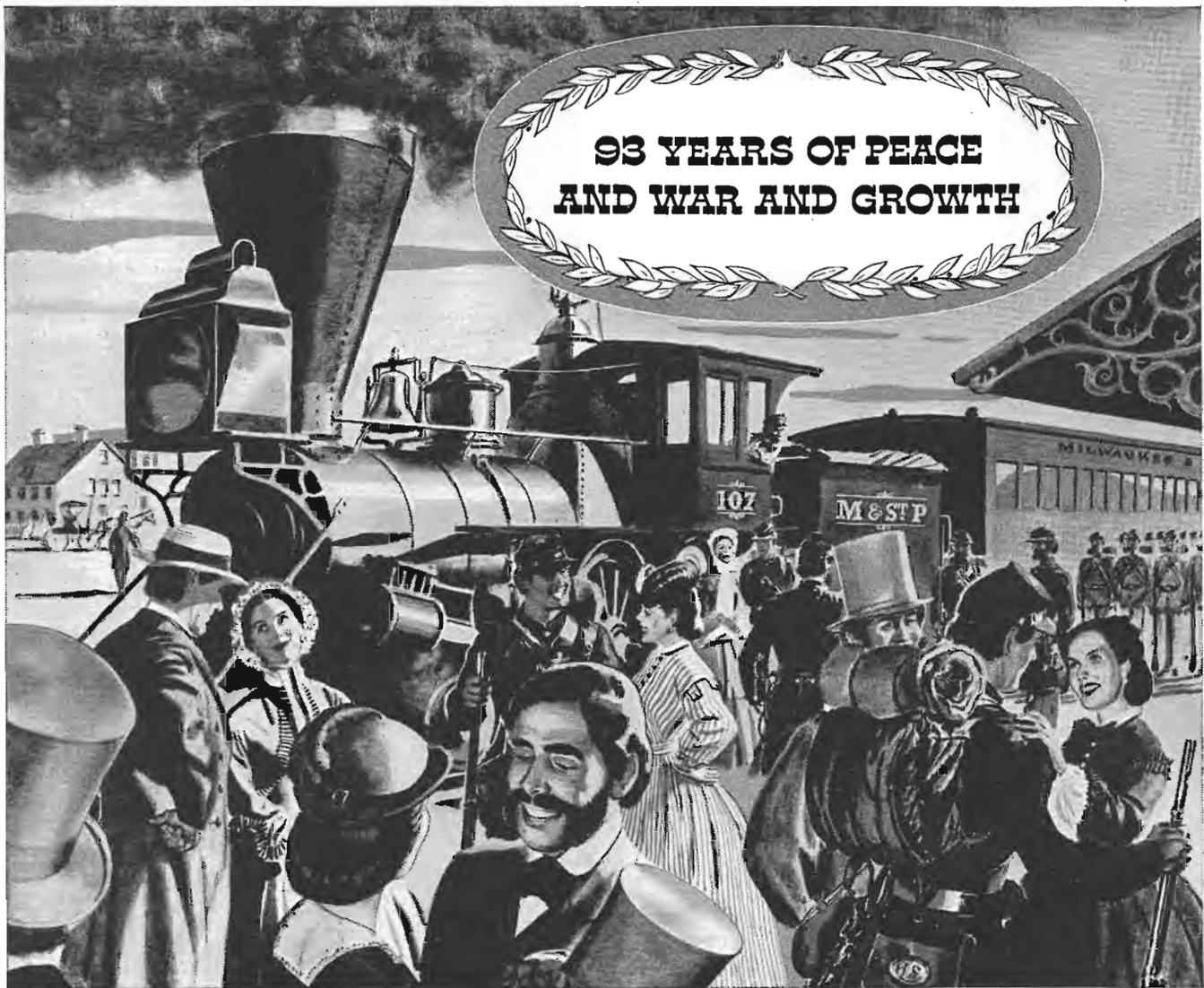




*The  
Milwaukee Magazine*

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

*November, 1943*



Scene in Civil War Days

THERE wasn't much of the present U.S.A. mapped in the geographies back on November 20, 1850, when the first train steamed forth on what today is part of The Milwaukee Road.

Many of our mighty cities of the west and northwest were then mere outposts. And eleven years were to pass before

the war between the States began.

The little five-mile railroad of 1850 has grown into an 11,000-mile transcontinental transportation system. Through wars and rumors of wars, depressions and years of great development and prosperity, The Milwaukee Road has written its share of American history.

