. Forty-three letters and 205 Christmas cards were written by club members to the boys and girls now serving our country, 25 replies having already been received from the boys.

## Tomah Chapter

MRS. OLIVER KIMZEY, *President*

Our club members are very active in Red Cross and all war work. We have a large U. S. O. building here and many have sewed curtains and worked to get the U. S. O. building ready and many have been hostesses at the U. S. O. afternoons and evenings, made cookies, chaperoned dances, etc.

The Vice President of our club is the chairman for the cutting of all garments for the local chapter of the Red Cross and has spent several hours every week this year. She supervises four groups of women a week, many of whom are railroad members.

Our chapter has a drive on now to collect ash trays, magazines, puzzles, Chinese checkers, etc., to be sent to the hospital at Camp McCoy. We had a card party to raise \$20 for a chair as our share of the furniture in the sun rooms at Camp McCoy and earned \$10 on the sale of cook books for the Red Cross.

We have no estimate of the hours spent by our members in rolling bandages but they are many. The women of our chapter have completed 88 garments to date, 25 woolen skirts for women, 17 bed jackets for women, 21 bed shirts and operating gowns, five men's shirts, two ladies' blouses, 10 pajamas for children. The knitters have made three army scarfs, one navy scarf, three pairs wristlets, one sweater. It took approximately 850 hours for this.

## Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

Red Cross Chairman Mrs. Lambertson's report is very interesting and indicates a great deal of work performed by our members for the Red Cross. The following number of hours have been credited to them: Nutrition, 38; First Aid, 64; Sewing, 361; Knitting, 44; Surgical Dressings, 79. We have donated to the Community Red Cross drive, purchased two war bonds of \$100 denomination, and sent Christmas gifts to 13 boys and one girl in service. Our President, Mrs. Bennett, has donated one pint of blood to the Red Cross blood bank.

## Council Bluffs, Iowa, Chapter

MRS. H. E. ROONEY, *Historian*

Although no accurate account has been kept of the hours spent by our members in the war effort, our activities have been many and varied. During the late winter months and early spring, dresses for refugees and layettes were made at the local Red Cross sewing center. Later our project was bandage folding and rolling. Knitting is done at home.

For the men in service a canteen has been fitted up at the Union Station in Omaha. There the women of the different railroads in Council Bluffs and Omaha alternate in serving and donating food for the boys. Our chapter has cooperated with this movement.

Each boy who leaves for the service from Council Bluffs is presented with a kit containing toilet articles, handkerchief, wash cloth and Testament. Two dances have been promoted by the Back to the Rails Club to help finance this, and as members of this railroad organization the women of our chapter took part in this.

In order to prevent duplication our chapter has cooperated with these clubs rather than undertake these activities alone. However, for our own boys, parties have been given with the help of the Service Club and our Car Foreman, T. P. Schmidt. We hope our efforts have accomplished something to add to the comfort and happiness not only of our own boys in the service but other boys also and that in the New Year we may do still more.

## Mason City Chapter

MRS. JESS MATHEWMAN, *Historian*

December 1 meeting was opened with the Pledge of Allegiance to the Flag and the singing of "God Bless America."

Like all other chapters, we and the Service Men's Club have been active with war work during the year. Many of our boys are in the Army and Navy, so it remains for those at home to stand back of them. Classes in First Aid, Nutrition and Home Nursing have been taken by many members, and we have also assisted in the sale of war bonds and stamps. On Tuesday of each week the club rooms are open for Red Cross sewing under the supervision of Mrs. John Balfanz. Two kits a week are bought for "Milwaukee" boys in service and cards have been sent to all of the boys.

## Chicago Fullerton Avenue Chapter

ALICE M. CHURCH, *Historian*

On Sept. 14 a Red Cross Unit was started in the Fullerton Avenue Chapter. It now has an active membership of 102, composed of the wives of employes and women employes. Meetings are held each Tuesday from 10 a. m. to 8 p. m. in our club rooms. To date, 135 articles of sewing have been made, 50 knitted articles and 4,000 surgical dressings, and 1,100 hours of work have been given. Mrs. Urban Budzien is General Chairman; Mrs. Carl Barclay, Co-Chairman; Mrs. E. F. Rummel, Assistant Chairman; Mrs. H. Kraebber, Secretary. Mrs. A. J. Frandsen is Surgical Dressings Instructor; Mrs. Wm. Selig, Sewing Instructor; Mrs. W. D. Stuebner and Miss Muriel Stuebner, Knitting Instructors; Mrs. L. Bloch, First Aid and Canteen Chairman.

We have been given a very large quota of work by the Red Cross and are urgently in need of workers. We cordially invite and urge every Milwaukee Road woman in Chicago to help in this very important work by coming to our Tuesday meetings.

About 35 members have completed the First Aid Class conducted by our chapter, Mrs. L. Bloch, Chairman, and many members have through the Women's Bowling League donated blood to the Red Cross blood bank. Our chapter is also a member of the Victory Club, being represented on its board by Miss Margaret McCarthy, and through it is keeping in touch with our boys in service. We have also donated between three and four hundred books from our library to the Service Men's Center, to which members have also sent cakes and cookies and contributed a large number of Victrola records to the records' drive. Several hundred dollars' worth of war stamps have been sold by our chapter and it has also purchased two \$100 war bonds.

In the January, 1942, issue of the Milwaukee Magazine, Mr. H. A. Scandrett said in part: "We have been called upon to serve and to stand united with the fighting forces of our country. Serve we will, and united we will stand. This is the pledge in the hearts of the men and women of The Milwaukee Road, and this is the pledge we will fulfill for the glory of our country." This we are trying to do.

## Mobridge Chapter

Our club met Nov. 16 and opened with singing "God Bless America." Routine business was conducted and a vote taken to assist with the sale of war bonds during National Minute Women at War Work Week.

We have received many letters from men in service thanking us for the Christmas treats and boxes of candy which they received and have also supplied books and magazines to service men. We have also helped with the community banquet given for our boys before they leave for camp.

Mrs. Chas. Nath reports completion of 10 soldier's kit bags, to fill which \$10 was spent by our chapter; eight sweaters, seven helmets, five watch caps, ten blouses, and five slips. Cookies and candy are being sent to the boys from time to time and we are trying to show them and their families every courtesy we can.

## Seattle Chapter

MRS. W. L. MASON, *Historian*

Meeting was held for the last time Nov. 26 in the rooms which we have occupied for so long. These rooms will be turned over to the U. S. O. as a lounge for soldiers and sailors.

Instead of the usual exchange of gifts at our Christmas meeting the ladies brought cookies, which were donated to the U. S. O. cookie jar. A great deal of Red Cross work has been done by our members during the year and we now have several hundred hours to our credit. During the past month the ladies working for the Red Cross completed 10 sleeveless sweaters for the army and made twelve rompers and one baby quilt. They also have an afghan which will be donated to the Navy Hospital.



## Perry Chapter

MRS. PETER SLATER, *Historian*

Meeting was held on Dec. 4 with a fine turnout and a large amount of work done for the Red Cross. A light luncheon was served with a nominal charge.

Perry Chapter had an unusually interesting meeting on Nov. 6, when it had an all day sewing for the Red Cross. Mrs. Gus Koch is the club chairman in charge of the work and has accomplished a great deal with the assistance of our "Milwaukee" ladies working throughout the summer months. Vegetable soup and pie were served at noon. Sweaters, helmets, mittens, wristlets, air raid mittens, men's shirts and many other articles of wearing apparel have been made for the Red Cross, and several quilts have been pieced and tied. We have been asked to take part in the campaign for collection of silk and nylon hose, which are needed by our Government. Reception boxes will be placed at the depot ticket office.



## Portage Chapter

MRS. J. H. PIKE, *Historian*

Portage Chapter members have been doing their part for our boys in service. Christmas greeting cards were sent to all of the sons of railroad men in service; that the boys greatly appreciated this was evidenced by the many fine replies received. Several members are air raid wardens and many are taking the home nursing courses. Members have put in 2,000 hours working for the Red Cross, which consists of making layettes, robes, skirts, blouses and hospital garments, and have completed 25 sweaters, numerous pairs of socks, three scarf helmets, five scarfs, and rifle mits.

We are also actively working for Camp Truax at Madison, Wis. Some members bake cookies, others give money, and many have subscribed for magazines for the camp. Mrs. Chester Berger is General Chairman. Our chapter has made a generous donation to the Columbia County Service Club for the purpose of presenting gifts to the boys as they leave for service. We have also purchased a \$100 war bond.



## Sioux Falls Chapter

MRS. JOHN B. NELSON, *Historian*

Looking back through the past year's records of the Sioux Falls chapter, we find the following items related to war work. April—14 treat boxes were mailed to members of local Milwaukee families in the armed forces. April—Purchased one war bond. Oct. 24—Entertained 25 service men of the A. T. S. at a dinner party. November—Christmas packages were sent 27 men in the military service and to one WAAC, all of whom are members of local Milwaukee families. Nov. 22—Entertained 30 service men of the A. T. S. at a dinner party. The club members donated 75 hours in Red Cross work.



## Ottumwa Chapter

K. M. GOHMANN, *Historian*

December 4 meeting was preceded by a cooperative luncheon. Our chapter took part in the "Study for Victory" program launched during the summer to promote civilian morale and military morale through wider understanding of American war aims; to make democracy real at home, and to promote unity through understanding and exchange of ideas. We also, jointly with the Service Club, purchased an American flag, which is daily hoisted on the flag pole erected in the center of the flower garden adjoining our club house. We have assisted in the sale of war stamps, securing 150 pledges of \$1 a week in stamps, and have almost 2,000 hours to our credit in Red Cross work.



## Davenport Chapter

MRS. GEO. VOLRATH, *Historian*

Monthly meeting was held at the home of Mrs. Volrath and was in the form of an all day sewing. A comforter is being made for the Navy Mothers' Club. Members have also packed Christmas boxes for the men in service, sent cookies to the boys from time to time, and assisted in Red Cross work. We have made wool comforters which were sent to the West Coast and Air Force and have received a letter from one of the recipients telling us how very much he appreciated the comforter and saying, "You good women are certainly doing a swell job for the boys in the armed forces. A contribution of this kind is sure worth while. We have very cold nights and I've slept cold for ten long months. Since I have the extra cover I now sleep warm and comfortable, thanks to you from the very bottom of my heart."

In November we purchased a \$100 bond and sent 21 Christmas boxes to service men.

(Continued on page 24)



These women are but a part of the group of 102 in the Red Cross Unit of the Fullerton Avenue Chapter, Chicago. They have unselfishly devoted their time to the making of surgical dressings, knitted garments and other things for the men in service. The group consists of women employed in the Fullerton Avenue Building as well as wives of men in the Chicago Area.



*Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions  
Shown Below During the Month of November, 1942*

Division	Pass. Tips	Frgt. Tips	No. of Tips Per 100 Employees	Division	Pass. Tips	Frgt. Tips	No. of Tips Per 100 Employees
Seattle General	27	3	17.2	Milwaukee Division	41	2	3.2
Dubuque & Illinois	139	44	13.2	Kansas City Division	10	11	2.7
Iowa & S. Minn. Div.	54	45	11.8	La Crosse & River Div.	44	10	2.6
Hastings & Dakota	106	8	10.1	Superior Division	13	1	2.2
Rocky Mountain Div.	64	1	7.0	Chicago General Off.	32	8	1.8
Iowa & Dakota Div.	95	5	6.6	Iowa Division	20	6	1.8
Madison Division	34	2	5.4	Twin City Terminals	13	16	1.4
Trans-Missouri Div.	52	2	5.3	Coast Division	19	2	1.2
Terre Haute Div.	2	33	3.5	Milwaukee Terminals	32	1	0.8
Chicago Terminals	29	67	3.2	Miscellaneous	5	—	0.4
<b>TOTALS</b>					<b>831</b>	<b>267</b>	<b>3.8</b>

**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE  
MONTH OF NOVEMBER, 1942, 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.
<b>Chicago General Offices—</b>					<b>Chicago Terminals Division</b>				
Anderson, Walter	Payroll Clerk	Chicago, Ill.	1		Beaubien, Sidney	Clerk	Galewood, Ill.		1
Barnett, H.W.	Head Clk. Frt. Ckm.	Chicago, Ill.	1	4	Bitz, Herber F.	Agent	Evanston, Ill.	3	
Barry, Harold J.	Dist. Adjuster	Chicago, Ill.	1		Boeck, H.F.	Chief Clerk	Galewood, Ill.		9
Benson, L.J.	Asst. to Chf. Opr. Off.	Chicago, Ill.	1		Borman, T.M.	Ret. Condr.	Chicago, Ill.	1	
Bloom, Edward G.	Off. of Aud. Inv. & Jt. Fac. Accts.	Chicago, Ill.	3		Boyle, Dominick	Clerk	Galewood, Ill.		1
Blum, M.	Gen. Solicitor	Chicago, Ill.	1		Brown, H.	Rate Clerk	Galewood, Ill.		4
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	3	1	Chalifoux, R.E.	Revisor	Galewood, Ill.		1
Butler, J.S.	Ret. Accountant	Chicago, Ill.	1		Connery, W.H.	Rate Clerk	Mannheim, Ill.		1
Eldridge, E.	Freight Clerk	Chicago, Ill.	1	1	Connolly, John J.	Rate Clerk	Galewood, Ill.		1
Gleason, Juanita L.	Dictaphone Opr.	Chicago, Ill.	1		Devlin, J.J.	Foreman	Chicago, Ill.		1
Graves, Viola	Asst. Secretary	Chicago, Ill.	1	1	Dudley, F.R.	Engineering Dept.	Chicago, Ill.	12	
Halsey, G.H.	Trav. Auditor	Marion, Ia.	1		Dyba, T.	Rate Clerk	Galewood, Ill.		2
Hanson, Meyling	Gen. Frt. Dept.	Chicago, Ill.	1		Ensor, Art	Rate Clerk	Galewood, Ill.		1
Knippel, Frank	Clk. Comptrollers Off.	Chicago, Ill.	1		Erickson, W.E.	Carman	Galewood, Ill.	1	
Krause, I.B.	Purch. Dept.	Chicago, Ill.	1		Harvey, Thos.	Mach. Helper	Bensenville, Ill.	1	
Liewald, J.J.	Chf. Clk.	Chicago, Ill.	1		Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4
Loderhose, G.W.	Frt. Claim Agent	Chicago, Ill.	1		Kohn, Arthur	Blacksmith	Galewood, Ill.	2	
Malarski, Evelyn	Key-punch Opr.	Chicago, Ill.	1		Lefire, G.E.	Rate Clerk	Galewood, Ill.		18
McCarthy, Margaret	Clerk	Chicago, Ill.	1		Maloney, R.W.	Asst. Cashier	Galewood, Ill.	1	
Miller, Mrs. F.A.	Adv. Dept.	Chicago, Ill.	1		Miller, John	C/L Notice Clk.	Chicago, Ill.	1	
Miller, Irene	Law Dept.	Chicago, Ill.	1		Morgan, Frank Jr.	Compt. Opr.	Galewood, Ill.	2	
Naatz, Anthony	Head Clerk	Chicago, Ill.	1		O'Byrne, William	Interline Clk.	Galewood, Ill.	1	
Norten, W.J.	Adjuster	Chicago, Ill.	1		Oefering, J.J.	Rate Clerk	Galewood, Ill.		12
Olson, Roy M.	Chief Clerk	Chicago, Ill.	1		Petersen, Victor	Chief Clerk	Chicago, Ill.	2	
Rennebaum, E.A.	Gen. Frt. Traffic	Chicago, Ill.	1		Philgren, Loretta	Compt. Operator	Galewood, Ill.	1	1
Snellgrove, N.F.	Spec. Accountant	Chicago, Ill.	1		Rabun, L.H.	Asst. Div. M.M.	Bensenville, Ill.	1	
Trabert, G.F.	Ret. P.F.I.	Milwaukee, Wis.	1		Rieckhoff, G.M.	B. & B. Clerk	Chicago, Ill.	5	
Travers, F.T.	Steno-Clk. Tax Dept.	Chicago, Ill.	1		Roth, Sid	Timekeeper	Chicago, Ill.	1	
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Schultzeiss, Chas.	Clerk	Galewood, Ill.		1
Vraney, Mrs. J.E.	Wife of Chf. Trav. Aud.	Chicago, Ill.	1	1	Striebel, F.L.	Instrumentman	Chicago, Ill.	1	
Wells, Grace	Secretary	Chicago, Ill.	1		Wagner, A.	Car Record Clk.	Galewood, Ill.		1
			32	8	Willison, Harry	Asst. Chf. Clerk	Galewood, Ill.	1	
					Wojhoski, Gust	Checker	Galewood, Ill.	1	67
<b>Coast Division</b>					<b>Dubuque and Illinois Division</b>				
Allen, Blanche	Track Dept.	Spokane, Wash.	1		Ahrens, F.W.	Conductor	Elgin, Ill.	2	
Barrett, Mrs. C.E.	Wife of Agent	Tekoa, Wash.	2		Ames, John	O.S. & D. Clk.	Dubuque, Ia.		5
Clover, F.F.	Chief Clerk	Tacoma, Wash.	1		Berlin, F.H.	Car Dept.	Spaulding, Ill.	19	
DeGuire, C.E.	Clerk	Tacoma, Wash.	1		Blaser, J.P.	Flagman	Dubuque, Ia.	3	
Geelhart, C.W.	Sec. Foreman	Bayne, Wash.	1	1	Brandt, J.	Storehelper	Dubuque, Ia.	2	
Giebel, J.	Brakeman	Tacoma, Wash.	1		Brennan, J.F.	Car Clerk	Savanna, Ill.	1	
Hays, P.L.	Chf. Dispatcher	Spokane, Wash.	1		Dubmeyer, A.	Welder	Dubuque, Ia.		2
Johnson, G.M.	Conductor	Spokane, Wash.	1		Eckstein, F.E.	Chief Clerk	Dubuque, Ia.	1	
Lowe, R.R.	Tel. & Sig.	Ellensburg, Wash.	1		Fall, George	Foreman	Dubuque, Ia.	1	
MacDonald, J.C.	Dist. Stkpr.	Tacoma, Wash.	1		Gavin, J.	P.F.I.	Dubuque, Ia.		1
Mason, J.L.	Clk. Store Dept.	Tacoma, Wash.	1		Graham, W.W.	Conductor	Dubuque, Ia.	1	
Olson, A.W.	Asst. Supt. D.C. Dept.	Tacoma, Wash.	1		Hinsch, L.L.	Engineering Dept.	Savanna, Ill.	1	
Pentecost, A.	General Frmn.	Tacoma, Wash.	1		Hocking, Donald	Bill Clerk	Dubuque, Ia.		1
Prescott, Lester	Boardman	Tacoma, Wash.	1	1	Hocking, Walter	Chf. Bill Clk.	Dubuque, Ia.		2
Robertson, Helen	Operator	Tacoma, Wash.	1		Jahn, W.C.	Foreman	Dubuque, Ia.		1
Rusch, Helen	Stenographer	Mineral, Wash.	1		Keating, C.E.	Lieut. of Police	Dubuque, Ia.	2	
Unnopulos, H.P.	Sec. Foreman	Tacoma, Wash.	1		Keck, Walter	Cutter	Dubuque, Ia.	1	
Walter, Byron	Loco. Engineer	Tacoma, Wash.	1		Kempster, Lyle	Car Clerk	Dubuque, Ia.		2
Woods, Mrs. L.E.		Seattle, Wash.	1		Kersch, Harry	Laborer	Dubuque, Ia.	1	
		Tacoma, Wash.	1		Kolze, Albert	Car Dept.	Spaulding, Ill.	2	
			19	2	Kurt, Francis	Clerk	Waukon, Ia.	21	14
					Lange, H.	Checker	Dubuque, Ia.		1