Today all that our free America means is being challenged. And we of The Milwaukee Road, in concert with the rest of the nation, are helping to fling back that challenge.

We are being called on to move more and more freight and passengers every day. We are keeping vital war traffic flowing uninterruptedly over our long supply line from the east and middle west to Washington and Oregon ports—and through the Omaha and Kansas City gateways to California and Texas ports.

Our friends and patrons—both passengers and shippers—are co-operating to the limit. They, as well as we, know the urgency of the situation and the importance of the job we all have to do.



## THE MILWAUKEE ROAD

11,000-MILE SUPPLY LINE FOR WAR AND HOME FRONTS

## Maintaining Present Capacity of the Railroads

The time is rapidly approaching when the railroads must be enabled to get new equipment in greater volume than has been possible since Pearl Harbor, if present transportation capacity is to be maintained. Traffic currently is taxing railroad capacity about to the limit, and most competent observers agree that the traffic peak has not been reached.

If additions to railroad equipment supply are not possible under war conditions, sufficient new units to replace those worn out in service certainly must be made available if present capacity is to be unimpaired. For that reason the fact that at the beginning of July the railroads had 3,750 fewer serviceable freight cars than a year ago, although the bad order ratio still was at the low level of 2.8 per cent, is highly significant. In this connection, it is important to note also how greatly actual deliveries of new equipment since Pearl Harbor have been below all railroad estimates as to the number of new engines and cars reasonably needed to meet all requirements of the war traffic load.

At the beginning of 1942 the railroads set up a conservation program for the first war year calling for 1,528 new locomotives in that year and for 161,000 new freight cars. The War Production Board authorized the necessary materials for construction of only 1,226 new engines, and because of war interferences with construction, only 712 were actually completed and delivered. It was possible to install in service only 62,009 new freight cars instead of the 161,000 called for by the railroad management program. The railroads asked for 80,000 new freight cars in 1943, but WPB authorized materials for construction of only 20,000 in the first half of the year and only 2,000 of that number had been completed at the beginning of June.

## The Railroad Load in Two Wars

In the first year of the present war the railroads transported a tonnage of war freight more than three and a half times as great as the war tonnage transported in the first year of World War I. More than four times as many troops were moved by rail in the first year of the present war as in the first year of World War I.

War Department reports show that in the first year of the present war the railroads transported 41,200,000 tons of war freight. In the first year of World War I they transported only 11,200,000 tons of war freight. In the initial year of the other war they moved 2,700,000 troops. In the first year of the present war they moved 11,600,000 troops. The transportation task in this war not only has been handled with freedom from the congestion and confusion experienced during World War I, but it is all the more creditable to the railroads when it is considered that the current job is being performed with fewer cars, both passenger and freight, than were in service during World War I.

## Freight Revenues and Federal Income Taxes

Federal income taxes of the railroads in the 12 months ending with June 30, 1943, alone amounted to 1 billion 150 million dollars, or 768 million dollars more than in the preceding 12 months. Other taxes also were greater than in the preceding 12 month period. Increase in federal income taxes alone, therefore, absorbed more than half of the increase in gross revenues that accrued

November, 1943



to the railroads through the fact that they so greatly increased their performance of transportation service for the public.

Increase in the freight revenues of the railroads amounted to only 29 per cent. Increase in their federal income taxes amounted to 200 per cent.

## Comparative Safety Records of the Railroads

Despite several disastrous railroad accidents in recent months, comparisons of safety records show that, when the tremendous increase in traffic volume is considered, the railroad record is relatively as good or better than in pre-war years of lighter traffic. The railroads last year handled 43 per cent more freight traffic, and 73 per cent more passenger traffic than in 1929. Yet 3 fewer passengers lost their lives on trains in 1942 than in 1929, and 487 fewer employes were killed in accidents than in 1929. The volume of passenger traffic thus far in 1943 has been almost twice as great as in the corresponding period of 1942, and an increased number of accidents to passengers naturally was to be expected. The number of accidents, either to passengers or employes, however, has not been out of line with the increase in traffic volume.

## Land Grant Rates and Rate Reductions

Land grant rate reductions of the government's military traffic now are amounting to approximately \$20,000,000 a month, or enough in one year to equal more than twice the value of all the lands granted to the railroads, at the time of the grant. The present situation with respect to land grant rate reductions imposes undue and growing strain on western railroads in particular, beside creating a condition under which many shippers find it impossible to deal with the government on equal terms.



The front and reverse sides of the Congressional Medal of Honor posthumously awarded to Douglas A. Munro, of the United States Coast Guard, who lost his life in the Guadalcanal fighting.



# Parents Receive Their Son's Congressional Medal

Mother Who Accepts Son's Guadalcanal Medal Is Commissioned in Spars

**T**HE Congressional Medal of Honor, the nation's highest award to heroes, has been posthumously bestowed upon Douglas A. Munro, U. S. Coast Guard signalman first class, son of James Munro, chief operator at our Cle Elum, Wash., electrical substation, and himself a former Coast Division trolley crew employe. President Roosevelt presented the medal to Mr. and Mrs. Munro, whose son was killed on Sept. 27, 1942 while leading a fleet of 10 boats to the rescue of 500 Marines trapped by Japanese gunfire at Guadalcanal.

Although the award was made on May 27 of this year, the fact was not made known to the Milwaukee Magazine until late in September when the Coast Guard announced the commissioning of Mrs. Munro as a lieutenant (junior grade) in the Spars, the Women's Reserve of the Coast Guard. She had joined that branch of the service a few hours after the presentation of her son's medal. She is quoted as having said at the time of her induction: "We are a Coast Guard family, through Doug. He loved his service. I am very happy to be eligible to serve in it." A framed painting of her son was presented to her by the Coast Guard following the induction ceremony.

Lieutenant Munro was one of 75 Spars raised from cadet to officer status in a graduation ceremony



Douglas A. Munro

held at the U. S. Coast Guard Academy, New London, Conn., in which Mrs. James Forrestal, wife of the Under Secretary of the Navy, participated. She was assigned to duty in Seattle, Wash., on Oct. 1.

Lieutenant Munro is a sister of Lt. Col. Francis Throyer Fairey of the Royal Irish Fusiliers of Canada and Minister of Technical Education for British Columbia.

In addition to his work with the road, James Munro is a captain in the Washington State Guard Reserve.

## Distinction Is Unique

Douglas Munro is the only Coast Guardsman, living or dead, to receive the Congressional Medal of Honor in this war, and only the second in the history of the Coast Guard. The story of his heroism was told in this citation by the President:

"For extraordinary heroism and conspicuous gallantry in action above and beyond the call of duty as officer-in-charge of a group of Higgins boats, engaged in the evacuation of a battalion of Marines trapped by enemy Japanese forces at Point Cruz, Guadalcanal, on Sept. 27, 1942.

"After making preliminary plans for the evacuation of nearly 500 beleaguered Marines, Munro, under constant risk of his life, daringly led five of his small craft toward the shore. As he closed the beach, he signalled the others to land, and then in order to draw the enemy's fire and protect the heavily loaded boats, he valiantly placed his craft with its two small guns as a shield between the beachhead and the Japanese.

"When the perilous task of evacuation was nearly completed, Munro was killed by enemy fire, but his crew, two of whom were wounded, carried



James Munro, father of the Coast Guard hero. He is wearing the uniform of a captain in the Washington State Guard Reserve.

on until the last boat had landed and cleared the beach.

"By his outstanding leadership, expert planning and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave up his life in defense of his country."

#### National Dignitaries Witness Presentation

After the presentation and reading of the citation, the President chatted

informally with Mr. and Mrs. Munro and their daughter, Mrs. Patricia Sheehan.

The following is a list of those who were guests at the White House for the presentation of the medal:

Rear Admiral Wilson Brown, U.S.N., Naval Aide to the President.

Maj. Gen. Edwin M. Watson, Military Aide to the President.

Frank Knox, Secretary of the Navy.

Henry Morgenthau, Secretary of the Treasury.

Rear Admiral L. T. Chalker, U.S.C.G.

Rear Admiral Frank J. Gorman, U.S.C.G.

Rear Admiral Robert Donohue, U.S.C.G.

Captain Ellis Reed Hill, U.S.C.G.

James D. Fox, U.S.C.G. (Machinist Fox, a close friend of Douglas Munro, was with him at the time of his death).

A somewhat detailed recounting of the boy's deeds of valor, as told by his commanding officer, appeared in the February, 1943, issue of the Milwaukee Magazine. Look Magazine for June 1, 1943 carried a thrilling account of his heroism, together with an artist's conception of the action off Guadalcanal in which he was killed.



Mrs. Edith Munro, a lieutenant (junior grade) in the Coast Guard Women's Reserve, is the first Congressional Medal of Honor mother ever to be trained at the U. S. Coast Guard Academy, New London, Conn. She is wearing the uniform of a cadet.