*(Continued on page 21)*

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Dubuque and Illinois Division—continued</b>					<b>Iowa and Dakota Division</b>				
Lincoln, R.	Asst. Cashier	Dubuque, Ia.		1	Anderson, E.E.	Sec. Frmn.	Delmont, S.D.		5
Long, W.E.	Ret. Mach.	Savanna, Ill.	3		Baker, C.L.	Laborer	Sioux City, Ia.		2
Martin, W.H.	Operator	Marquette, Ia.	2		Berry, D.R.	Steno-Clerk	Mason City, Ia.		2
Matthew, Frank	Loco. Dept.	Marquette, Ia.	1		Brown, Roy O.	Sec. Frmn.	Armour, S.D.		1
Maus, T.	Laborer	Dubuque, Ia.	8		Christensen, P.S.	Coach Cleaner	Sioux City, Ia.		1
Millar, L.M.	Clerk	Dubuque, Ia.	1		Clark, F.H.	Agent	Kadoka, S.D.		1
Mirosh, Frank	Car Dept.	Savanna, Ill.	1		Clark, W.E.	Fireman	Mason City, Ia.		1
Morgan, Frank	Engineer	Dubuque, Ia.	1		Craven, C.F.	Loco. Engr.	Mason City, Ia.		2
Muntz, A.L.	Blacksmith	Savanna, Ill.	1	2	Deurmeier, L.T.	Conductor	Sioux City, Ia.		1
Newell, R.G.	Pipefitter	Savanna, Ill.	1		Dunham, J.W.	Pass. Condr.	Sioux City, Ia.		1
Nutt, M.E.	Clerk	Savanna, Ill.	1		Eckert, Mrs. K.	Wife of Conductor	Sioux City, Ia.		1
Oswald, J.J.	Police Dept.	Savanna, Ill.	1		Ervin, Harry	Switchman	Mason City, Ia.		1
Peck, Earl	Expense Clerk	Dubuque, Ia.	1	1	Flanagan, R.F.	Sec. Laborer	Alexandria, S.D.		1
Pohl, William	Loco. Dept.	Marquette, Ia.	1		Foote, C.A.	Baggage Agent	Sioux City, Ia.		1
Ralston, R.R.	Rate Clerk	Dubuque, Ia.	1	2	Gustafson, V.E.	Operator	Mason City, Ia.		1
Raymond, Dave	Car Dept.	Savanna, Ill.	2		Hathaway, Mrs. E.L.	Wife of Agent	Chancellor, S.D.		3
Reinehr, Mrs. A.J.	Wife of Agent	Savanna, Ill.	2		Hladky, Chas.	Sec. Laborer	Lesterville, S.D.		2
Reinehr, M.E.	Stenographer	Savanna, Ill.	2		Hornig, Fred F.	Instrumentman	Mason City, Ia.		1
Rohner, F.M.	General Clerk	Dubuque, Ia.	1	1	Hudson, Zane	Station Force	Sheldon, Ia.		1
Rosenberg, Wm.	Helper	Dubuque, Ia.	1		Isaacson, C.A.	Sec. Foreman	Burbank, S.D.		3
Saltow, H.F.	Station Baggage-man	Savanna, Ill.	1		Jefferies, J.P.	Sec. Laborer	Belvidere, S.D.		1
Schmidel, George	Chief Clerk	Savanna, Ill.	1	1	Jenkins, Betty Jane	Dtr. of Trainman	Sioux Falls, S.D.		2
Schuster, L.A.	Equip. Maintainer	Dubuque, Ia.	1		Kemp, Colonel	Flagman	Sioux Falls, S.D.		2
Schwartz, L.V.	Div. Storekeeper	Savanna, Ill.	1		Lambert, K.S.	Agent	Mt. Vernon, S.D.		1
Smith, L.A.	Switchman	Savanna, Ill.	1		Lindloff, Fred	Coach Cleaner	Sioux Falls, S.D.		1
Stafford, Wm. A.	Clk. Traffic Dept.	Dubuque, Ia.	5		Lux, Warren	Loco. Dept.	Sioux City, Ia.		2
Thompson, L.E.	Laborer	Dubuque, Ia.	2		Lynn, C.E.	Electrician	Mitchell, S.D.		3
Tyler, Irvin	B. & B. Dept.	Savanna, Ill.	1	1	Main, A.B.	Engineer	Sioux Falls, S.D.		2
Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1	2	Mattison, Edward	Engineer	Sioux City, Ia.		2
Whitney, Walter	Janitor	Savanna, Ill.	1		McGarvey, E.L.	Brakeman	Mason City, Ia.		1
Withhart, F.M.	Baggage man	Savanna, Ill.	39	2	McGourty, Carrier	Wife of Machinist	Mason City, Ia.		2
Youngblood, L.	Machst. Tester	Marquette, Ia.	1		McMaster, A. Jr.	Steno.	Sioux City, Ia.		1
			179	44	Mitchell, B.J.	Chief Clerk	Sioux City, Ia.		1
					Moderger, John	Station Frmn.	Tabor, S.D.		1
					O'Neill, J.N.	Ret. Engineer	Sioux City, Ia.		1
					Otten, Claus	Track Dept.	Parker, S.D.		2
					Pappas, Tony	R.H. Employee	Mason City, Ia.		1
					Pattschull, Theo	Engineer	Mason City, Ia.		1
					Paullin, C.L.	Painter	Mitchell, S.D.		2
					Paullin, F.E.	Clerk	Mitchell, S.D.		4
					Pecanka, Emil	Sec. Foreman	Stickney, S.D.		1
					Piatt, Earl	Carman	Sioux City, Ia.		1
					Popper, Emil	Clerk	Sioux City, Ia.		1
					Reichardt, C.W.	Pump Repr.	Mason City, Ia.		1
					Reisdorf, A.J.	Loco. Engr.	Mason City, Ia.		1
					Reyner, Emma	Cashier	Rapid City, S.D.		1
					Rifenbark, Mrs. J.	Wife of Conductor	Sioux City, Ia.		1
					Serakos, Chris	Sec. Laborer	Mason City, Ia.		1
					Shadle, W.G.	Conductor	Sioux City, Ia.		2
					Sizer, R.E.	Trainmaster	Mason City, Ia.		2
					Sopoci, Steve	Sec. Foreman	Tripp, S.D.		3
					Veit, S.W.	Loco. Dept.	Mason City, Ia.		1
					Wood, C.H.	Sec. Foreman	Lesterville, S.D.		2
					Woodhouse, W.H.	Baggage man	Mason City, Ia.		9
					Young, Doris	Dtr. of Roadmaster's Clk.	Algona, Ia.		5
								95	5
<b>Hastings and Dakota Division</b>					<b>Iowa and Southern Minnesota Division</b>				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	4		Bloom, Mrs. M.C.	Wife of Agent	Okabena, Minn.		1
Bacon, Mrs. R.I.	Wife of Agent	Ashton, S.D.	2		Bork, Clarence	Sec. Foreman	Plymouth, Ia.		1
Borgh, Carl A.	Air Condition Man	Aberdeen, S.D.	1		Bruha, F.H.	Agent-Operator	Dexter, Minn.		1
Bradbury, E.M.	Steno., Loco. Dept.	Aberdeen, S.D.	5	1	Costello, G.L.	Machinist Appr.	Austin, Minn.		1
Bruers, A.W.	Agent	Graceville, Minn.	2		Day, A.J.	Track Dept.	Brownsdale, Minn.		1
Campbell, Dwight	Solicitor	Aberdeen, S.D.	2		Dosey, E.H.	Cashier	Blooming Prairie, Minn.		33
Dreelan, A.	Stowor	Aberdeen, S.D.	1		Dorsey, Mrs. E.H.	Cashier's Wife	Blooming Prairie, Minn.		2
Drum, R.A.	Conductor	Aberdeen, S.D.	2		Finnegan, Jim	Son of Agent	Owatonna, Minn.		1
Eagleson, Fred	Checker	Aberdeen, S.D.	1		Glynn, H.L.	B. & B. Carpenter	Austin, Minn.		3
Falkenhagen, W.M.	Bus Driver	Watertown, S.D.	38		Harnoss, A.W.	Agent	Mazeppa, Minn.		1
Geiser, D.R.	Agent	Java, S.D.	2		Hartwig, F.E.	Agent-Operator	Fountain, Minn.		2
Geiser, Mrs. D.R.	Wife of Agent	Java, S.D.	3		Hayes, Albert	Operator	Albert Lea, Minn.		4
Geiser, Mrs. F.M.	Wife of Agent	Hillsview, S.D.	2		Healy, J.S.	Sec. Foreman	Austin, Minn.		1
Geiser, W.A.	Agent	Fairmount, N.D.	1	1	Hoff, P.E.	Station Helper	Lanesboro, Minn.		1
Geiser, Mrs. W.A.	Wife of Agent	Fairmount, N.D.	1		Holden, Helen	Operator	Fairmont, Minn.		1
Hansen, Max	Roadmaster's Clk.	Aberdeen, S.D.	4		Holms, Wm.	Baggage Clerk	Austin, Minn.		1
Hohensee, E.	Station Force	Aberdeen, S.D.	1		Horton, A.A.	Agent	Fairmont, Minn.		1
Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	1		Horton, Mrs. A.A.	Wife of Agent	Fairmont, Minn.		1
Huger, R.F.	Operator	Bristol, S.D.	4		Jackson, George	Sec. Foreman	Naples, S.D.		2
Jackson, Robert M.	Sec. Laborer	Mellette, S.D.	4		Johnson, Chas.	Agent-Operator	Sherburn, Minn.		2
Johnson, Walter	Caller	Aberdeen, S.D.	2		Josephson, George	Track Dept.	Brownsdale, Minn.		1
Klefsstad, Mrs. H	Sec. Frmn's Wife	Bath, S.D.	1		Lehmann, A.G.	Agent	Welcome, Minn.		1
Lieb, George	Operator	Ortonville, Minn.	1	4	Luskow, F.F.	Roadmaster	Austin, Minn.		1
Lotzer, L.M.	P. & D. Clerk	Aberdeen, S.D.	1		Ma Jusiak, S.A.	Sec. Foreman	Madford, Minn.		1
Luck, H.H.	Machinist	Aberdeen, S.D.	2		Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.		6
Malsom, Pete	Crane Engr.	Aberdeen, S.D.	1		McGovern, L.L.	Supt's Office	Austin, Minn.		1
McCarthy, C. Ruth	Clk. Law Dept.	Aberdeen, S.D.	1		Monroe, Ed	Sec. Laborer	Fountain, Minn.		1
Monroe, T.A.	Conductor	Andover, S.D.	1		Olson, F.J.	Operator	Albert Lea, Minn.		1
Moriarty, W.J.	Clk. Store Dept.	Aberdeen, S.D.	4		Olson, H.L.	Agent-Operator	Brownsdale, Minn.		1
Murphy, W.H.	Chf. Clk. to D.M.	Aberdeen, S.D.	2		Peterson, Fred	Ret. Sec. Frmn.	Iona Lake, Minn.		1
Nelson, M.	Track Dept.	Appleton, S.D.	1		Peterson, R.A.	Agent-Operator	Winnepago, Minn.		1
Person, A.F.	Warehouse Frmn.	Fargo, N.D.	2	2	Post, E.O.	B. & B. Foreman	Austin, Minn.		1
Peterson, Peter	Sec. Frmn.	Bristol, S.D.	2		Rudloff, E.W.	Ret. Trn. Disp.	Minneapolis, Minn.		1
Ryan, Winifred	Clk. Store Dept.	Aberdeen, S.D.	1		Severson, L.H.	Cashier	Albert Lea, Minn.		1
Spatafore, George	Son of Sec. Frmn.	Warner, S.D.	2		Sexter, K.C.	Agent-Operator	Bixby, Minn.		1
Spatafore, John	Sec. Frmn.	Mellette, S.D.	2		Stokes, L.R.	Station Force	Fairbault, Minn.		1
Spatafore, Martin	Sec. Frmn.	Warner, S.D.	1		Vogel, K.	B. & B. Foreman	Wells, Minn.		1
Springer, Mrs. F.L.	Wife of Loco. Engr.	Aberdeen, S.D.	2		Wahlin, W.G.	Agent	Matawan, Minn.		3
Todoroff, Carl	Laborer	Aberdeen, S.D.	1		Will, Irvin W.	P.F.I.	Austin, Minn.		1
Williams, Frank	Loco. Engr.	Aberdeen, S.D.	1						
Witte, Mrs. W.A.	Wife of Agent	Tulare, S.D.	1						
Zemanek, R.M.	Air Condition Elect.	Aberdeen, S.D.	1						
			106	8					
<b>Iowa Division</b>					<b>Iowa and Southern Minnesota Division</b>				
Barnoske, J.W.	Yard Foreman	Cedar Rapids, Ia.	1		Bloom, Mrs. M.C.	Wife of Agent	Okabena, Minn.		1
Berman, H.	T.B.M.	Des Moines, Ia.	2		Bork, Clarence	Sec. Foreman	Plymouth, Ia.		1
Dettmann, I.W.	Machinist	Perry, Iowa	2	2	Bruha, F.H.	Agent-Operator	Dexter, Minn.		1
Failor, W.E.	Roadmaster's Clk.	Marion, Iowa	3		Costello, G.L.	Machinist Appr.	Austin, Minn.		1
Farley, Eugene	Son of Employee	Manilla, Ia.	1		Day, A.J.	Track Dept.	Brownsdale, Minn.		1
Harry, Ida	File Clerk	Marion, Iowa	1	3	Dosey, E.H.	Cashier	Blooming Prairie, Minn.		33
Hennessey, G.F.	Night R.H.F.	Cedar Rapids, Ia.	1		Dorsey, Mrs. E.H.	Cashier's Wife	Blooming Prairie, Minn.		2
Hoes, Frank R.	Mech. Dept.	Perry, Iowa	1	1	Finnegan, Jim	Son of Agent	Owatonna, Minn.		1
Lange, L.R.	Div. Storekeeper	Marion, Iowa	2		Glynn, H.L.	B. & B. Carpenter	Austin, Minn.		3
Manton, Thos.	P.F.I.	Cedar Rapids, Ia.	3		Harnoss, A.W.	Agent	Mazeppa, Minn.		1
Nebb, W.E.	Carpenter	Marion, Iowa	1		Hartwig, F.E.	Agent-Operator	Fountain, Minn.		2
Nollisch, Duane	Clerk	Marion, Iowa	1		Hayes, Albert	Operator	Albert Lea, Minn.		4
Petty, M.R.	Conductor	Perry, Iowa	1		Healy, J.S.	Sec. Foreman	Austin, Minn.		1
Robertson, Paul	Laborer	Manilla, Ia.	1		Hoff, P.E.	Station Helper	Lanesboro, Minn.		1
Schmidt, T.P.	Car Foreman	Council Bluffs, Ia.	1		Holden, Helen	Operator	Fairmont, Minn.		1
Skow, Chris H.	Track Dept.	Lost Nation, Ia.	1		Holms, Wm.	Baggage Clerk	Austin, Minn.		1
			20	6	Horton, A.A.	Agent	Fairmont, Minn.		1
					Horton, Mrs. A.A.	Wife of Agent	Fairmont, Minn.		1
					Jackson, George	Sec. Foreman	Naples, S.D.		2
					Johnson, Chas.	Agent-Operator	Sherburn, Minn.		2
					Josephson, George	Track Dept.	Brownsdale, Minn.		1
					Lehmann, A.G.	Agent	Welcome, Minn.		1
					Luskow, F.F.	Roadmaster	Austin, Minn.		1
					Ma Jusiak, S.A.	Sec. Foreman	Madford, Minn.		1
					Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.		6
					McGovern, L.L.	Supt's Office	Austin, Minn.		1
					Monroe, Ed	Sec. Laborer	Fountain, Minn.		1
					Olson, F.J.	Operator	Albert Lea, Minn.		1
					Olson, H.L.	Agent-Operator	Brownsdale, Minn.		1
					Peterson, Fred	Ret. Sec. Frmn.	Iona Lake, Minn.		1
					Peterson, R.A.	Agent-Operator	Winnepago, Minn.		1
					Post, E.O.	B. & B. Foreman	Austin, Minn.		1
					Rudloff, E.W.	Ret. Trn. Disp.	Minneapolis, Minn.		1
					Severson, L.H.	Cashier	Albert Lea, Minn.		1
					Sexter, K.C.	Agent-Operator	Bixby, Minn.		1
					Stokes, L.R.	Station Force	Fairbault, Minn.		1
					Vogel, K.	B. & B. Foreman	Wells, Minn.		1
					Wahlin, W.G.	Agent	Matawan, Minn.		3
					Will, Irvin W.	P.F.I.	Austin, Minn.		1