The Milwaukee Road family pays tribute to Mr. and Mrs. Munro and to their brave son who gave his life for his country.

### Cannon and Kennedy of Passenger Department Are Hospitalized

W. J. Cannon, assistant passenger traffic manager, and Frank Kennedy, travel promotion agent, both of Chicago, have been hospitalized recently and will likely be away from their offices for several months.

Mr. Cannon, who, in years of service, is among the oldest passenger traffic men in the country, has been in the Alexian Brothers Hospital in Chicago since early October, primarily for the purpose of rest and recuperation.

Frank Kennedy, a veteran of the first World War, is in the Veteran's Hospital in Tucson, Ariz., for a period of convalescence which will likely extend through the winter months. Mr. Kennedy was gassed and wounded several times during the last war and has received the Order of the Purple Heart and a number of other citations for his war service. Recently Mr. Kennedy has been instructor in the passenger traffic department's personnel school in Chicago, the story of which appeared in the July issue of the Milwaukee Magazine.



Mrs. Munro receives her son's Congressional Medal of Honor from President Roosevelt at the White House in Washington, D. C., as Mr. Munro stands by.

"Why speed up turn-around time on cars?"



Save Transportation

Save Heat, Water



Save Electricity

"Why should I?"



# here are the Reasons why.....

THE demands of this expanding war have reached a stage where conservation of critical resources on the home front is imperative.

Our fighting men look to the great army of civilians for the equipment needed to gain a smashing victory. Our armies have begun rolling; their momentum is growing terrific, but how soon it will become completely overwhelming depends largely on whether we can supply enough *manpower, fuel, materials and equipment* to keep up the unprecedented production pace.

The need for general conservation of these resources has become so urgent that the national government, through the industries of the country, is conducting a broad program calling for immediate, voluntary conservation by the public and by industry. As individuals and as representatives of one of the greatest transportation agencies, employees of the Milwaukee Road can help greatly in furthering this campaign.

Important savings can and must be made in critical resources through careful use of:

- Coal
- Oil
- Gas
- Electricity
- Water
- Communications
- Transportation

ALTHOUGH the savings in a single household, in a single office or roundhouse, for example, may seem insignificant, the possible aggregate saving nationally is tremendous. There will be a direct conservation of *manpower, fuel, material and equipment*, all of which are the life blood of war production, the stuff that early victory must be made of.

For example, it is estimated that a 10 per cent reduction in domestic and commercial use of coal for heating would save over 20,000,000 tons annually; a 10 per cent reduction in domestic and commercial use of electricity would save over 4,000,000 tons of coal or its equivalent, and more than 75,000,000 lamp bulbs; a 10 per cent reduction in the use of manufactured gas would save over 1,500,000 barrels of fuel oil. In addition to these direct savings (many of which are interrelated) vast quantities of other critical materials, as well as manpower, would be released.

There is no shortage of capacity for generating electric power and therefore no need for conserving electricity *as such*. There is, however, a shortage of the tungsten consumed in light bulbs, which is badly needed for radar sets and the like. There is also

a tight situation in the fuels (mostly coal and oil) used for making about 65 per cent of all the electricity consumed. The real reasons for conserving electricity then, are to save such critical resources as fuels, scarce materials, and the manpower and equipment needed for producing and transporting them.

EACH individual on the railroad is asked to do some serious thinking on the subject of how he, as an individual and as a user of railroad equipment and materials, can help in this great conservation program and thereby hasten military victory.

We must all beware the mistake of assuming that the saving of critical resources is somebody else's business. A stenographer, for example, might say to herself: "Why should I be concerned with the saving of coal for the railroad? That's a fireman's concern." But is it the fireman's concern solely? By the mere shutting off of a radiator before the office gets so hot that the windows have to be opened wide, she can save coal and manpower. By honestly *thinking* about this matter of conservation, we can discover a thousand ways in which we can effect the saving of



coal, oil, gas, electricity, water, communications and transportation--both at home and at work.

The following are some conservation pointers which may set you to thinking:

### Ways of Saving COAL and FUEL OIL

- Insulate walls and ceilings.
- Install weather stripping.
- Install storm doors and windows.
- Calk cracks to prevent heat leaks.
- Don't heat unused rooms.
- Draw drapes at night.
- Keep windows closed.
- Keep temperature down.
- Remove radiator covers.
- Follow approved firing practices.
- Use hot water sparingly.
- Keep fireplace damper closed.

### Ways of Saving GAS

#### In cooking:

- Use a low blue flame.
- Cook vegetables in less water.
- Prepare more one-dish meals, and cook whole meals in oven whenever oven is to be used at all.
- Keep burners clean.
- Place utensil over burner before lighting the gas.
- Turn the gas off before removing utensil from burner.
- Oven peeking is wasteful of fuel.



- Don't overcook foods.
- Water boils at 212 degrees Fahrenheit. Violent boiling cannot make it any hotter and will not speed up cooking. Lower the flame when liquids start boiling.

### Ways of Saving ELECTRICITY

#### Lighting:

- Turn off all lights not actually needed.
- Turn off fans, radios and other electrical appliances when not needed.
- Keep lamp bulbs, reflectors and fixtures clean.
- When large bulbs burn out and replacement is necessary, use smaller ones if they will give the required illumination.



#### Refrigeration:

- Don't keep temperature too low.
- Never leave door open.
- Let foods cool before placing in refrigerator.
- Reset temperature control to normal after quick freezing.
- Defrost regularly.
- Turn off refrigerator prior to departure for any great length of time.

### Ways of Saving WATER

- Repair leaky faucets and other plumbing fixtures. (A single faulty faucet running in a thin stream may waste up to 400 gallons of water a day.)
- If possible, take showers instead of deep tub baths.
- Don't draw a gallon of water to get a cool drink.

### Ways of Saving COMMUNICATION FACILITIES

#### Long Distance Telephone Calls:

- Do not make unnecessary calls to distant and war-busy centers.
- Limit conversations to shortest possible time.
- Avoid calling between the hours of 7 and 10 p.m., the time when service men are usually free to telephone.

#### Local Telephone Service:

- Avoid calling "Information" if the number is listed in the telephone directory.
- Develop habits of correct and courteous usage which make for the most effective employment of telephone facilities.

### Ways of Saving TRANSPORTATION FACILITIES

#### Freight Car Conservation:

- Speed up turn-around time on cars.
- Encourage prompt loading and unloading.
- Foster the closest scrutiny in the cleaning out of cars.
- Observe greater care in bracing and loading of cars to minimize damage to lading.
- Speed up the repairing of cars.
- Load cars more heavily.
- Increase efficiency in freight house handling.

#### Automobile Conservation:

- Drive under 35.
- Keep tires properly inflated.
- Have tires and car inspected often.
- Share your car.

"My son says he doesn't want to get married."  
 "Yeah! Just wait until the wrong girl comes along."

## Appointments

### Engineering Department

Effective Oct. 16, 1943:

L. F. Pohl is appointed division engineer for the Kansas City Division, with headquarters at Ottumwa, Ia., succeeding W. E. Ross, who has been granted leave to accept a commission as lieutenant (j.g.) in the United States Navy.

### Traffic Department

Effective Oct. 1, 1943:

P. G. Kent is appointed traveling freight and passenger agent, with headquarters at Boston, Mass., succeeding F. D. Dodge, Jr., who has resigned.

### We Get Around

It's a very small world! Yardmaster's Clerk Otto Murch of Minneapolis recently had a letter from his son Harold, with American troops abroad, saying that as he walked along one of those dusty Sicilian roads, just kicking up the dirt, he spied a Milwaukee Magazine—jumped on it, read it through and through, and even knew some of the boys mentioned in the Minneapolis columns! That warms our heart, because it warmed his!

### Lost, Found and Forgotten

"A distraught gentleman called Tuesday at the lost articles department of the Milwaukee road in the Union Station and asked the railroad's venerable Robert J. Walker, who at 83 has been with the road 60 years, if any one had turned in an umbrella he had left on the Hiawatha the night before. Some one had, and it was handed him. The delighted gentleman hooked its handle over the edge of the counter while he signed a formal receipt, commented kindly on the honesty of mankind, asked that his thanks be conveyed to all involved, shook hands with Mr. Walker, and departed . . . leaving the umbrella."  
 —from "Front Views and Profiles," the CHICAGO TRIBUNE.

### Early Locomotive Engineers

The engineer on the first steam locomotive in the United States was Horatio Allen, who agreed to make the trial trip of the Stourbridge Lion, Aug. 8, 1829. The second was Peter Cooper, builder of the Tom Thumb, on its trial trip on the Baltimore & Ohio, Aug. 28, 1830. The third engineer was Nicholas W. Darrell, who ran the "Best Friend of Charleston" on its trial trip, Nov. 2, 1830.