(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.
<b>Iowa and Southern Minnesota Division —Cont'd</b>					<b>Milwaukee Division</b>				
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	11		Bauer, J.L.	Train Dispatcher	Beloit, Wis.	1	
Wopat, Judy Ann	Daughter of Agent	Vienna, S.D.	1		Benzing, Henry	Equip. Maintainer	Horicon, Wis.	2	
			54	45	Carter, L.A.	Train Dispatcher	Beloit, Wis.	1	
<b>Kansas City Division</b>									
Allen, Mrs. Treva	Wife of Agent	Hayesville, Ia.		1	Charon, James	Distributor	Milwaukee, Wis.		1
Anderson, John B.	Sec. Frmn.	Hayesville, Wis.		1	Charon, Patricia	Son of Car Distributor	Milwaukee, Wis.		1
Atkin, Frank W.	Traffic Dept.	Kansas City, Mo.	2		Fiebelkorn, N.C.	Chief Clerk	Milwaukee, Wis.	1	
Blaylock, Joe	Sec. Laborer	Kansas City, Mo.	2		Francey, Elenore	Stenographer	Beaver Dam, Wis.	1	
Cherwinkler, Fay	Track Dept.	Walford, Ia.		1	Giесе, R.	Sec. Laborer	Milwaukee, Wis.	2	
Clavey, Earl	Fireman	Haskins, Ia.		1	Harper, Mrs. W.J.	Wife of Engineer	Iron Ridge, Wis.	1	
Henson, Clyde	Sec. Foreman	Ottumwa, Ia.	1	2	Kuhn, H.G.	Clerk	Milwaukee, Wis.	9	
Henson, H.L.	Steno-Clerk	North English, Ia.	1	2	Kuhn, Mrs. H.G.	Wife of Clerk	Beaver Dam, Wis.	1	
Reed, H.A.	Accountant	Ottumwa, Ia.	1	3	Lentz, Delbert	Track Laborer	Horicon, Wis.	2	
Russell, Art	Asst. Warehouse Foreman	Kansas City, Mo.	1	1	Love, F.J.	Train Dispatcher	Beloit, Wis.	1	
Sowder, J.W.	Chf. Clk. to Supt.	Ottumwa, Ia.	1	1	Mahnke, A.	Sec. Foreman	Mayville, Wis.	1	
Stern, S.H.	Engineering Dept.	Ottumwa, Ia.	1	1	Marske, M.	Telegrapher	Beloit, Wis.	1	
Stevens, H.R.	Rodman	Linby, Ia.	1	1	McCann, E.J.	Chf. Dispatcher	Beloit, Wis.	1	
Sward, B.W.	Track Dept.	Ottumwa, Ia.	1	1	Meyer, I.C.	Agent	Beaver Dam, Wis.	2	
Wallen, M.O.	Conductor	Ottumwa, Ia.	1	1	Mueller, A.A.	Operator	Beaver Dam, Wis.	1	
			10	11	Noel, M.E.	Roadmaster	Horicon, Wis.	2	
<b>La Crosse and River Division</b>									
Blanchfield, E.C.	Rate Clerk	Merrill, Wis.	1		Olson, A.H.	Roadmaster	Horicon, Wis.	1	
Briebach, Fred R.	Carman	La Crosse, Wis.	2		Schmid, Joe	Sec. Laborer	Iron Ridge, Wis.	1	
Butcher, E.B.	Clerk	Oconomowoc, Wis.	2	5	Shellpeffer, R.	Sec. Laborer	Mayville, Wis.	1	
Frazier, I.L.	Yard Clerk	Merrill, Wis.	1		Snow, W.I.	Engineer	Chicago, Ill.	2	
Fries, J.	Chief Clerk	Merrill, Wis.	2		Stadler, Herman	Sec. Foreman	Pickett, Wis.	1	
Frye, M.	Cashier	Merrill, Wis.	1		Thomas, F.A.	Sec. Laborer	Iron Ridge, Wis.	1	
Fuchs, Robert	Machinist	Tomah, Wis.	1		Weginer, J.	Train Dispatcher	Beloit, Wis.	1	
Fuller, M.R.	Car Dept.	Wis. Rapids, Wis.	1		Ziegenhagen, E.R.	Rate Clerk	Iron Ridge, Wis.	1	
Gnewuch, C.W.	Clerk	Watertown, Wis.	1				Oshkosh, Wis.		1
Gnewuch, Mrs. C.W.	Wife of Cashier	Watertown, Wis.	1					41	2
Gran, Irvin	Station Force	La Crosse, Wis.	1		<b>The Traffic Tip Bulletin is the tippers' HONOR ROLL—are YOU on it?</b>				
Hagman, Mrs. U.R.	Wife of Agent	Watertown, Wis.	1		<b>Milwaukee Terminals and Shops</b>				
Hay, W.W.	Instrumentman	La Crosse, Wis.	1		Becker, Andrew Sr.	Electrician	Milwaukee, Wis.	3	
Hazelwood, E.E.	Chief Clerk	Wausau, Wis.	2		Becker, F.C.	Carpenter	Milwaukee, Wis.	1	
Henson, Russ	Clerk	Merrill, Wis.	1		Belond, H.	AAR Inspector	Milwaukee, Wis.	1	
Hyson, T.F.	Sec. Foreman	Watertown, Wis.	1		Bilty, G.J.	Car Foreman	Milwaukee, Wis.	5	
Johnson, Clifford	Storehelper	La Crosse, Wis.	3		Chevalier, H.W.	Chief Draftsman	Milwaukee, Wis.	1	
Karow, C.A.	Cashier	Winona, Minn.	2		Fischer, George	Blks. Helper	Milwaukee, Wis.	1	
Karow, Mrs. D.C.	Expense Clk. & Steno.	Winona, Minn.	2		Freinoefer, Wm.	Frnt. Car Shop	Milwaukee, Wis.	1	
Koch, Carl R.	Helper	La Crosse, Wis.	3		Hanson, Edgar	Sig. Draftsman	Milwaukee, Wis.	1	
Miller, C.F.	Time Revisor	La Crosse, Wis.	1		Kanies, R.A.	Milwaukee, Wis.	1		
Owেকে, Harry	Rate Clerk	Winona, Minn.	3		Keller, E.A.	Freight Station	Milwaukee, Wis.	1	1
Provot, R.V.	Sec. Foreman	Doylestown, Wis.	1		Krause, Edwin	Machinist	Milwaukee, Wis.	1	
Ruder, G.	Warehouse Frmn.	Merrill, Wis.	2	1	Krueger, Edward	Welder	Milwaukee, Wis.	1	
Ruder, Wm.	Trucker	Merrill, Wis.	2	1	Liebnow, E.	AAR Clerk	Milwaukee, Wis.	1	
Sietz, Harold	Clerk	Tomah, Wis.	1		Michalski, C.J.	Car Dept.	Milwaukee, Wis.	1	
Smith, Chas. S.	Lieut. of Police	La Crosse, Wis.	1	3	Neuman, John	Fire Patrolman	Milwaukee, Wis.	1	
Sundet, A.O.	Station Force	La Crosse, Wis.	1		Ott, A.	Wheel Foundry	Milwaukee, Wis.	2	
Tucker, George	Sheet Metal Worker	Tomah, Wis.	1		Porter, L.B.	Supt., Tel. & Sig.	Milwaukee, Wis.	1	
Wheeler, M.J.	Bill Clerk	Winona, Minn.	2		Pritzlaff, Elsa M.	Clerk, Tel. & Sig.	Milwaukee, Wis.	1	
			44	10	Schiefelbein, A.	Paint Mixer	Milwaukee, Wis.	1	
<b>Madison Division</b>									
Adler, N.C.	Sec. Foreman	Madison, Wis.	1		Schwarz, C.R.	Tel. & Sig. Dept.	Milwaukee, Wis.	1	
Agner, C.H.	Train Dispatcher	Madison, Wis.	1		Steuer, G.A.	Chief Clerk	Milwaukee, Wis.	1	
Blethen, W.W.	Stenographer	Madison, Wis.	1		Strand, O.T.	Sig. Maintainer	Stowell, Wis.	1	
Coleman, James F.	Ret. Clerk	Madison, Wis.	2		Thielke, F.E.	Clerk	Milwaukee, Wis.	1	
Cross, Ray	Clerk	Madison, Wis.	1		Tschants, W.G.	AAR Clerk	Milwaukee, Wis.	1	
Dahnke, J.F.	Agent	Monticello, Wis.	1	2	Zuehlke, P.J.	Tel. Clerk	Milwaukee, Wis.	1	
Dempsey, J.F.	Storekeeper	Madison, Wis.	1					32	1
Ferris, Robert	Clerk	Madison, Wis.	1		<b>Rocky Mountain Division</b>				
Fiscus, L.J.	Storehelper	Madison, Wis.	1		Bertram, Henry	Warehouse Frmn.	Lewistown, Mont.	1	
Harrington, Leo	Delivery Clerk	Madison, Wis.	1		Blundell, A.E.	Engineer	Deer Lodge, Mont.	1	
Johnson, O.	Engineer	Madison, Wis.	2		Brange, P.W.	Blacksmith	Deer Lodge, Mont.	1	
Kerin, Robert	Check Clerk	Madison, Wis.	1		Brautigam, W.E.	Roundhouse Frmn.	Deer Lodge, Mont.	2	
Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	3		Brautigam, Mrs. W.E.	Wife of R.H.F.	Deer Lodge, Mont.	1	
Kline, O.S.	Train Dispatcher	Madison, Wis.	1		Breeding, M.C.	Brakeman	Deer Lodge, Mont.	1	
Kurth, I.A.	Train Dispatcher	Madison, Wis.	1		Campbell, J.W.	Police Dept.	Deer Lodge, Mont.	2	
Lemanski, Frank	Dispatcher's Clk.	Madison, Wis.	1		Corogan, Neil	Dispatcher	Butte, Mont.	1	
Marsh, H.A.	Conductor	Madison, Wis.	1		Davis, C.N.	Loco. Engr.	Three Forks, Mont.	1	
McDonnell, W.J.	Train Dispatcher	Mineral Point, Wis.	1		Davis, C.F.	Engineer	Deer Lodge, Mont.	1	
McMillin, H.E.	Trucker	Madison, Wis.	2		Dell, H.F.	Chief Clk.	Deer Lodge, Mont.	1	
McNulty, B.M.	Chief Clerk	Richland Center, Wis.	3		Denton, H.	Clerk	Deer Lodge, Mont.	1	
Neese, Ira S.	Cashier	Waykesha, Wis.	1		Finkbeiner, S.W.	Carman	Lewistown, Mont.	2	
O'Loughlin, M.P.	Operator	Madison, Wis.	1		Foster, E.H.	Chief Clerk	Deer Lodge, Mont.	1	
Parkin, C.A.	Train Dispatcher	Madison, Wis.	1		Foster, Mrs. E.H.	Wife of Chf. Clk.	Deer Lodge, Mont.	1	
Piasecki, A.J.	Clerk	Richland Center, Wis.	2		Hertz, F.	Mach. Helper	Deer Lodge, Mont.	1	
Rommelanger, J.	Demurrage Clk.	Madison, Wis.	1		Holmberg, Edith	Clerk	Deer Lodge, Mont.	1	
Trainer, E.	Check Clk.	Madison, Wis.	1		Hopkins, E.L.	Operator	Deer Lodge, Mont.	2	
Wilcox, W.B.	Car Frmn.	Janesville, Wis.	1		Hopkins, Mrs. E.L.	Wife of Opr.	Deer Lodge, Mont.	2	
			34	2	Inman, W.S.	Machinist	Deer Lodge, Mont.	1	1
					Jennings, D.	Brakeman	Deer Lodge, Mont.	1	
					Kennedy, Jean	Dtr. of Chf. Clk.	Deer Lodge, Mont.	1	
					Kidd, A.R.	Shop Foreman	Deer Lodge, Mont.	1	
					Kirwan, P.L.	Conductor	Deer Lodge, Mont.	1	
					Kumrow, F.K.	Car Foreman	Deer Lodge, Mont.	1	
					Lacey, J.H.	Gen. Yardmaster	Deer Lodge, Mont.	1	
					Marquette, F.F.	Conductor	Deer Lodge, Mont.	2	
					Marsillo, F.A.	Sec. Foreman	Garrison, Mont.	1	

Keep your tip cards handy, as a constant reminder that you are looking for business.

(Continued on page 23)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Rocky Mountain Division—Continued</b>					<b>Twin City Terminals Division</b>				
Martin, Edwin	Laborer	Deer Lodge, Mont.	1		Rawlings, J.A.	Conductor	Miles City, Mont.	1	
McPherson, H.R.	Sig. Mntnr.	Gold Creek, Mont.	1		Rodgers, I.H.	Ticket Clerk	Miles City, Mont.	1	
Meyer, H.R.	Storekeeper	Deer Lodge, Mont.	1		Sather, F.A.	Sec. Stockman	Miles City, Mont.	2	
Mundt, Ed	Car Foreman	Lewistown, Mont.	2		Shields, C.M.	Mech. Helper	Miles City, Mont.	2	
Nelson, Mrs. R.V.	Wife of Sub- Stn. Opr.	Gold Creek, Mont.	1		Snow, Oliver	Sec. Foreman	Timber Lake, S.D.	2	
Nicola, C.	Track Dept.	Missoula, Mont.	1		Tarbox, C.D.	Conductor	Miles City, Mont.	1	
Olson, C.A.	Dispatcher	Butte, Mont.	1		Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	4	
Porter, O.	Cashier	Lewistown, Mont.	1		Walsh, Martin	Gen. Foreman	Miles City, Mont.	1	
Pugh, Wiley	Hammersmith	Deer Lodge, Mont.	1		Wilke, A.W.	Police Dept.	Hobridge, S.D.	1	
Ranney, Cecil	Clerk	Deer Lodge, Mont.	1		Wytenhove, Ernest	Laborer	Miles City, Mont.	1	
Reuther, Anna	Rate Clerk	Lewistown, Mont.	2					52	2
Rittenhouse, D.W.	Millman	Deer Lodge, Mont.	1						
Rock, C.E.	Brakeman	Deer Lodge, Mont.	1						
Saint, Chas. L.	Conductor	Great Falls, Mont.	1						
Sawtell, J.E.	Trucker	Lewistown, Mont.	1						
Scott, H.E.	P.F.I.	Deer Lodge, Mont.	1						
Sears, E.	D.M.M.	Deer Lodge, Mont.	1						
Speck, I.	Yard Conductor	Deer Lodge, Mont.	1						
Strong, J.A.	Carman	Deer Lodge, Mont.	1						
Tavener, F.L.	General Frmn.	Deer Lodge, Mont.	1						
Turnquist, Carl	Operator	Gold Creek, Mont.	1						
Ugland, George	Chief Clerk	Deer Lodge, Mont.	1						
Wells, E.V.	Signal Maintainer	Deer Lodge, Mont.	1						
Williams, C.E.	Trav. Engineer	Deer Lodge, Mont.	1						
Willoughby, F.E.	Wrecker Frmn.	Deer Lodge, Mont.	1						
Wilson, L.E.	Conductor	Deer Lodge, Mont.	1						
Wilson, Mrs. L.E.	Wife of Conductor	Deer Lodge, Mont.	2						
Woolman, A.A.	Electrician	Deer Lodge, Mont.	1						
			64	1					

<b>Seattle General Offices</b>				
Andrews, John	Chf. Clk. Frt. Clm.	Seattle, Wash.	1	
Barkley, A.H.	Off. of Asst. to Trustee	Seattle, Wash.	2	
Browne, M.	Clerk	Seattle, Wash.	1	
Burris, Ethel	Stenographer	Seattle, Wash.	1	
Duncan, Jane	Surgical	Seattle, Wash.	1	
Farrow, S.M.	Stenographer	Seattle, Wash.	2	
Fowler, Ruth	Clerk	Seattle, Wash.	3	
Goodman, C.F.	Asst. Chf. Clk.	Seattle, Wash.	1	
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1	
Haley, D.A.	Asst. Car Dist.	Seattle, Wash.	1	1
Hickey, Margaret	Stenographer	Seattle, Wash.	1	
Kneuhman, J.P.	T. & T. Inspector	Seattle, Wash.	1	
McGalliard, S.O.	Investigator, Frt. Clm.	Seattle, Wash.	1	
Meyer, N.A.	Supt., Transp.	Seattle, Wash.	1	
Naramore, H.S.	Surgical Dept.	Seattle, Wash.	2	
Oliver, F.H.	Off. of Asst. to Trustee	Seattle, Wash.	1	
Reed, A.T.	Tel. & Sig. Dept.	Seattle, Wash.	1	
Sanders, R.C.	Gen. Frt. Agent	Seattle, Wash.	1	
Sanderson, C.B.	Millw. Land Co.	Seattle, Wash.	2	
Sedgwick, A.L.	Real Estate Dept.	Seattle, Wash.	1	
Smith, L.W.	Tel. & Signals	Seattle, Wash.	2	1
Strassman, J.N.	Auditor	Seattle, Wash.	2	1
			27	3

<b>Superior Division</b>				
Flom, Laurence	Track Dept.	Random Lake, Wis.	2	
Flom, Oscar	Section Foreman	Marinette, Wis.	1	
Hanson, M.J.	Store Dept.	Green Bay, Wis.	1	
Herman, Myrtle	Supt's Office	Green Bay, Wis.	1	
Huntley, C.R.	Rate Clerk	Green Bay, Wis.	1	1
Lauterbach, A.	Carman	Green Bay, Wis.	3	
LaVeau, F.J.	Agent	Republic, Mich.	2	
McLean, W.H.	Warehouse Frmn.	Green Bay, Wis.	2	
Wizner, John	Engineer	Penominee, Mich.	1	
			13	1

<b>Trans-Missouri Division</b>				
Althaus, A.	Mech. Dept.	Miles City, Mont.	1	
Annalora, Samuel	Police Dept.	Paragon, Mont.	1	
Bywater, B.B.	Cashier	Hettinger, N.D.	3	
Burns, P.D.	B. & B. Clerk	Miles City, Mont.	1	
Carlson, E.C.	Cashier	Miles City, Mont.	1	
Carr, G.A.J.	Dist. Stkpr.	Miles City, Mont.	1	
Cole, W.S.	Blmkr. Helper	Miles City, Mont.	1	
DeLange, W.J.	Brakeman	Miles City, Mont.	1	
Denson, F.L.	Boiler Frmn.	Miles City, Mont.	2	1
Geehart, H.M.	Track Dept.	Roundup, Mont.	1	
Glen, Barry Jr.	Store Dept.	Miles City, Mont.	11	
Hand, G.B.	Police Dept.	Miles City, Mont.	1	
Johnson, H.P.	Chauffeur	Miles City, Mont.	1	
Johnson, M.L.	Car Dept.	Miles City, Mont.	1	
Kirchoff, L.R.	Stenographer	Miles City, Mont.	1	
Lindsay, E.R.	Brakeman	Miles City, Mont.	1	
McCauley, F.C.	Lieut. of Police	Miles City, Mont.	1	1
Miller, O.G.	Elec. Helper	Miles City, Mont.	2	
Mitchell, J.M.	Instrumentman	Miles City, Mont.	1	
Nugent, T.F.	Warehouse Frmn.	Miles City, Mont.	1	
Nugent, Mrs. T.F.	Wife of Ware- house Foreman	Miles City, Mont.	1	
Porter, Elmer	Sec. Foreman	Ridgeview, S.D.	1	

Berg, O.H.	Inspector, Law Dept.	Minneapolis, Minn.		2
Dehmer, John	Chief Clerk	St. Paul, Minn.		7
Fahey, J.P.	Agent	Minneapolis, Minn.		1
Gee, H.E.	Baggage Agent	Minneapolis, Minn.	1	1
Grun, J.S.	Telegrapher	Minneapolis, Minn.	1	
Johnson, Richard	Loc. Frt. Office	Minneapolis, Minn.	1	
Knoke, Edward	Car Distributor	Minneapolis, Minn.	1	
McCool, Alex	Disp. Clerk	St. Paul, Minn.		2
O'Callaghan, J.O.	Loc. Frt. Stn.	St. Paul, Minn.	1	
Ray, Mrs. Charles	Widow of Former Emploee	Minneapolis, Minn.	1	
Roth, Nels	Store Dept.	Minneapolis, Minn.		1
Siegler, W.F.	Ret. Shop Frmn.	Minneapolis, Minn.	1	
Sjoquist, T.J.	Welder	Minneapolis, Minn.	1	
Skow, John	Freight Handler	Minneapolis, Minn.	3	
Smith, E.O.	Yard Conductor	Minneapolis, Minn.	1	
Spencer, H.E.	Baggage Clk.	Minneapolis, Minn.		1
Wadley, John	Laborer	Minneapolis, Minn.	1	
Webster, B.B.	Baggage Clk.	Minneapolis, Minn.		1
			13	16

<b>Terre Haute Division</b>				
Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		29
Lentz, T.J.	Asst. Car Frmn.	Terre Haute, Ind.		1
McMahon, J.J.	Store Dept.	Terre Haute, Ind.	2	2
Mulhern, Roy	Capt. of Police	Terre Haute, Ind.		1
Wilson, Virgil	Police Dept.	Terre Haute, Ind.		1
			2	33

<b>Off Line Offices and Miscellaneous Group</b>				
Dunn, J.E.	Co. Surgeon	Groton, S.D.	1	
Hill, James R.	D.C. Waiter	Chicago, Ill.	1	
Welch, J.	Asst. Secy-Treas.	New York, N.Y.	3	
			5	0

## Rail oddities

**P.T. BARNUM'S "GREATEST SHOW ON EARTH"**  
 WAS THE FIRST CIRCUS TO TRAVEL BY  
 RAILROAD—MAKING ITS FIRST TRIP IN  
 1872 IN 65 SPECIAL CARS.

**MORE THAN SIXTEEN MILLION  
 TONS OF ICE ARE USED EACH YEAR  
 BY THE AMERICAN RAILROADS IN  
 REFRIGERATOR CARS, DINING CARS,  
 RESTAURANTS AND THE LIKE.**

**"KEEPING 'EM ROLLING"**  
 EVERY MINUTE IN 1941 THE AMERICAN  
 RAILROADS MOVED AN AVERAGE OF  
 904,000 TONS OF FREIGHT ONE MILE—THE  
 HIGHEST AVERAGE IN RAILROAD HISTORY!

ASSOCIATION OF AMERICAN RAILROADS (23)

# RETIREMENTS

The Following Employees' Applications for Retirement Were Recorded in November, 1942

## CHICAGO GENERAL OFFICE

Murphy, C. E. Chief Rate Clerk, Frt. Aud. Office. Chicago, Ill.

## CHICAGO TERMINALS

Burlak, S. P. Car Cleaner. Chicago, Ill.  
Doornbosch, H. P. Asst. Chief Clerk, Loc. Frt. Hse. Chicago, Ill.

## COAST DIVISION

Archer, L. W. Section Laborer. Corfu, Wash.  
Bateman, J. J. Carpenter. Spokane, Wash.  
Grant, I. A. Loco. Engr. Malden, Wash.  
Jewell, C. R. Carman. Tacoma, Wash.  
Sweazy, F. J. Agent-Operator. Calder, Idaho

## DUBUQUE AND ILLINOIS DIVISION

Adams, W. A. Agent-Operator. Thomson, Ill.  
Carroll, T. B. Brakeman. Savanna, Ill.  
Clark, C. H. Conductor. West Union, Iowa  
Hopkins, T. S. Switchman. Davenport, Iowa  
Johnson, R. A. Yard Conductor. Davenport, Iowa  
Mahon, T. Mach. Helper. Savanna, Ill.  
Thompson, J. W. Blacksmith Helper. Dubuque, Iowa

## IOWA DIVISION

Burnham, M. F. Pass. Conductor. Des Moines, Iowa  
Fulton, C. E. Section Foreman. Marion, Iowa  
O'Brien, W. J. Trucker and Janitor. Perry, Iowa

## IOWA AND DAKOTA DIVISION

Gallagher, P. F. Loco. Engr. Marquette, Iowa  
Koepp, C. H. Brakeman. Mitchell, S. D.  
McCalmon, W. M. Conductor. Clear Lake, Iowa

## IOWA AND SOUTHERN MINNESOTA DIVISION

Benes, V. B. Hostler, Loco. Dept. Jackson, Minn.  
Stolte, H. W. Section Foreman. Pipestone, Minn.

## KANSAS CITY DIVISION

McCrum, C. H. Loco. Engr. Kansas City, Mo.

## LA CROSSE & RIVER DIVISION

Hilliker, J. W. Operator. Watertown, Wis.  
Krause, O. E. Section Laborer. Camp Douglas, Wis.  
Kuklinski, P. P. Section Foreman. LeMoille, Minn.  
Schultz, W. A. Engine Watchman. Watertown, Wis.  
Sullivan, M. H. Mach. Helper. Tomah, Wis.  
Tague, D. A. Agent-Operator. Pittsville, Wis.

## MADISON DIVISION

Coyne, H. L. Machinist. Janesville, Wis.

## MILWAUKEE DIVISION

Schmidt, E. F. Signalman. Milwaukee, Wis.

## MILWAUKEE TERMINALS

Falconer, C. R. Loco. Engr. Milwaukee, Wis.  
Keely, G. J. Machinist. Milwaukee, Wis.  
Miller, W. J. Loco. Engr. Milwaukee, Wis.  
Weber, T. A. Car Inspector. Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

Vanderwarker, S. C. Main Air Machinist. Deer Lodge, Mont.

## SUPERIOR DIVISION

Fifrick, J. L. Agent. Thiensville, Wis.  
Mills, A. H. Rd. Hse. Foreman. Channing, Mich.

## TERRE HAUTE DIVISION

Easton, W. D. Carman. Terre Haute, Ind.  
Keith, E. H. Section Foreman. Terre Haute, Ind.  
Nelson, J. B. Conductor. W. Clinton, Ind.

## TRANS MISSOURI DIVISION

Croake, J. L. Boilermaker. Miles City, Mont.

## TWIN CITY TERMINALS

Lepkoyus, H. R. Boilermaker. Minneapolis, Minn.

## Women's Club

(Continued from page 19)

### Channing Chapter

Mrs. Clifford Huetter, *Historian*

Much sewing and knitting has been done for the Red Cross by members, with 1,600 hours to their credit, and \$5 was donated to the County Red Cross Chapter for kits to be presented to the boys in service. Christmas cards were sent to those in foreign service in November and to those in this country later, and many interesting letters have been received from our club's sons and daughters. We have also assisted in packing and mailing gifts to all those in service from Sagola Township, and contributed to cigarette and candy funds. Our chapter has purchased one war bond. A series of card parties were held which enabled us to add to our funds.

### Minneapolis Chapter

Mrs. S. F. Philpot, *Historian*

Our chapter now has a good start in the war work for VICTORY. We have bought one \$100 war bond, have 24 hours' credit for First Aid, 40 hours for Nutrition, 10 hours spent in War Chest work, 24 hours in Home Nursing, and 532 hours in Red Cross sewing, besides having several members who are very faithful Victory Aids.

We have at least 15 boys in service whose mothers are voting members, and to those sons, and to every son in service, we prom-

ise to do our part behind the lines and we wish each one of them a safe and glorious return.

### Milwaukee Chapter

Mrs. Donald McKenna, *Historian*

Mrs. Geo. McKenna, Chairman, Civilian Defense Unit, reports that during the current year 157 surprise gift boxes of assorted articles have been sent by our chapter to the boys of the Milwaukee Terminals who are in service, also that a birthday card has been sent to each of them. Many members are sending daily and Sunday newspapers, home-made cookies, candies, and cigarettes. Our chairman is also corresponding with a number of the boys and forwarding the Milwaukee Magazine to them. Co-Chairmen are Mrs. J. J. O'Toole, secretary, Mrs. C. A. Tennant, chapter president, and Mmes. Lingren, Bach, Dineen, Dombrowski, Ern, Flechsig, Geisler, Hanrahan, Lotzin, Kershaw, D. McKenna, Schuh and Remus.

Through arrangements made by Mrs. Geo. McKenna, money was raised to help defray the cost of Christmas gifts, and 151 boys were recipients of a carton of cigarettes, and a Christmas card.

Certificates were presented to five members who completed the Home Nursing instruction and who have in addition completed the Nurses' Aid course. Each member received an emblem and the American flag, and similar gifts will be distributed as others receive their certificates. Mrs. E. H. Bannon reports several members as blood donors.

Approximately 2,000 hours have been spent on Civilian Defense and Red Cross work. Total expenditure for our work to date, \$414.64. Our chapter has also purchased \$300 in war bonds.

WE'RE PROUD OF ALL THREE!



## I&SM Division

### East End

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



*As this issue of the Magazine is being properly dedicated to our boys in the service of their country, going to press as it does during the month of the first anniversary of Pearl Harbor, I believe our motto should be: "HATS OFF, HEADS UP" and let the boys know that we stand solidly behind them and are doing just a little more than ever before to carry out our duties over here, while they rub out the enemy over there.*

I am sorry that I have been unable to get pictures of all of our boys from the I&SM Division who are in service, but just as quickly as they can be secured from friends and relatives, they will appear in the Magazine.

I regret to report that Chief Dispatcher F. M. Valentine is still ill and at this writing is undergoing an examination at the Mayo Clinic.

Congratulations to Mr. and Mrs. Clarence Post on the arrival of a baby boy Nov. 19. Mr. Post is a pump repairman.

The blackout held in Austin on Dec. 7 was a success as far as the railroad was concerned, but the city had a bit of trouble getting the street lights to stay out.

### First District

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

**REMEMBER PEARL HARBOR—  
 JOIN THE TEN PER CENT CLUB  
 NOW  
 YOUR COUNTRY NEEDS YOUR  
 HELP**

J. R. Elmquist, telegrapher and now a member of Uncle Sam's Navy, has embarked upon the sea of matrimony as well as the big pond. On Oct. 24 John was married to Miss Nathalia Nassenberger of Boswell, Okla. They are now living in Corpus Christi, Tex., where John is attending the advance radio school.

Lowell E. Sexter, assistant accountant in the Minneapolis ticket office, and son of A. E. Sexter, operator at Faribault, is a yeoman 2nd class in the Navy and is working under the chief of naval operations, Navy Dept., Washington, D.C.

Brakeman Vern E. McGuire has taken a year's leave of absence and has gone to work for Uncle Sam in the Panama Canal Zone.

Brakeman Cliff Roberts has joined the

Railroad Battalion and reported at Fort Snelling, Minn., on Dec. 10 for induction.

Frank Freeman, retired section laborer, Dundas, Minn., is well represented in the armed forces. Corp. Lyle P. Freeman is with the 6th Motorized Division located at Ft. Leonard Wood, Mo. Lyle had his preliminary training at Camp Claiborne, La., and Ft. Benning, Ga. P.F.C. Morris B. Freeman, last in the service and first to reach foreign soil, was last heard from somewhere in England. He is an armorer in the Topographical Engineers. Stanley V. Freeman is a boatswain on the U.S.S. Tennessee, while Eugene J. Freeman is a seaman 1st class on the same boat and takes his orders from brother Stanley. Both have been in actual combat with the Rising Sun boys.

By the way, has anyone a spare gas ration stamp that John Jensen, section foreman at Faribault, can have? John ran out of gas out in the country the other day and says he was unable to talk any farmer into letting loose of even a wee drop of precious liquid. He had to be towed into town.

News is very hard to get now that a man can't drive around and dig it up, so why not every employe who hears a piece of news that would interest our readers just shoot it to me so it can get into print? It would go a long toward making a success of our I & M column. Surprise me and flood me with news.

## Coach Yard

L. J. Cooke, Correspondent

*Employees of the Katy Road are justly proud of Lieut.-Gen. Ike Eisenhower, who is a son of one of their former employes, but the Milwaukee Road is proud of all their employes who are in the service—from Col. N. A. Ryan down to the last private we have given to the Army.*



The coach yard, considering its size, is well represented in various branches of the service. Ralph Nick heads the list. In the Army over 20 months, Ralph has been in foreign lands over a year. Harvey Weinbrenner, the sharpshooter with a year and a half of service in the Army, runs him a close second, tied by Carl Krangre, who went in at the same time. Shortly afterward went Tony Jasiorkowski, now a sergeant in the Engineers, Don Mueller from the station ticket office, Cleaners Peter Nowak to the Army and LeRoy Zunker to the Navy, Willard Schrader, the timekeeper, and Firemen George Ballard to the Coast Guard and Harry Gustapaglio to the Engineers. Then Electrician Helper Elmer Olenski, and from the downtown ticket office and the coach yard ball team, Richard Casey went to be an army instructor, and Douglas Allie to be a navy radio man, and Eddie Kozera, who is now a machine gunner in the Air Corps. A long list from a point that has only about 90 employes. All friends and all missed. The coach yard is proud of them and wishes them all the best and a speedy return and a safe one.

We hope that the rumor that Mel Hoklund, special apprentice now in the Navy, was wounded in the leg in the fighting in the Pacific is only a rumor. Mel has many friends here in the coach yard who share that hope.

Congratulations to Fred Osberg, coach yard timekeeper; he is the proud papa of a brand new daughter and is talking about signing her for the WAVES already.

Loza Vojnica, 57, former coach yard carman, passed away Dec. 7 after a long illness. Mr. Vojnica just recently took his pension, after 30 years of service, because of failing health. The coach yard extends sympathy to his family.

## Milwaukee Terminals

### Passenger Station

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

*A year has gone by since Pearl Harbor and in that time thousands of railroad men have joined the armed forces. You will find them in every branch of the service—they are all doing one grand job. We are justly proud of our railroad men in the service and we want them to know that we all "REMEMBER PEARL HARBOR," that we are backing them up 100 per cent on the Home Front. We realize the tremendous job they have cut out for them and we recognize responsibilities at home in constantly furnishing our all-out support. We want them to know that we are with them, backing them up by—*

- Buying more War Bonds and Stamps;**
- Corresponding with them regularly with cheerful letters;**
- Working harder and doing our part of the job right;**
- Supporting the Government by living up to the ration regulations;**
- Keeping the home fires burning.**

They're telling in Germany, in whispers, of a new method of carrying out the death sentence. They blindfold the condemned man, make him stretch out his arms, and in one hand they put a pound of butter, and in the other a pound of bacon. Then they remove the bandage from his eyes—and he falls dead from the shock.

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

Richard J. Steuer, Correspondent

*As a tribute to the men who are serving their country in the fight for a more beautiful world, we dedicate this column to them. Many of those who have worked on the beer line, at Chestnut St. and North Milwaukee, are representing the three branches of the armed forces, the Army, the Navy and the Marines. We, at home, must remember to do our part and invest in War Bonds so that the passing of the ammunition will not cease.*



We have many representatives in the Army. Four of the boys are at Fort Sheridan, Ill., learning the fundamentals of army life. They are: Pvts. Al Stollenwerk, Bob Fechner, Bill Koepke and Norman Thielke. Just a few short months ago these four men were working with us. Two others are at Fort Riley, Kan.; Pvt. Ernie Reinhardt and Pvt. Edgar Kurtz. Agent Peters, North Milwaukee, has a son, Donald, serving overseas. The Marines have Bob McGinnis, son of Clarence McGinnis, engine foreman on the beer line. He is stationed at Pearl Harbor, Hawaii, and has seen plenty of action, according to his latest letters. Letters to these boys would certainly be appreciated, so during the holiday season drop them a line.

The E. J. Hoerls are the proud parents of a baby boy, Richard Thomas. Our sincere congratulations—and thanks for the cigars!

Just a few odds and ends: Jim (What-a-Man) Waterman is leaving for Winslow, Ariz., about Jan. 15 to work for the Santa Fe. . . . Everybody seems to be shopping early this year. Every noon-hour is used to get it done on time. . . . The early calendar rush is on again—everybody wants everybody else's. . . . A few bowling notes to complete the picture. The scores are nothing to brag about but the boys are having a good time. It looks like it will be a three-man league before long, due to the drafting of our good (?) bowlers. . . . The gang from the beer line wishes all a very Happy New Year.

### Fowler Street Station

Mary McCarthy, Correspondent

*Things to Remember for 1945: Do my work the best I can, be on the job every day, buy War Bonds, write to the boys in the service, help the Service Club, the Sunshine Club, and the Victory Club.*



For the first installment of this column, we will take you to the far-flung battle fronts of the global war and some not so far. To-wit:

Corp. John Williams writes from somewhere in the Pacific that he is on an island but can't tell us the name. He is on call 24 hours a day, evidently in the capacity of chauffeur. Says the places of entertainment just aren't even if he did have time. He doesn't mention the Japs, but wishes he had some Milwaukee beer, and sounds kind of lonesome for the railroad. James Caldie of the Navy writes from Hawaii, saying it is beautiful in the daytime, but at night, of course, they have a complete blackout. The food is superlative, and his biggest problem is getting his letters written and his socks washed

between the end of the working day and the beginning of the black-out. Maybe some more of our railroaders are overseas, but this column hasn't been so informed.

Last we heard from Willard Kinast was from Fort Blanding, Fla., and judging by the pictures he sent of himself, this man's army isn't all blood, sweat and tears. The pictures were taken at one of Florida's famous resorts. Now, see here, Private Kinast! Joe Judge is in Camp Crowder, Mo., and John Brower is at Fort Bragg, N. C., but expects to be transferred to Fort Sill, Okla., shortly. He had a spell of homesickness recently when he saw some CMSTPP freight cars. Former Private Galen Gerber writes from Fort Sheridan that he is now a P.F.C. Congratulations, Galen! Fred Stelzel is also at Fort Bragg, attached to a glider division.

Sgt. Robert Curtis of Menominee, Wis., husband of Ruth Curtis of our mailing desk, is in New Guinea. Perhaps some of you folks have read in the Milwaukee Journal about Sgt. Jack Heinan of Milwaukee, whose father is Walter Heinan of this office. Sgt. Heinan is attached to a unit of the MP's in Alaska, whose advance reconnaissance work will make some real radio thrillers when the boys get around to writing 'em up.

Of course, this is old stuff around here, but perhaps the rest of our readers have never seen the fragment of a Jap plane which John Skubal has as a souvenir, sent him by Junior, who is stationed at Pearl Harbor. That was one plane that didn't get away on Dec. 7.

A recent caller in the office was P.F.C. Robert E. Fechner, stationed at Fort Sheridan. He is a cook.

Newest recruits in the armed services are Al Stollenwerk, who left for the Army in November, Stanley Walzek, who did likewise, and Joe Ivanis, who enlisted in the Quartermaster Corps.

And now, Happy New Year, and don't forget to sign up for War Bonds so that next Christmas and New Year will be much happier for all of us.

### Muskego Yard

F. J. Ladwig, Correspondent

*From the roundhouse, the office, the train yard, the shop, the lads from the Milwaukee have joined up to stop THE AXIS.*



And if the fellows from the Operating Department will just roughly handle the Axis partners, and the men from the Car Department bad order them, and the boys from the Track Department spike them, it ought to be a cinch.

Bill Campbell, switchman, enlisted in the Coast Guard. With the possibility of landing anywhere in the entire United States, where do you think Bill is stationed? Right here at the Coast Guard station in Milwaukee.

Along the same lines, Switchman Leslie Fredericks (in the Army and stationed at Kenosha, Wis.) isn't far from home. Of course, these locations are only temporary and the fellows might be anywhere next week.

Gene Hawe is having a little difficulty getting that furlough. Which proves the Army is tough. It is hard to picture even a hard-boiled top kick turning Gene down. Work on them, Gene, we are all anxious to see you.

Heard from Tony Mesich of the Track

Department. He sends greetings to his old buddies at Muskego yard, including Charley Tennant, Ed Lewis, George Gates, Roy Lewis and Soo Line Eddie. Tony is somewhere in Australia.

The most recent enlistment from Muskego yard was Einar Westland, switchman, with a 10 year service date on the railroad. Present address, Fort Snelling, Minn.

## Trans-Missouri Division

### West End

Pearl Huff, Correspondent, Miles City, Mont.

*We pay Tribute to the many young men all over our land who have left their homes and joined the armed forces of our nation in the fight against the Axis hordes, particularly to those of our Milwaukee Family who have gone and will some day return, and to those on the Honor Roll who have given their lives to the great cause, and will not return to us.*



Jos. D. Wagner, Store Department, Miles City, has enlisted in the Navy Seabees with a rating of yeoman, second class. J. D. is now home on inactive duty awaiting call to the service.

Engineer and Mrs. P. N. Wellems, Miles City, have three sons in the service. They are, Tommy Wellems, with the Anti-aircraft Coast Artillery, at the present time in Texas; Captain Ed Wellems, with the paratroops in North Carolina, and Robert Wellems, a gunner with the Army Air Corps, somewhere in the Pacific.

James Brady, former assistant time reviser, in the superintendent's office, Miles City, who has been with the Army at Fort Leonard Wood, Mo., since the first of September, is now entering officers training school somewhere in Virginia.

Thos. Haroldson, B&B carpenter, Miles City, and a First World War veteran, is now serving with the Coast Artillery, and is located somewhere on the West Coast.

Jean Ann Carlson, 11-year-old daughter of Mr. and Mrs. E. C. Carlson, Miles City, was awarded a War Stamp corsage recently for making the most progress in knitting during American Women's Voluntary Service Knitting Class.

Oscar Elstad, machinist helper, Miles City, enlisted in the Navy in August, 1942, and at the present time is second cook. He also served as cook in the Navy during the First World War.

Following is an excerpt from his letter, describing the Thanksgiving dinner he helped prepare:

"We started feeding at 10:30 a. m. and finished at 1:00 p. m. We fed about 3000 men and everybody was satisfied. Had 4000 lbs. of nice turkey, 70 gallons cranberry sauce; 80 gallons soup, 60 gallons sweet pickles, about 40 gallons gravy, 27 pans (18"x24"x4") good dressing, about 95 gallons of fresh sweet potatoes; 80 gallons peas, 3200 stuffed tomatoes (a job in itself), about 570 pies, fresh fruit (viz: white grapes, apples, pears, oranges), one package cigarettes, one cigar. Everybody left the dining hall with a smile and a full tank of good food. Coffee is to be rationed to one meal a day (breakfast) just as soon as tea and cocoa arrive."

Albert Hervin, Jr., son of Superintendent and Mrs. A. W. Hervin, left Sept. 2nd for the Army and is a private at Fort Lewis, Wash. He was previously employed as Rodman in the Engineering Department.

## Madison Division

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

*To Our Boys in khaki and Our Boys  
in blue,  
We give this pledge honest and true:  
As you fight on the battle fronts far  
and wide,  
We will battle on the home front side  
by side.  
We will buy more bonds and lend  
our hands  
To keep you equipped in foreign  
lands.  
We salute you, too, and hope and  
pray  
For your safe keeping from day to  
day.*



A note from Sgt. Wm. F. Raftree, former conductor, now of Co. C, 715 Railway Oper. Bn., Camp Claiborne, La., says he is well and happy. He has completed his basic training and is awaiting orders for transfer.

S. V. Eckstein, telegrapher, at present with Co. D, 33rd Bn., Signal Corps, Camp Crowder, Mo. "Eck" hopes to be transferred to the Railway Engineers at Camp Ft. Sam Houston, Tex., where Stanley Joyce, former telegrapher, MX Tower, Madison, is now located.

News from brakeman Emil Tekale, somewhere in Alaska, says he is fine; weather kind of "cool." He says fish and wild game are very plentiful and the boys are enjoying the sport to the fullest extent.

Vernon Conlin, son of Freight Agent and Mrs. John Conlin, of Madison, has enlisted in the Army and was sent to Ft. Sheridan, Ill. This is the second son the Conlins have given to the war. Lieut. John T. Conlin, their eldest son, is located at Camp Maxey, Tex.

Recent enlistments: Karsten Oldenburg, brakeman, is now located at Camp White, Ore. J. F. Kennelly, switchman, Madison, at Camp Robinson, Ark. Bob Welty, brakeman, Madison, at Ft. Sheridan, Ill.

## Milwaukee Shops

### Locomotive Department

John A. Macht  
Correspondent

#### Office

*In this first article of the New Year it is fitting that our thoughts turn to the members of the Milwaukee Road family in the armed forces with a prayer that this gigantic struggle be brought to a victorious conclusion within the year 1943. Let us all make a pledge to write at least one member of the armed forces this year so the boys will know that we on the old Milwaukee have not forgotten them. Also let your correspondent have the names and addresses of Milwaukee Road men you may know of in military service so they can be placed on the mailing list and receive a copy of the Milwaukee Magazine each month.*



January, 1943



Richard Andrews, clerk in Mr. Koop's office, enlisted in the Air Corps and left the service Dec. 5. Leonard Hinkel, caller clerk in the roundhouse, also left us during the past month to join the Navy.

Marty Kreuger received a "V" mail letter from Arno Bartz who is in Australia. Arno is doing all right, he has been promoted to sergeant.

Staff Sgt. Ed Zimmerman, Jr., formerly of our office, is now located in Detroit.

Of all the big, strong, silent men of the S.M.P. office who were blood donors, only Jimmy Campbell and yours truly had to lie down a second time before being permitted to leave.

Romona Kopitch was put to bed between Emmett (Curly) Kelly and Earl Williams to give her blood donation and didn't even blush; in fact, she got about two shades paler.

The Red Cross was also reported paying George Jung.



## Store Department

Earl L. Solverson, Correspondent

*To the Store Department employees in military service, we—your recent co-workers—wish to extend the season's greetings for a Christmas of courage and hope for better days to come. Through your efforts and with the help of those at home to provide the needs, we have confidence that the world will emerge with the will to make right the master of might; to promote peace and good will on earth; to combat the autocracy of both the classes and the masses. For God and Country.*



E. H. Koehler recently left for the Naval Training Station at Farragut, Ida.

Harold E. Leack claims the distinction of being hospitalized before being in combat duty. He is recovering in Ward 74 South, U. S. Naval Training Hospital, Great Lakes, Ill., and would appreciate letters.

Staff Sgt. Chester Raasch is at the A. P. Hill Military Reservation, Virginia. Had been at Camp Cooke, Calif., and then to Indio, Calif., for desert maneuvers. Fifty-six were selected for office work at Camp Young, Calif., fourteen were again selected to go to Washington, D. C., and Chester worked in the Munitions Bldg. with British and American Army Officers. Card dated Nov. 6th indicated that he arrived somewhere overseas.

Pvt. Harold Stremlau is stationed at Camp Wolters, Tex.

With restricted gasoline, coffee and other foods, the tortures of riding overcrowded street cars with irregular service, we can only conclude that we should all join the Army.



## Davies Yard

J. J. Steele,  
Correspondent



Petty Officer Merlin Mulholland had many interesting experiences to tell his parents, Mr. and Mrs. Leonard Mulholland. Merlin, who is 20 years of age, has been home on furlough after having been at Pearl Harbor when it was attacked; he



was also in the "thick of things" during the battle of the Solomons. Leonard is very proud of his son and well might he be, for a chap who has experienced these battles is a veteran. We, with Leonard, wish his son all the luck in the world and hope that it will be soon when he can come home safe and sound.

On Dec. 1 C. A. Kennedy retired. He entered the Road as a carpenter's helper on a concrete crew in 1903. The Davies Yard Unit of the Service Club held a farewell party in his honor and presented him with several gifts. So ends the career of a man who has contributed a great deal to one of the finest industries—railroading. Congratulations to Jacob Hansen, formerly of Green Bay, who has been appointed C. A. Kennedy's successor.

Bill Reilly, formerly of the Davies yard and more recently an oiler at the airline, was inducted into the Army on Dec. 7.

Mr. and Mrs. John Ujcich visited their son, Pvt. Albert Ujcich, who is stationed at Camp Willmer at Macon, Ga. John is happy to report that his soldier son has gained 20 pounds since his induction into the Army.



## Car Department

Myrtle Zunker, Correspondent

*One year ago we looked into a New Year full of mystery and doubt, not without a goodly portion of fear. That year has taught us what a nation of determined Americans can do. As we stand on the threshold of 1943, we are confident and unafraid, for we know "it can be done." Why? Because our young men have unselfishly gone out to fight for us. We have tried to make them understand how we feel toward them by our praise of their heroism and we hope they understand when we say that we hope the New Year brings Victory, Good Fortune, and Happiness to them, the greatest and bravest group of men in the world.*

*Those of us left behind to keep the wheels rolling say, with determination, one to the other, that we will bend our best efforts to make those wishes come true and thus deserve a measure of happiness for ourselves in this coming year.*



News from the Camps—Season's greetings come to us from Harold Hoferer in Alaska. Interesting letters have arrived from Dick Schaffer, Miami; Clarence Rogers, Camp Claiborne; Walter Demitros, Camp McCoy; Oscar Kramer, a cook at Camp Blanding; Corporal Geo. Wood, Sergeant Ray Fendryk and Corporal Don Bartz of the Car Railway Unit at Bucyrus, Ohio; James Shanahan, an MP at San Bruno, Calif.; Corporal Ted Detzek at Long Island; Earl Vollendorf, Los Angeles; Ed. Kruschka, Felts Field, Wash.; Walter Matzen with the Ordinance Dept. at Camp Swift; Clarence Schultz, Camp Grant; Al Roesler with the Sea Bees, Camp Peary; Marshall Johnson, Army Air Cadet, Blythe, Calif.; Albert Lehr, Seattle; Edw. Pillat, Ft. Du Pont; John Miller, Little Rock, Ark.; Howard Brooks, at Technical School of the Air Corps, Jefferson Barracks; Sgt. Steve Vlcek, Air Corps, San Antonio; Francis Javorek, La Guardia Air Field, New York; Sea Bees Anthony Radtke and Clarence Brahm at Norfolk; Lt. Dick Weatheral, Denver; and Margie Grothe

Haberman, with her husband, Lieut. R. N. Haberman, at Camp Polk.

We were very happy to be visited recently by Sgt. Leroy Tice, who was on his way to Fort Riley, and Clarence Vanderlinden on his way to Camp Butner, N. C.

First Class Petty Officer Fred Boheim of the Sea Bees has been transferred to an unknown destination.

Warren Collier is back in the Navy at Norfolk, Va.

Paul Wernich, who got his wings in the Army Air Corps recently, has now acquired another prize—a lovely bride.

The following boys have left our department since our last issue, bringing the total men in service from the Car Department to 155: Ray Boileau, Wm. Damske, Harold Ferry, Frank Malia, Clarence Cogan, Robert Golen, Earl Schanning, Chester Waszak, Joe Foren, Robert Hoefs, Harold McGrath.

Our boys are all over the world and we are sorry that we don't have definite information on more of them, but wherever they are, they know we are back of them. Don't let them down. Remember blood donations and War Bonds. Your wives, sisters and sweethearts, the Red Cross needs workers. Harriet Boyle has been rolling bandages, and I have been doing canteen work at the Induction Center: it does make you feel that you've got your teeth in it, at least in a small measure.

We have varied interests, hopes and wishes for 1943. Let's place them secondary and unite on one first—VICTORY. Happy New Year to you all.

## D & I Division

### Second District

Lucille Millar,  
Correspondent,  
Dubuque Shops



The New Year's Greeting to you boys in the service—

Ed, Bob, Al and Art,  
Merle, Elmer, Jim,  
George, Bill, Hank

And many, many others!

Every division of our Milwaukee Road Has sent you, and we're mighty proud of you!

You who are fighting on land, sea, and in the air,

We're thinking of you at this holiday time—missing you.

But we want you to know that our thoughts are with you;

Our prayers are with and for you—now and always!

And say, boys, you know we railroaders aren't so hot

When it comes to fancy speeches, praise and stuff—

That just doesn't seem to be a part of our line;

But you know, as well as we do, boys, When there's someone sick or down on his luck

Or had tough going in general—well, There's no one bigger or friendlier or more generous

Than the railroader. That's his reputation and

He lives up to it—you know he does!

Well, fellas, this war that you're fighting Is our fight as much or yours, and we know it,

And we know, too, that it won't be long before

A lot of you boys will be coming back all decorated

With medals for bravery and such—

And we're going to be mighty proud of you. Yep,

Doggone good and proud of every last one of you.

But 'til that job's finished we're going to carry on

Back here on the home front—yessir, we're pulling in

The belt a notch and doing our part, too.

We're not only buying our 10 per cent in War Bonds, but we're promising you, boys.

If we have a red cent left after we pay Uncle Sam

His income tax this coming Spring, we'll invest that, too.

## H & D Division

M. D. Rue, Division Editor,  
Traveling Freight Inspector  
Aberdeen, S. D.

*A year after our country's entry into the war, the H&D Division proudly points to sons in the foremost ranks of all our battle fronts and to many more preparing themselves for the day when they, too, will help clear the track for Uncle Sam and our way of living. On the home front we resolve not to let them down. Our motto, "Keep 'em rolling, and buy War Bonds 'til it hurts."*

Lieut. Stan Shields, son-in-law of Ray Larson, H&D Brakeman, now in the air force has been cited for distinguished conduct in the South Pacific and promoted to the rank of captain.

Miss Ruth Springer, daughter of Frank Springer, Aberdeen machinist, has the distinction of being the first Brown County girl and one of the first on the H&D, to join the WAACS. The Springer's also have two sons in the service, Edward and Alvin, both of whom are former H&D employees.

William Andres, son of retired Chief Dispatcher Andres, has been promoted to the rank of 2nd lieutenant.

From shooting "Japs" to shooting ducks: Bill Miller, H&D electrician, tells of a recent hunt wherein he and Lou Christman, also an H&D employe, fired three shots each into a swarm of ducks and picked up exactly 10 ducks each, their legal limit. Nice figuring boys.

William Butzow, Aberdeen Car Department's leading consommé connoisseur, and exponent of bachelorhood, did an abrupt about face Nov. 24 at Delmont, S. D., when he led Miss Esther Schuh to the altar. Miss Schuh is formerly of Bowdle, S. D.

William Mertz, also of Aberdeen Car Department, turned up at the Hettinger derailment of Dec. 3 with an acute case of laryngitis and won for himself the name of "Whispering Willie."

James Fisher, retired Montevideo switch foreman, still makes regular visits to the yard office, looking more like a candidate for the Marines than a retired railroader. John Schweiso, retired H&D conductor, passed away at his home in Minneapolis on Dec. 1.

## Aberdeen Roundhouse

Harold Murphy, Correspondent

The roundhouse employes at Aberdeen took up a very substantial collection among themselves which was used to send our

boys in the service Christmas boxes with holiday greetings; they also purchased a new flag to be flown on the roundhouse flag pole.

A. V. Evald, former stenographer in the DMM's office, was recently given a month's furlough while stationed at San Diego. Bud is on a subchaser.

John Meier, former engine watchman on the H&D Div., was home recently on furlough.

Fireman Myron C. Anderson is the proud father of a nine pound son.

## Superior Division

J. B. Philips  
Correspondent  
Superintendent's Office  
Green Bay, Wis.



Conductor George Delaurelle passed away at Willow Springs, Mo., on

Nov. 22. He had retired some time ago and moved to Missouri to live. Our sympathy goes to the widow and family of this man.

Section Laborer Leo DeByle has enlisted in the Army. Car Foreman Jake Hansen has been transferred to the job of foreman of Davies repair yard at Milwaukee. We all hated to see Jake leave us as he was very well liked. A dinner was held in his honor at the Beaumont Hotel on Nov. 27, which was attended by a number of his fellow employes, including Superintendent Buechler. Jake was presented with a gift as a remembrance of the boys at Green Bay.

William L. Witters, who was assistant car foreman at LaCrosse, has been appointed car foreman at Green Bay, and knowing him, we are sure we are all going to like Bill.

## LaCrosse & River Division

### Wisconsin Valley

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

*As we enter the New Year, let us hope that when this world conflict is over, the United Nations will "Win all nations unto God" and be able to create a peace that will be lasting. Because of this belief, we gain enough courage to say—Happy New Year to all!*

Clarence F. Sydow, formerly employed as OS&D clerk at Wausau freight house, who enlisted in the Navy, is now attending trade school and is located in New York. He recently paid a visit at the office while on a short leave.

Milton Schultz, who is stationed at Fort Sheridan, Ill., was home on a furlough for a few days and called on his friends in the roundhouse at Wausau.

Sgt. Roger J. Schultz, son of Engineer John Schultz, sent Holiday Greetings from Australia and advised that the Christmas packages were coming through in fine shape and the boys were made very happy.

Lieut. William H. Wescott, son of Conductor E. A. Wescott, is in the Army Air Corps, now stationed at Savannah, Ga.,

handling pursuit planes and dive bombers along the Atlantic coast, and says he hopes to bag a few Nazi subs right soon.

George Wm. Schuman is an aviation cadet located at Ryan Field, Hemet, Calif. He formerly worked as a trackman and then was transferred to train service. His father, H. A. Schuman, is section foreman at Nekoosa.

Kenneth G. Maas, trainman of Merrill, is now at Camp Shelby, Miss.

John Edward Gervais, trainman, has been moved out of the United States and when last heard from was somewhere in South America.

Warren Walter Essells, Jr., trainman, is now at Camp Barkeley, Tex. His father is also a conductor on our road.

Pvt. William Hayes, Jr., who is a paratrooper, stationed at Fort Bragg, N. C., was home on a furlough recently, visiting with his parents. He is the son of Conductor W. J. Hayes.

Ervin Von Gnechten is stationed at Fort George Wright, Wash.; he is the son of Fireman Hugo Von Gnechten, and his parents have just returned from a visit with him.

### First District

K. D. Smith, Correspondent

Operator, Portage, Wis.



Our service men from the railroad are scattered in so many lands it is quite a task to keep in touch with all of them. Hiawatha Engineer Harry Pike has a son who has been making it hot for the Japs with the "Flying Tigers" in China. Recent letters from him, signed "Major Harry M. Pike," state that he has been in good health but would like to hear from his friends. Mail is scarce where the bullets fly. Maj. Pike has had several cracks at the Japs and shot down several bombers. Another son, Capt. E. G. Pike, is with the Chemical Corps of the Army in Georgia.

Special police officer Ben Stowers and daughter Betty are very glad to hear through the news that Ed Burgeson escaped a trap in New Guinea, but was wounded in action by an exploding shell. Mr. Burgeson, Betty's husband, is helping drive the invaders into the sea at Buna.

Howard Bryan, former red cap at Portage, is, according to last reports, in India with the Air Corps.

Telegrapher Herb Witt, grandson of former Trainmaster J. W. Blossingham, now retired, has enlisted in the Signal Corps and is stationed in the South.

Quite a few of our railroad gang who enlisted have joined the railroad contingent. Brakeman Bob Helmann is a recently enlisted man in that outfit. His father, Oscar Helmann, a first World War veteran, is a locomotive engineer on our division. Willard Koch, former extra baggageman at Portage, one of the first to go, is now in Oregon.

### Second District

F. O. Anderson, Correspondent  
Red Wing, Minn.

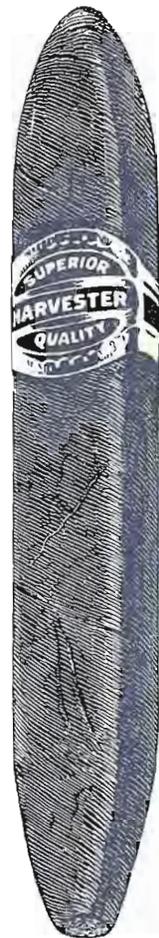
*The present-day soldier's conception of duty being not to die for his Country but to see to it that the enemy dies for his, we are nominating the following River Division employes for medals from Tokyo. These boys are all in active service, getting in some licks to accommodate the Japs and other fanatics who seem to be bent on dying:*

# The right track for '43

There's only one cigar as sweet-smoking as a Harvester...and that's another Harvester. So this year, clear the track for more smoking *pleasure*. Switch to Harvester Cigars.

## HARVESTER CIGAR 6¢

"The Railroad Man's Smoke"



"Dinty" More, Raymond Knoll, Eddie Erickson, William O. Wilson and Lloyd Wickman of Hastings, Minn. George Carlson, George Schmidt and Willard Rose of Lake City, Minn.

Vernon Fick, Arnold Larson, Felix Brenner and Jack Maher of Red Wing, Minn.

Berthold Schurhammer and Jack Webb of Wabasha, Minn.

Most of these men are now connected with the air service as mechanics or technical experts, and snappy-eyed Felix Brenner has received his silver wings and is using those keen eyes of his for sighting down a gun instead of trying to decipher bills of lading.

A story is going around about a former employe, who, while answering questions asked by the I.Q. Sgt., brought on the following:

Sgt: "What happens if you have one ear shot off?"

Recruit: "Reckon I won't hear so good."

Sgt: "O. K., suppose you have both ears shot off."

Recruit: "Can't hear or see."

Sgt: "What the heck: why can't you see?"

Recruit: "Well, with both ears off, my hat slides down over my eyes."

### Coast Division

#### Seattle Terminals



F. W. Rasmussen, Correspondent  
John Holtum, son of Chief Claim Clerk Stanley Holtum, who has been training in the university at Laramie, Wyo., for the Naval Air Corps, has passed his first examination with flying colors and we understand will soon be well



### Pipe lines are down to stay when treated with NO-OX-ID

A combination of NO-OX-ID and NO-OX-ID-ized Wrappers renders pipe impervious to corrosive action of every kind. This combination provides four way protection . . . resists soil stress, repels bacterial attack, prevents moisture penetration, and stops underfilm corrosion. Original application lasts for the life of the line.

DEARBORN CHEMICAL COMPANY  
310 S. Michigan Ave. Chicago 205 E. 42nd St. New York



on his way to play his part for the liberty we cherish.

We recently received a card from Emmett Springer, our former clerk in the cashier's office. He is now in the armed forces. Emmett was then in New York taking in what used to be the bright lights. He said he expected his next stop would be Africa. We all wish him well.

Walter Markey, car inspector, died on Nov. 17 of a heart attack. Mr. Markey was employed in Seattle, and had been with the Milwaukee since 1918, having worked at Cle Elum, Othello, Cedar Falls, Port Angeles and for the last several years at Seattle. He was well liked by all his associates and was a consistently dependable and faithful employe.

George Bahl, formerly in the local freight office and now in the Navy, stationed at Pasco, Wash., has been transferred from the Ordnance Department to Post Office Department and is doing a good job of handling the mail for his buddies. George is a son of J. F. Bahl, our western general passenger agent.

J. E. Hart of the cashier's office, local freight office, was last seen headed south toward Camp Lewis; we are anxious to hear from him and would like to know how he gets along in the Army.

Harney Nail, our warehouse checker, is now assigned to our Merchant Marine and is somewhere on the high seas. The Milwaukee gang is with him regardless of where he may be.

John T. Hogan, former assistant chief yard clerk, was last heard from in the Transportation Division of the Army, somewhere in California. We are quite

sure the Army has improved considerably since John joined.

Jim Keenan, son of Patrick Keenan of waterfront fame, is with the Coast Guard, defending our shores, while his dad, Patrick, is still acting as our import and export inspector.

Walter Zehorn, formerly of the demurrage desk, is with the Coast Guard and we understand is stationed in Tacoma.

The last we heard of Roger Wilhelm of the cashier's office he was in Washington, D. C., in the Navy. The writer had the pleasure of calling on him a few weeks ago while in Washington; Roger is anxious to get out into more active service.

The two Brundage boys, Herold and Gerold, of the Army and Navy, respectively, are heard from now and then. Herold was a visitor at the freight office a few weeks ago. The Milwaukee friends wish them well on their errand of liberty for all.

When last heard from, Gordon Davis of the cashier's office was with the Army somewhere in Missouri. Gordon is down there to show the "Show Me" boys something and, believe me, Gordon can do it.

### Seattle General Offices

E. H. Bowers, Correspondent  
Public Relations Representative



The war is going to have to wait awhile for City Freight Solicitor Bill Murray. Bill had just received notice of his appointment as a second lieutenant in the Quartermaster Corps when he fell off the roof of his house and

fractured his right leg. No doubt he will make a whiz of a looney for the Quartermasters, but it is evident that he is much too brittle for the paratroops.

Jack Oliver, son of Frank Oliver, stenographer in J. N. D.'s office, has been inducted in to the Army. Jack was formerly located in the Quartermaster's depot in Seattle.

Lieut. James T. Hayes, formerly transportation inspector at Seattle, now aide de camp to Brigadier General Carl Gray of the Military Railways Corps, and Captain Ed Sima, former chief of work equipment on Lines West, of the same outfit, recently paid a visit to their old stamping grounds at Seattle.

Henry Rosas, steno in the western traffic manager's office, has been notified to report for induction, but the Army can't make up its mind whether it wants Henry to show up in Florida, where he registered for selective service, or to get his gun at Renton, which Henry would prefer, since it would eliminate the necessity for his going all the way back to Florida to say his military "I do." What with the weather in western Washington being what it is just now, we just can't understand anybody trying to get out of taking a trip to Florida.

### Tacoma

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



*This number of the Magazine is devoted especially to those of the Milwaukee employes who have joined the armed forces of our country and are now engaged — or will be in the very near future — in the gigantic struggle to extend the blessings of freedom to all nations. It is indeed a probability of the strongest kind that we shall win in the struggle, for the ranks of the dictatorships are already being broken; soon we expect to see them put to rout entirely and we shall welcome our forces back with cheers. God speed the day!*



Lieut. Orr Leon Wheeler, of the Chemical Warfare Dept., is stationed for the present at a Camp in Arkansas, but not for long. He is the husband of Mrs. Wheeler, who was in charge of our private telephone exchange at Tacoma, but is now at the local office, together with her son; both of them utilized a recent vacation to visit Lieutenant Wheeler at his present location before he leaves for the front.

Another one of our heroes on the far-flung battle fronts is Captain Clyde Brewsbaugh, who is at present in Australia and who has just recently written from there. He is connected with the railroad administration and you can imagine the difficulties with which he wrestles when you realize that he has to contend with a different rail gauge in nearly every one of states of the Commonwealth of Australia; you can imagine his frame of mind when he has important military shipments going from here to there, all on different gauged tracks. However, with American resourcefulness and Australian adaptability, he and his associates manage to get the job done, and done well, at that.

We manage to keep some of our distinguished military men right here at

## Your War Bit For '43

IN 1943 the Battle for Freedom will call more and more for direct financial support from every citizen. To the extent that each of us makes his and her financial support voluntary future taxation can be lessened, the dangers of inflation minimized. The government pays generous interest on all money you can loan for war costs through the patriotic purchase of War Bonds.

*Resolve for '43 — to make War Bonds your investment practice; to conserve food, fuel, tires, gasoline; to buy sparingly for personal needs, and to save from current income for the tax dates ahead.*



**MERCANTILE NATIONAL BANK**  
OF CHICAGO

541 WEST JACKSON BOULEVARD

MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

home, and thus we may refer to one of our men who served in the last World War, when he was connected with the railroad administration in France, and is now also railroading; we refer to Major W. E. Cummings. We laughed and laughed as "Bill" told us of the difficulties of railroading in France and getting things done against the conservatism of French railroadmen who could not conceive of things being done just the way he wanted them. You may recognize him as conductor on the line from Spokane east.

To get back into the ranks. Yard Conductor J. J. McGinty of Tacoma, has just joined the Army; with his technical background, he should win a commission before long.

We hope that our readers will not accuse us of favoritism if we beg to refer here to a former correspondent of this Magazine, Gil Garrison, who until recently gathered Car Departments news from Tacoma. He joined the Coast Guard, but we understand that he has now been transferred to the Army. We have no doubt that he will do well at whatever post he is put and reflect glory on the Milwaukee, incidentally. We hope that he will come back safe and sound; we'll welcome him back to the ranks of the Milwaukee Magazine.

A survivor of the Washington National Guard, now a part of the United States Army, is Capt. Paul James—if you ask us, we do not know where he is, it being a military secret. Paul was Lieutenant James when the National Guard was swallowed up, having won his bars for his wonderful marksmanship, but he has now advanced to Captain; we hope—no, we feel sure—that he can shoot better than ever now. We sincerely hope that he gets back safe and sound. Go to it, Captain James!

## Chicago General Offices

### Freight Auditor's Office

J. A. Strohmeyer  
Correspondent



**THE INTER-LINE NEVER FORGETS.** Pvt. A. Ronald Duffy,

our old friend and co-worker, on furlough from Camp Butner, S. C., visited us on Nov. 18. On Nov. 20 a get-together was held in his honor at the Waveland-Magnolia bachelor apartment of 1914-1918 War Vet. Wm. Lewis, interline. The principal feature of the evening was a two-hour moving picture showing in detail the agony of Pvt. Duffy receiving his basic training at Camp McClelland, Ala., including kitchen policing, and his running comment thereon, which might not be passed by the censor if included herein. Neighbors and the police sounded taps at 2 a. m.

Pvt. Wm. Beck, stationed at Ft. Lewis, Wash., visited us. Looks fine, and due to office experience here, does tabulating machine and clerical work in the Army. Bill (Lightning) Kures, Walt (Husk) Janz, Otto Hartung, Sgt. Wm. Burg, now overseas, and others too are, or soon will be, doing similar army office work.

E. A. Ludwig, H. C. interline, is busy trying to find star space on the service flag for the latest selectees from Freight Auditor's office: Marty Gribenau, Jack Conway, Fred (Bubbles) Meyne and Geo. (Little-

beck) Schmalbeck. We sent them away with our best, materially and sentimentally.

Letters seen indicate service men appreciate the news in the Milwaukee and the letters from us. We can cheer them much by carrying out the interline slogan. That bureau sends cigarettes and things each month, and a number of women employes who request that their names be withheld, write regularly. Their army mail addresses are on the honor roll at Room 31 door. Write and cheer them.

E. J. Heimerle, company material accounts, is happy. The newspapers state his cousin, Capt. Arthur Wermuth, the Bataan one man army, is alive in a Japanese war prison camp.

Bill Beck, stationed at Ft. Lewis, Wash., is now a corporal.

Still trying to catch up with the Joneses are Jay (C. T. H. & S. E. accounts) and Mrs. Betts. Three sons in the Army. Jay Jr., a sergeant at Ft. Riley, Kan., expects to be sent to a special officers' training camp. Mr. and Mrs. Michael Jones still lead. Three sons in the Army. Thomas, sergeant at Camp Cook, Cal.; James R., overseas, and Richard at Ft. Lewis, Wash.

### Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent



*With the coming of the New Year, we feel it is the appropriate time to extend our heartfelt thanks and gratitude to our many boys who are in the armed forces giving their best so that we may continue to live in this glorious land of ours and exercise our rights of freedom, equality and the pursuit of happiness. We wish you Godspeed and may you all be back with us before the coming of another Holiday Season.*

### DANGEROUS DAYS Ahead!

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Of the 32 listed on our Honor Roll, two have risen to the rank of lieutenant. There are two in the Marines. Many are non-coms in the regular Army. Others are "keeping 'em flying" in the Army and Navy Air Corps. Keep up the good work, boys.

The following are on foreign soil: Carl Jensen is in New Caledonia and remembered us with a very nice Christmas card. Thanks, Carl. Say, Pop, we hope before long you will see that strapping young son of yours. We are looking forward to another long letter from you real soon. Somewhere in England, Gunnar Drangsholt and Del Morton are doing their part toward a speedy victory.

Since this magazine reaches all of you, let's make it a means of keeping in closer contact with you; we'd like to hear from you as regularly as possible. We at home will try to do our part by writing you and purchasing War Bonds at regular intervals.



### Freight Claim Department

June Gleason, Correspondent

#### IN SERVICE



Robert Wurth. Bobby is now an acting corporal, stationed at Camp White, Medford, Ore. He writes that he is very happy, enjoys everything, including 15 or 20 mile hikes hauling a complete pack.

Kenneth French. Kenny writes from Camp Adair, Corvallis, Ore., 80 miles from

nowhere. He has the very fine ability to answer each and every letter he receives. So to you people who like to get a reply from the service men you address, may I suggest a letter to Kenny?

Arne Holmbo and Rudy Levy. As has been the case during most of their lives, again we find these two together—both are yeomen stationed at the Board of Trade Building here in Chicago. They are the envy of many boys far from home, yet both of them are willing to go where Uncle Sam needs them most, and from the story Rudy tells, he'd like to tell his grandchildren about the war and not have to say he spent his time behind a desk at the Board of Trade Building. Here is one thing these two did not do together. Is Arne slipping or couldn't Rudy wait until Christmas to give his little lady something for her third finger, left hand?

Carl Rank. Carl and his charming bride paid us a visit recently. They were married just before his graduation as a bombardier at Victorville, Calif. Lieut. and Mrs. Rank, Jr. (his father is C. F. Rank, general baggage agent) are at present at home at Tucson, Ariz., where Carl is stationed at an advance training center.

This would not be complete at all without mentioning Ed. Bell, who as this goes to press is packing to be off with the Navy Air Corps. Allan Rank, brother of Carl, Johnnie Frank and Pete Niemi, who are at the moment in the Air Corps Reserves, expect to leave shortly.



### Car Accountant's Office

Harry M. Trickett  
Correspondent



To the four boys of our office—Staff Sgt. Wm. Olsen, Corp. Harry J. Reinhart, P.F.C. Kenny Giblin, and Pvt. Warren Chambers, we send Greetings and Best Wishes for their Health, Safety, and Victory in 1943.

"The sun be warm and kind to you,  
The darkest night, some star shine through,  
The dullest morn, a radiance brew,  
And when dusk comes, God's hand to you."



We haven't heard from our latest draftee—Warren Chambers—since he was inducted on Nov. 12. Understand he still is retained at Camp Grant.

P.F.C. Harry J. Reinhart has been promoted to the rank of Corporal and assigned to a Headquarters Company on a Southwest Pacific island.

Our good natured friend, Martin Murphy, resigned his position on Nov. 28 after 16 years' service to accept a position with the Austin Construction Company, which is now building for the Douglas Aircraft, west of Chicago. Not having the opportunity to say "farewell" to all his friends, he asked me to send them his greetings.

Joseph Kowal went quail hunting recently and understand he didn't miss a shot "At Ye Old Tavern."

The Milwaukee Road Choral Club gave a concert at Elgin, Ill., on Dec. 13.

In the copies of this issue going to those men in service with whom they keep in touch, the Victory Committee has a special insert covering news from the various men in service, so be sure to look for it; also remember to keep Margaret McCarthy advised of any changes in address of the boys in service in order that the Victory Committee can function effectively.

In Nineteen Forty-Three  
Keep Buying Bonds, for Victory.



### Auditor of Expenditure's Office

Bernie Williams, Correspondent

On the anniversary of the attack on Pearl Harbor, 67 employees of our offices had already put aside railroad tasks and were scattered over the entire globe, doing a greater duty to their country. They won't be back until it's over—over there—but with boys like these, it can't last very long.



The latest are the first—Robert Brock has joined the rest of his brothers in the Army; Carl Cacioppo has forsaken timekeeping and Rudy Thoren's supervision for the "earn while you learn" of the Navy; Tom Kauppi at this writing is well on his way to his new job—in a Coast Artillery company; Don Carlson, who bothered recruiting offices more than Smitty of the Trib, answered his call to the army; Herb Metzfeld and Howie Klima, ex-Milwaukee district employees, who commuted daily to the Beer City, went to the induction center on the same day and at the last report were both still at Fort Sheridan.

Bob Wilson, Navy, is doing convoy duty in the Atlantic and has really turned in a lot of mileage since he left for service. Little Joe Kirchen, of the B&V bureau, has done a little traveling, too. Joe was sent to Wyoming and then across the country to the Aberdeen, Me., proving grounds. Meanwhile, John Bonetti, Army Signal Corps, has been stationed here in Chicago, but when his course is completed he will be sent straight into action.

Henry "Bud" Zimpelmann, formerly in the Timekeeping bureau and now in the Air Corps, is stationed at the Las Vegas Gunnery School and hopes for a furlough this month. His fellow workers and buddies, Corp. Al Kulk and Sgt. Hank "Manuel" Harter, plan a reunion in Chicago, which will be something in the way of a reasonable facsimile of a Legion convention.

Avery Shepherd is a lieutenant at Scott

THE MILWAUKEE MAGAZINE

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Field and is assistant transportation officer there. . . . Bernard Greenberg is a parachute rigger at Chanute Field and reports he is headed for officers' school. . . . Bob Ziesenhennen, the pride of Mont Clare, is still situated in Wyoming but we wonder if the Quartermaster Corps has realized his qualities yet. . . . George Searles, our first full-fledged aviator, is somewhere "over there" heckling the Japrats . . . and so now someone else wants to know "where's George?" . . . Tom Sweeney is part of our Army in Texas and Bob Mathison hasn't reported since his scheduled embarkation on the West Coast.

Phil Sweeney was all set to receive his wings in the Air Corps in California at last reports. . . . Corp. Bill Sahler expects a Christmas furlough from Salina, Kan., and will visit the old home town, Minneapolis. . . . Dick Heckl is a Marine—and Marines are hard to keep up with, but he's doing a man's size job, you can be sure of that.

Sgt. Bill Ficht is still in Alabama with the Medical Corps, and Mrs. Ficht is with him. . . . Ralph Carlson believes he will be transferred from Chicago soon and wants to follow his roommate, Norm Beattie, into Pacific duty. Norm formerly worked at the Union Station.

Otto Heimann is stationed at Rapid City, S. D., with the Army, and without that Packard.

### Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

*At the close of the year 1942, and after the recent observance of Pearl Harbor Remembrance Day, it is interesting to note that Overcharge Claims has contributed 20 per cent of its personnel to the fighting forces. Our men are now scattered through eight states from New York to California, via Florida and the Middle West, and including the indestructible Oren Barry who is "somewhere at sea." We have tried our very best to keep in touch with their activities.*



Without disclosing any military secrets, it is safe to say that Oren is again back in action with the Pacific Fleet, and is gunning for that Jap who blew the U.S.S. Geo. F. Elliott from under him in the battle of the Coral Sea. Judging from his encounters with the enemy and numerous battle scars, Oren, always a man of action, is now qualified as a really "salty" Salt.

Our most recent recruit, John White of the Suspense Bureau, is undergoing the horrors of basic training at Abilene, Tex., which reminds us that fellow-Texan G. G. Smith at Camp Swift isn't going to get any more press notices until he comes across with another letter. The latest snap-shots of "Gee Gee" show him boning for exams at Radio School and looking very fit, with a marked increase in avoirdupois.

Sgt. Gene Heing admits to a gain of 12 pounds accumulated under the rigors of life at Hamilton Field. As predicted in the last issue, Gene secured his furlough and paid us a fleeting visit. Fleeting is the word, for immediately on his arrival he was completely swamped by a horde of feminine admirers, leaving us only a glimpse of well pressed uniform and cap, cocked at a debonair angle with just the inimitable Heing touch. Gene is crazy about California and so is Don Ostien, once a staunch

admirer of blondes, who we hear has transferred his allegiance to red heads and brunettes.

Pvt. Norman Hert has planned to spend the winter in Florida, at Camp Blanding where he has just been transferred to the Intelligence Department. Smart people, these A.O.C. men. His former co-worker, "Scotty" Milton, Coast Guard, stationed at New York City and a regular patron of the Stage Door Canteen, dropped in there the other night and who do you suppose he met but Miss Janet Blair, star of "My Sister Eileen," the current movie hit. "Scotty," who is now a real cosmopolite, had a nice conversation with her and asked for her autograph and writes that "she is very cute, but engaged." To soften this crushing blow, "Scotty" and his buddy (at the expense of the buddy's uncle) attended a performance of the Russian Ballet at the Metropolitan Opera House where "Scotty," no mean hooper himself, enjoyed a worm's eye view from a third row orchestra seat. And so to bed at his little apartment in the shadow of the penthouses on Riverside Drive. Gee, home was never like this.

That's what Howard Atherton was thinking when in response to the Victory Committee's questionnaire he stated that candy and cookies would always be appreciated as he wasn't getting enough dessert down at Camp Robinson. Frank Shannon wrote that all the fellows at Camp McCoy were jealous when he received our round robin letter and what he craves is mail and more mail. This is Frank's first opportunity to defraud the government of postage and he intends to make the most of it. And last but not least, Jimmy Stamm says that any issue of the Magazine dedicated to the service men would have to include his name, as he would be right in the groove for Uncle Sam after December eleventh.

### Twin City Terminals

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

*Hello, Soldier! . . . Hello, Sailor!  
. . . Hello, Marine! . . . Hello, gang!  
Greetings to all of you, wherever you may be. You sure have done a lot of traveling since you entered the armed forces of your country. Now we find you scattered on the seven seas and in the far corners of the world, but, wherever you are, we think of you and are solicitous of your well-being.*

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*We extend the season's greetings in a very special way to the 226 employes from the Twin City Terminals who are temporarily absent, taking care of a very important emergency job, and the reports that we receive from time to time about your activities indicate that you are all doing a fine job. But man, oh man, won't we be glad to welcome you back to your regular job, for somehow we just kind of miss that extra push that you gave the old machine in the days before Pearl Harbor.*



One of the brightest spots on our small horizon is the Red Cross Canteen in the Minneapolis Station, where service men are always welcome and always well taken care of by a staff of big hearted women who are devoting a very large portion of their time to volunteer service, maintaining the canteen from early morning hours until the last train has departed at night. For unselfish service you just can't beat the ladies of the Red Cross; they must be mothers, for no one but a mother could give of self in the manner they do.

Well, old 1942 is just about run down, and what a memorable year it has been for all of us! But 1943 is just about ready to make its grand entry and we hope it will be a happier—yes, the very happiest—year of our lives. Of course, we don't get the best things in life just wishing for them, but we do come very close when we work for them.

### South Minneapolis Locomotive and Store Depts.

*Katherine McBride  
Correspondent*

Open Letter to Service Men of these Departments



Dear Bub:

*We greet you familiarly, for after all, heroes have no private lives. Every word from you has now become public property in these departments, as we chart your moves from camp to camp. You are in our hearts and prayers as we follow the war's course. From you we draw patience and selflessness to face increased civilian restrictions. Your service inspires our service—Red Cross, USO, salvage. And in your behalf we are striving to make railroad history, so that troops and materials which we speed on their way now will daily lessen your absence.*

*As a matter of fact, Bub, you're King Pin around here, and if we intrude with familiar address, remember the kindly sympathetic interest behind it from the entire Milwaukee family. May it comfort you to think of this new legion of friends.*



1941 brought out all the quacks with their cries, "The beginning of the end."

1942 prompted Churchill's famous "end of the beginning" address.

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**THE P & M CO.** CHICAGO • NEW YORK

1943, God willing, and combining your efforts and ours, will bring an end to chaos, and the beginning of a new golden era of peace on earth to men of good will.

Suppose you'd like some posting on other fellows in the service. Let's take the Stores boys for a starter.

Corp. Don Crogan, our first soldier, is still at Fort Eustis, Va., training recruits. Visited us in November, looking quite moon-faced.

Harry Miller was assigned to a Medical Corps and landed in Australia, where he can't get adjusted to the reversed seasons "down under"—fresh fruit and vegetables in November, and palm trees lending strangeness to the setting.

Air Cadet Stan Blackburn finished his pre-flight work in Santa Maria in late November and now faces nine weeks basic and then advanced training at some Texas field, where his wife will join him. The training and schooling so far have been pretty gruelling.

Stan has a brother Clyde, you remember, who put in some time in the back shops. Clyde's a sergeant now at Pampa Army Flying School, Texas. Bill Leavers can be proud of his air-minded boys. Clyde manages to put in considerable work with the post chaplain and right now is pre-occupied with forming a chapel choir.

Haven't heard from our Marine—George Beyer. He has one of those ominous addresses—care of Postmaster, San Francisco. Lowell Gibson, at Advanced Naval Training Base, Richmond, Va., also writes practically never.

Paul Anderson made seaman 2nd class rating in November at Naval Radio Training School, Oxford, Ohio, and expected to see action some time in December. His wife has been with him for some time and they did manage to get a week-end trip to Cincinnati in mid-term.

Berman Fairbanks landed down at Shepard Field; Bob Reddick at Waco Army Flying School, Waco, Tex., and Sheldon Stafford is at Brooks Field, Texas.

The Store boys just can't seem to keep their feet on the ground! Sheldon writes that he received our Christmas box and promised not to open until Dec. 25. Was most comforted to be thought of, especially as he's 1,320 miles from home.

Gary Theis (SeaBees service) was not so cooperative. Opened his box on receipt, but we forgave him in face of his amusing letter. To quote in part, "My pal and I had to show the guys from Kentucky hills how to put on a pair of shoes. Had to put dirt in the shoes so it would feel like walking on the ground! And if any of the gang join the Navy, I don't think they will get beans as I have eaten almost the whole bean crop of Boston since I landed here." Gary expected overseas duty by Jan. 1.

Storekeeper Anderson's son John graduated from Engineers OCS, Ft. Belvoir,

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Dec. 23. Had particularly high ratings in leadership, and of course was elected athletic representative of his platoon while at Belvoir.

The trainmaster's department yielded two switchmen to the service in November—Laurence Carter and Robert Flowers. Hope they prove better correspondents than the men who have preceded them into service. We're wracking our brains to find addresses of our fightin' switch crew.

Adam Daraitis, PO, 2nd class (Locomotive Department's first enlistee, Dec. 9, 1941), made what he believes is his last office visit for the duration. The importation of 100 WAVes to his New Orleans base has released that many men for active duty.

Air Cadet Laurence Krogh writes from the Santa Ana Army Air Base, California, to Machinist Bill Anderson that he's now in preflight school for pilots. Says they really toe the mark there under the West Point system—demerits and all.

Understand Anton Metzenhuber is in submarine service.

Bob Foster, PFC, visited us Dec. 12 on furlough from Camp Callam, Calif. Says the PFC stands for "praying for corporal."

Corp. Harry Broderson has been transferred from infantry to Medical Corps, Camp Berkeley, Tex. Thanks to his father, local machinist, we keep posted.

Sgt. Herb Allen, headquarters detachment, Railway Corps, Ft. Snelling, Minn., added another stripe to his rank in December—technical sergeant.

Wilbur Tabor landed at Camp Claiborne, La., with an engineering regiment.

Dan Savage, boilermaker apprentice, and son of Truckman Walter, left Florida for the Air Corps, Gulfport, Miss., in August. Walter has two other sons in service—Staff Sgt. James at Camp Claiborne, La., and Richard, who enlisted with the Marines and was scheduled to take off Dec. 31.

Our latest Navy recruit is Eugene Schneider, machinist apprentice, who left Dec. 10 for training at Farragut, Idaho.

The Milwaukee Family also boasts a captain—Paul Haures, son of night roundhouse foreman Herman. Paul is stationed with the Signal Corps at Dayton, O. Prior to service, he was an electrical engineer at Cedar Rapids.

Machinist Harry Kitchen's son, Lt. Ralph, graduated from OCS (Coast Artillery), Camp Davis, Wilmington, N. C., on Nov. 24—enjoyed a brief furlough in Minneapolis, and is now based at Camp Stewart, Ga. Ralph used to work extra here at the Shops during summer vacation, conditioning himself for some of those gruelling South football games.

Got quite a thrill Dec. 7 (1942) when Acklin Cooper TCT fireman, enlisted in the Navy. That gives the Cooper home three stars—Acklin and his two sons, all Navy men.

Well, Bub, guess we've covered the home and foreign fronts fairly well. It's been delightful having this chat with you. We look forward to next month and another column—and to all that time in between issues, when you could be writing to us!

Happy, Happy New Year to you and all your buddies—it's bound to be a better year than last—may it be better than most—'cause, after all, every day now is a step closer to coming home!

Admiringly yours,  
MILWAUKEE HOME FRONT.

### South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Dept.

**WRITING TO THE BOYS IN SERVICE?** You'd better make your letter good, because as Thornton Wilder (now in service) told Alex Woolcott, "Nothing lifts a soldier's morale like getting a letter from home and nothing lowers his morale as much as reading it." (From Virginia Safford's column of Mpls. Star Journal of 12-8-42), so make your note a cheery one.



Recent marriages of our soldier-employees; Corp. Robert Ingvaldsen, on furlough from 29th Engineers, Portland, Ore., wed Miss Sylvia Buchen at Minneapolis on Nov. 20. Private Roy L. Larson, also on furlough from Engineer Bn., Camp McCoy, Wis., took Miss Irene Keller as his bride in Minneapolis on Dec. 5. Our congratulations to the grooms and happiness to the brides.

Pvt. Edward G. Ryberg, with Field Artillery, Fort Sill, Okla., writes that their large six-wheel Diamond T trucks are power plants on wheels and handle like a Milwaukee box car.

Wishing all our friends a Happy New Year is our thought at this time!

### St. Paul

Alice Treherne Herrick  
Correspondent  
General Agent's Office

### Through the Looking Glass

News from the Front



**Freight House—** James Casey and Thomas Fleury recently left for the Army, and we hope to have more news later.

**General Agent's Office—**Our readers will remember that Capt. Robert Burns, son of R. A. Burns, GA, was in the Midway Island battle last June, in the U. S. Marine



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Corps, Aircraft Fleet, and from regular word received by his folks, he apparently is enjoying good health, in spite of the fact that he is kept especially busy, and at present is on one of the islands in the Southwest Pacific. . . . Bert Hoen, CFA, and his brother Joe, Milwaukee employe at Montevideo, Minn., may point with pride to the three star service flags hanging in their homes, as while they are serving our company well, their brothers are serving our country in various places and in various capacities, just as well. Corp. Leo Hoen is with the Armored Division at Ft. Knox, Ky.; Corp. Ed Hoen, is in the Medical Corps, Ft. Lewis, Wash.; Lt. Arthur Hoen is in the Army Air Forces at Barksdale Field, Shreveport, La. These three boys are not former employes, but are sons of Jacob "Jake" Hoen, who for about 25 years previous to his death in 1934, was a watchman for our company at Cologne and Glencoe, Minn. He was well known by many Milwaukee employes, especially on our H&D Division. . . . Cadet Jack Maher, former rate clerk, who just got nicely settled at Sheppard Field, Wichita Falls, Tex., has been transferred to Nashville, Tenn., and is with the Army Air Forces there. Jack says the only thing that worries him these days is that his social life is being sadly neglected.

*Local Office*—Vincent Miller, former messenger, who is stationed at Pine Camp, New York, in the Field Artillery School, writes enthusiastically about army life and his new duties.

*Macalester District*—Yard Clerk Ray Sheehan's son, Tom, who was one of the first to enter the service of our country, Apr. 28, 1940, and who went to New Caledonia for some time, was transferred to Guadalcanal Nov. 1, according to word received by his dad. Ray says, "He's been in the thick of things, but I'm glad to say he is apparently well, and taking it all in his stride." Tom graduated from Central High School here in 1937.

*Passenger Dept.*—Dec. 17 Dick Lepsche, newly appointed stenographer, kissed the girls good bye and reported for duty at Ft. Snelling. A week's furlough followed, and landed Dick back at camp just in time to greet Santa as he stole in on Christmas Eve to surprise the boys.

*Repair Track*—Former car oiler, Frank J. Knapp, who joined the Army Jan. 19,

1942, surprised his old sidekicks recently by paying them a visit while home on a 15-day furlough from somewhere in northern Ireland. Frank, who has been on the sick list, returned to the U.S.A. in October, and must return to an Army hospital for observation, upon leaving St. Paul. However, he got little sympathy from the boys, considering how fine he looked. . . . Wm. Wheeler was another visitor to his old haunts in early December, while on a week's furlough from the Great Lakes Training School, where he is learning all about electricity. "No shocks to date," says Bill.

*Round House*—The Milwaukee's loss was the Navy's good fortune when Russell Krinke, former boilermaker's helper joined up on Nov. 18. After seven years of railroading, Russ is carrying on in the same capacity at Camp Waldron, Farragut, Ida., for Uncle Sam, and from the sound of his letters, we judge that he likes his landlock fine. He writes, "I've been on detail for the last two weeks, and if I could only cook, I'd make a good wife for some fellow."

Sorry! No more news this issue. After all—I'm still on my **HONEYMOON!**

### Minneapolis General Offices

*Kitty Carll, Correspondent*

Company Police Officer T. R. Sullivan, detailed to Minneapolis passenger station, has been inducted into the Army, exchanging his blue uniform for khaki.

Emmett Keenan, bill clerk at Minneapolis local freight, has joined the Navy as able seaman and will soon be seeing the world through a port hole. Smooth sailing, Emmett!

Yeoman Larry Johnson, home on furlough from Great Lakes Naval Training Station, visited with his old pals in Minneapolis local freight where his blue outfit was admired by all the girls.

### I&D Division

#### Marquette-Sanborn

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

*Our very best to all Milwaukee employes, as well as the sons and daughters, who are serving Uncle Sam. We firmly resolve to keep the home fires burning.*

The Citizens Victory Committee of Mason City was organized in May, 1942, and is comprised of six or seven representative committees from participating organizations. We are proud to say that the Mason City Milwaukee

Youngstown Steel Sides for Repairs to Freight Cars  
Youngstown Corrugated Steel Freight Car Doors  
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HOSPITAL BENEFITS • NON-CANCELLABLE POLICY

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GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE



**EMPLOYEES MUTUAL BENEFIT ASSOCIATION**

1437 Grand Avenue

St. Paul, Minn.



Road Service Club is a charter member of this organization and the only railroad club in Mason City participating, as well as the only railroad club included in the membership. The organization has grown until now there are 23 groups participating and one individual member, Mrs. Hanford MacNider. Its purpose is to contribute to the comfort of those in the armed forces from Cerro Gordo County, as well as the surrounding counties through the Mason City headquarters. Packages consisting of cigarettes, candy, automatic pencils, notebooks and similar articles are given to each man departing. In order to provide funds to help this cause along, a benefit football game on Armistice Day was sponsored by the Victory Committee. Due to the large attendance, a nice sum was realized to help the cause for which the committee was originally formed. The Lindblohm High School team played the Mason City High and traveled to Mason City on the Marquette and returned on the Sioux.

The Victory Committee was asked to assist in securing donors for a blood bank for Iowa and within a few days the required number were secured, including several Milwaukee Road employes. This blood bank will meet the possible needs of civilian defense. Part of the blood is held in Mason City for the local blood bank and the remainder is sent to Des Moines, where it will be processed into blood serum, which will be available for civilian defense use throughout the state. Large banks of this blood serum are to be established near the war plants throughout Iowa.

Quietly nestled among the hills at McGregor, Iowa, is a comfortable home, of necessity large, because it is the home of six boys, three girls and a father and mother. In the window hangs a service flag (the flag has a blue star still because they are a family with a strong, living faith) of which they are justly proud. In this home the pantry shelves are groaning with home-canned foods. The father and mother, brothers and sisters do not complain, although their hearts must be heavy because they have not heard from their son and brother since Mar. 27 of this year, and since that time they have been notified by the War Department that he is missing in action. Lawrence R. McGuire, fifth son of Mr. and Mrs. P. E. McGuire, McGregor, Ia., and formerly of Mason City, enlisted in the Army Air Corps on Dec. 18, 1939. He received his instructions at Hamilton Field, Calif., Scott Field, Ill., and Lowry Field, Colo., and he was graduated from the Air Corps Technical School at McChord Field, Tacoma, Wash. Following his graduation, Larry enlisted in foreign service. He left San Francisco aboard the U.S.S. President Pierce for Clark

Field, Philippine Islands, on June 6, 1941. Clark Field was reported demolished during the first attack on the Philippines. The only word the family have received from their son since the invasion of the Islands was a brief note written Mar. 27. In it he stated that he was fine but was unable to disclose his location, and he ended the message with the words, "Keep 'em Flying." Larry was born in Mason City on Aug. 14, 1914. He received his early education in the Mason City schools. His five brothers are all employes of the Milwaukee Road. His three sisters live in McGregor. The father, P. E. McGuire, a passenger conductor on the I&D, has been in the service of the Milwaukee Road since June 30, 1896, being promoted to conductor in 1904. We of the I&D are waiting, hoping and praying that the year 1943 will not only bring glad tidings for the McGuire family, but for all Milwaukee families who have loved ones in the service of their country.

Word was received by the W. T. Cross family that their son William, Jr., arrived safely overseas about Nov. 10. William is a Marine and has been in the service for some time, having served one winter in Iceland, after which time he went a short furlough at home. Another son, "Dick," is also in the service, and we hope to carry their pictures as well as a history of their service on the "Front and Center" page before long. W. T. Cross, Sr., is an I&D conductor with headquarters at Mason City.

*All the year 1943—Let's Buy Bonds!*

## Sioux City and Western Branch Lines

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



Harry L. Hoskin, former chief dispatcher at Sioux City, who was called to Washington recently as one of a group of eight charged with the handling of intricate transportation problems, has received a promotion and is now in Spokane, Wash., to take charge of a new division. He has been made assistant director, Rail Terminals Division of Railway Transport, ODT, and is responsible for an area embracing eastern Washington, eastern Oregon, Idaho and Montana. His headquarters and office are at 208 Sun Life Assurance Bldg., Spokane.

Frank Sopoci, trainman on this division, and a son of Section Foreman Steve Sopoci of Tripp is now in the Army.

Albion (Speedy) McMaster, formerly stenographer in the office of D. F. & P. A. Zane at Sioux City, recently enlisted in the Marines. During the time that "Speedy" is winning the war, his job will be taken over by Mrs. Joe Griller, formerly Arlene Searles, whose husband was former city ticket agent at Sioux City, and who is also in the Army, now stationed at Ft. Knox, Ky.

Fireman Paul Card is at Key West, Fla., with the Navy. Paul reports he likes it fine—and who the heck wouldn't trade an Iowa winter for one in Florida?

Carman Helper John B. Kelly of the Sioux City shops, now in the armed forces,

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# GLENDORA

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8 So. Michigan Ave., Chicago

is seriously ill in the Naval Hospital at Treasure Island, San Francisco, following an operation.

### Sanborn-Rapid City

Paul R. Ashland, Correspondent  
Mitchell, S. D.

*Happy New Year! I want to wish you, your families, and your friends or relatives now in the armed forces, a Happy New Year. May Providence continue to smile upon us, and may we in the years to come have a better world in which to live.*



December has seen more employes slated for induction into the armed forces—freight house employes at Mitchell, Robt. Barnes and Jack O'Neil, Jr. We are all proud of our relatives and former employes now in the service and we will do everything we can to back them up.

Various employes' sons have recently gone into the service. Benj. Peterson's son Orville was recently inducted. Signal Maintainer J. A. Larson's son Kenneth is now stationed at Ft. Leonard Wood, and Pvt. Orville J. Larson is at Camp Adair, Ore. Pvt. Daniel W. Ness, son of Mr. and Mrs. W. E. Ness, section foreman, Conata, S. D., is with the Marine Corps overseas. While in training, Daniel won four medals for outstanding work in gunnery. Lewis Knudson of the Mitchell roundhouse tells us that his son Ben was home recently on a short leave from the Army.

Several of our former fellow employes have been heard from recently. Among them is Sgt. Harry Davis, who writes: "I'd enjoy a Milwaukee Magazine." Sgt. Davis was formerly an operator at Chamberlain, S. D., and is now stationed with the 714th Military Railway Battalion, Camp Claiborne, La., where former employes Wally Severson and Don Miller of Mitchell are stationed. Sgt. Davis is like most of the other employes in the service—he wants to know what is going on back on the railroad. If any of you know of a former employe now in the service who would like to receive the Milwaukee Magazine each month, I would appreciate your giving me his name, location, etc. Let's get them all on the mailing list!

Pvt. Thos. Throckmorton, formerly of the freight depot spent his furlough here with his folks and is now located in Missouri.

Private Art Hoeltzner spent several days visiting here and is now located at San Francisco. Art was formerly employed at the roundhouse.

Sid Shearer, formerly of the roundhouse, is located at a Camp in Texas.

Former operator Lowell Shook of Canton is now in a camp in California: he says army life is swell but he surely missed the pheasant hunting season in South Dakota.

Word from former operator Merlin Winters, Jr., says: that he is located at San Diego in the Marines and likes it.

Former expressman Ole Ollenburg, who worked in the local station, is at Pearl Harbor.

Trucker Robt. Barnes of the local sta-

tion has taken a leave of absence and expects to be inducted the first of the year.

We extend our congratulations to Pvt. Orville Larson and wife on the arrival of a baby daughter to gladden their home. Mr. Larson was a signal maintainer before joining the Army.

May this New Year bring you all the best there is in life.

## Rocky Mountain Division

### Northern Montana Branch

Edna Hall, Correspondent  
Lewistown, Mont.

*With the loyalty which the railroad man has always shown in time of emergency, our boys have responded to their nation's need, and we find the Milwaukee Family represented in every department of military service. Among the many who have entered service from the Northern Montana Branch are the following men:*



J. E. Robinson, son of Conductor Sam Robinson, is with the Railway Battalion.

Sgt. Robert G. Thompson, son of W. J. Thompson, is with the 29th Engineers, having just returned from Alaska, and is now stationed at Portland, Ore.

Lawrence A. Taylor, step-son of Operator Leonard Mattson, is a technical sergeant with a Radio Corps in Australia.

Joe M. Kennett, son of N. L. Kennett, yard conductor, is with the Infantry in Australia.

James O. Galbraith, son of Conductor C. L. Galbraith, is also in Australia with the Infantry.

Charles W. Nummerdor, son of Asst. Supt. C. A. Nummerdor, is with a bomber squadron now at Las Vegas, Nev.

Henry E. Bertram, son of H. A. Bertram, warehouse foreman, is with the Infantry, Camp Carson, Colorado Springs.

Ernest G. Samuel, son of Gust Samuels, carman, has just graduated from Ground Mechanical Air School at Tuscon, Ariz.

Floyd D. Trumpower, brakesman, is at the Aviation Maintenance Naval Training School at Norman, Okla.

John O. Baumgardtner, son of A. F. Baumgartner, conductor, is a 2nd class petty officer, pharmacist's mate, with the Marines. He was home on furlough recently.

Service W. Finkbner, Jr., son of Carman Frinkbner, is with the Infantry at Camp Carson, Colorado Springs, Colo.

Corp. Thurm O'Donnell and his brother Ralph, sons of Engineer H. T. O'Donnell, are both in the service, Thurm being with the Army Air Corps at Merced, Calif.,

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and Ralph with the Navy Air Corps at the University of Montana.

And so we might go on. We know this list is not complete, nor can it be for lack of space, since there is scarcely a family which is not represented some way in military service. We send greetings to them from the Northern Montana Branch, and our best wishes for a 1943 which shall see them victorious over the enemy and returned safely back to their Montana homes.

### Main Line

Nora B. Decco, Correspondent  
Operator, Three Forks, Mont.

*Another January . . . another New Year . . . May it bring to us all prosperity . . . success . . . and, to be sure, happiness . . . a measure of contentment . . . More of faith than we now have, perhaps . . . a little more of charity to others . . . and, above all, tolerance . . . A Happy New Year.*



The wedding of Miss Marie Jenkins and Barnard Buzdikian of this city took place on Dec. 8 at Bozeman. Both are well known here where Mrs. Buzdikian was born and raised. Until recently she was employed in Cleveland at the general office of the Order of Railroad Trainmen. The bridegroom is working as a telegraph operator at the station in Three Forks and we extend to them our very best wishes.

A daughter was born on Dec. 7 to Mr. and Mrs. Lile of Eustis sub station at Bozeman. Mr. Lile is sub station operator. Mr. Lile recently returned from Boise, where he visited Eugene who is with the Air Forces.

A sad accident occurred on Nov. 30 at Piedmont. While switching his train, Conductor Kilpatrick lost a foot, but is resting very well in the St. James Hospital in Butte and hopes to be home soon.

### Iowa Division

#### Council Bluffs Terminal

Vernon C. Williams, Correspondent  
Yard Clerk, Council Bluffs, Ia.

#### Remember December '41

*This issue of our Magazine is devoted to the honor of the sons, brothers, sweethearts and fathers in the service of our great country, whether in camp or across the Atlantic or Pacific.*

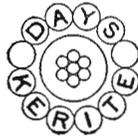


Yes, we remember December, '41. Pearl Harbor, Bataan, Corregidor, Wake Island and the rest. Memories to be sure, but not fond memories. To avenge those days, to avenge that infamous "low punch," on Dec. 7, our own boys in all branches of the service have gone forth.

But let us not forget our brave girls, too. The WAACS, WAVES, nurses, and all that they are training and fighting for. They also deserve a place of honor in this man's war, so to them, too, is this issue dedicated.

Here goes a 21-gun salute to Staff Sgt. Eddie Kinder, in the Air Corps at Randolph Field, Tex. To Lowell Bryant in the Q.M.C., and Marion McGee in the

Signal Corps; both from the local freight. And to Russell "The Red" Bolton, in the mechanical division of the Air Corps; to Rich Milner, parachute troop; Jerry Hall of the Navy; Harry Thompson and good old Holger Anderson, both in the branches of the fighting men of the air, all of them formerly under the supervision of Car Foreman T. P. Schmidt.



## KERITE

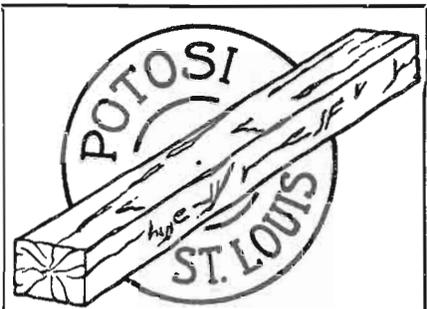
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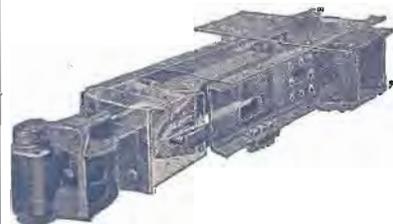
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## Kansas City Division

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

*"With malice towards none; with charity for all; with firmness in the right, as God gives us to see the right, let us strive on to finish the work we are in; to bind up the nation's wound; to care for him who shall have borne the battle and for his widow and orphan to do all which may achieve and cherish a just and lasting peace among ourselves and with all nations."—Abraham Lincoln.*



Home on furlough in early December, after three years' service in the Navy, Keith Washburn, son of Yardmaster R. H. Washburn, west yard, speaks as familiarly of the Pacific islands as we do of our neighboring towns and cities; was in Borneo on Dec. 7, 1941. At the expiration of his furlough he will report for further duty.

Fireman Donald Bortoff, in military service since last October, is now at the Engineer Replacement Center at Ft. Leonard Wood, Mo., for training, and his son, Robert, in the Army Air Service since last October, has been classified for training as a bombardier at Kelly Field, Tex. He is a graduate of the Elks refresher course in Ottumwa and was one of nine out of 180 candidates chosen for the work.

From Ensign Walter Zlogar, somewhere on the Hawaiian Islands, we hear of the delightful climate; sunshine, with showers every day, and a lovely rainbow in the sky daily. They are occupying an up-to-date, attractive apartment one block long, and while kept busy with their duties, they are allowed time out for a daily dip in the ocean.

Our recent correspondent from the freight house, Cedar Rapids, Clifford R. Taylor, in the Army since early November, writes that it is quite cold in South Dakota these days, that the greatest pleasure he has is receiving mail—Pvt. Clifford R. Taylor, No. 37441694, HQ Detachment, Station Complement No. 1744, Ft. Meade, S. D.

Brakeman M. L. Carroll, who entered the Army on Oct. 12, received his first stripe on Nov. 24 and is now private first class at Camp Adair, Ore. He devotes all his leisure time to some activity and has a dancing class of 317 and a choir of 30 voices. One of his buddies is Russell Grainger, who was employed in House 5, Kinzie Street, Chicago.

A promotion has been given to Richard L. Caster, son of Ross Caster; he now has the rank of corporal in the Marine Corps and is stationed at the Marine Training Station, New River, N. C.

Joseph W. McCright, petty officer third class in the Navy, returned to the Great Lakes Naval Training Station on Nov. 21 after spending a nine-day leave with his wife and family in Ottumwa.

Corporal Bernard Roarty, in service two years, has been in Alaska for four months with the Army Air Corps. His brother, Pvt. Charles C. Roarty, is at Camp Polk, La., and has been assigned to an infantry regiment; both are son of Daniel H. Roarty, machinist, west yard.

A brief visit was made by Fireman Earl Clary and wife to their two sons, Raymond and Kenneth, at Camp Roberts, three miles north of San Miguel, Calif. On Dec. 20 they will complete 13 weeks'

infantry training, when Kenneth will go to Fort Benning, Ga., while Raymond's future assignment is not yet known.

Mrs. D. E. Chambers, wife of yard conductor, is a surgical patient in the St. Joseph Hospital, Ottumwa. Her illness necessitated discontinuance of assistance to the United Service Women in preparing cookies for the "buddy boxes" as Christmas gifts for Ottumwa boys in service. Sixty thousand cookies were prepared by Ottumwa women, 90 dozen being baked by Mrs. Chambers, who had set her goal at 100 dozen before she became ill. The Ottumwa Service Club contributed \$10 towards postage for the boxes.

The graduation of Flight Officer Max Peters from Luke Field Gunnery School, three miles west of Phoenix, Ariz., was attended by his parents, Mr. and Mrs. E. F. Peters of Ottumwa. Max has a certificate from three technical schools—welding, gunnery and piloting. His brother Harold is also a flight officer and is now stationed at Harlingen Army Gunnery School, Harlingen Field, Tex. Both brothers fly the planes for instruction of gunners.

Fulfilling the duties of a dietitian on week days, serving as organist for three different denominational services on Sunday mornings, Protestant, Catholic and Christian Science, and frequently on the program as an entertainer at the U. S. O., is how Virginia Van Camp, daughter of Locomotive Engineer G. L. Tucker, puts in her time at Camp Hulen, Palacios, Tex.

Richard L. Martin, son of agent at Lucerne, who has been working as telegrapher, enlisted in the Navy in November. Other November enlistments took Donald D. Dunbar, section laborer, Washington—Marines; Fireman Donald H. McDaniel, Ottumwa—Navy; Norbert E. Davis, machinist apprentice in roundhouse at West Yard—Navy, now at Great Lakes, Ill., for a 12 weeks' training course. Following section laborers were inducted into the Army in November: Patricio N. Barriga, Liberty, Mo.; Lawrence W. Bond, Richland, Ia.; Thomas D. Bryson, Williamsburg, Ia.; Veldon J. Gray, Osgood, Mo.; Linnie J. Phillips, Chillicothe, Mo.; Shannon S. Ramey, Parnell, Ia.; Brakeman Stanley C. Nelson left for Camp Dodge, Des Moines, to enter the Army on Dec. 4. H. A. Martin, brakeman, enlisted in the Navy on Nov. 23; Kenneth A. Lisk, yard clerk, Coburg, was inducted into the Army on Nov. 30; James J. Schorgl, brakeman, Kansas City, entered the Army on Nov. 19, and Fireman W. R. Close enlisted in the Navy on Nov. 21.

Engineer C. E. Leonard advises his son, Chas. E., Jr., is now in an anti-tank platoon at Camp White, Ore.

One of the first of our Ottumwa employes to get into actual service in this war is J. F. Williamson, a former fireman and now water tender first class in the Navy. Until recently he was in service on the Pacific but has now been transferred to the Atlantic. Was on a brief furlough, permitting him to spend Thanksgiving Day with his mother in Hedrick, Ia.



Laundress: "Ay ban sorry Ay couldn't coomb yesterday, Miss Yohnson, but Ay had sooch a pain."

Mrs. Johnson: "What was it, dyspepsia?"

Laundress: "Vell, ma'am, it muss ben soomting Ay eat. Da doctor call it acute indiscretion."

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That's 70 times the amount the railroads usually have been called upon to transport—well over half the total needs, hauled in tankers the subs can't sink.

To handle this new assignment takes the full time of 1,400 locomotives, when there are a dozen other uses for every locomotive in the war program as a whole. But it's a job that has to be done, so the railroads are doing it, as a

part of their bigger job of hauling 1¼ million tons of freight a mile every minute round the clock.

Behind this record oil movement is a story of the American brand of cooperation: by the companies that ship the oil—by the companies that own the tank cars—by the Federal Petroleum Cooperator—by the Office of Defense Transportation.

That's why this particular story of what the railroads are doing is a good example of what it takes to keep America working and fighting.

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