A new musical comedy came to town. The billboards read: "50 beautiful girls—45 beautiful costumes," and 10 men were killed in the rush.



# There's "Gold" in Adams County, N. D.

**W**HEAT, the kind of gold which a hungry, war-weary world must have, cascaded from Adams County, N. D., during the late summer and early fall.

Hettinger, county seat, and location of the road's largest agency in Adams County, is again a very prosperous little city, thanks to the flood of northern spring wheat which has swept in upon it this harvest season.

This is the second consecutive year that this area of North Dakota has produced a heavy wheat crop. This year it is estimated that the crop will amount to 2,000,000 bushels. From September, 1942 to September, 1943, there have been 1,320,000 bushels, or 800 carloads, moved from Adams County via the Milwaukee Road. At present there are about 1,000,000 bushels in storage in the county.

## Storage Bins Filled to Overflowing

The aggregate production of all cereals this year exceeded all records in Adams County. In Hettinger, despite the four elevators, flour mill and many immense storage sheds built for the purpose of contain-

## The Pictures

(Left to right, top to bottom)

Combining wheat on the George Riedl farm near Hettinger, N. D.

The wheat flows like liquid gold from the combine into the truck which will haul it to the elevator.

A truck load of wheat is dumped into an elevator bin, as Alfred Rose, owner of the elevator, takes a sample in a bucket.

Taking wheat from a huge metal storage tank (where it had been temporarily stored) for hauling to regular storage bins.

The grain is elevated into the storage bins.

Trucks at the Duncanson Elevator in Hettinger, waiting to be unloaded. It was not unusual to see as many as 60 loaded trucks lined up here in the early mornings.

At the height of the harvest season the Milwaukee Road yards at Hettinger were a very busy place. (Note that the photographer got a picture of the whistle's toot.)

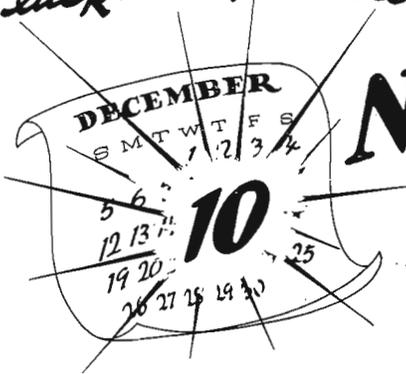
ing the excess wheat production over normal years, the incoming grain trucks could not be unloaded until after many hours, and sometimes days, of waiting. In some instances it was necessary to dump the wheat in the fields where it was threshed, there to await some provision for its storage.

It is interesting to note that on Sept. 1, it was estimated that the nation's 1943 wheat crop would be in the neighborhood of 835,000,000 bushels. By comparison, Adams County's contribution to the national bread box seems small—but Adams County is a very small part of the nation. Acreage considered, that bit of North Dakota has done a remarkable job.

Adams County and the surrounding region is also noted for its heavy production of butter, eggs and hogs.

And, just in passing, it is well worth mentioning that the hard-working citizens of Adams County dug down into their pockets and came up with enough money during the Third War Loan Drive to *over-subscribe* their quota by exactly \$114,584.50. Their total purchases amounted to \$330,584.50.

# Let's talk about Christmas NOW



"WHAT is so important about Dec. 10?" you ask.

No, the date of Christmas hasn't been moved up. That is one of the very few things which hasn't been changed. The old "Do Your Christmas Shopping Early" plea hasn't changed either—except that this year it means a great deal more than it ever did before, and this year it is made more specific by a deadline before which Christmas mailing must be done.

The deadline for the sending of Christmas cards and packages (both U. S. Mail and Railway Express parcels) is Dec. 10.

For us on the Milwaukee Road the reason for the setting of a mailing deadline should be obvious. There's a manpower shortage for one thing; there's a limit to the amount of railroad equipment available for hauling the tremendous load of Christmas mail and Express that is anticipated; and there is the desire on the part of the government, the railroads and the Railway Express Company to get Aunt Sophie's Yuletide cake to you sometime before Easter, and all in one piece.

Time! Speed! Manpower! Equipment! Careful Handling! . . . These are the things which today stand as a

challenge to our railroad and to all others. They are the hurdles which the railroads must clear if they are to do an efficient job of handling the Christmas rush in addition to the war traffic and the record holiday travel of furloughed service men and women that is expected.

The railroads will do their best, but the only way they can successfully do the job expected of them is through the cooperation of the public.

As railroaders we must observe the Dec. 10 deadline. It is of the greatest importance. And as railroaders we should impress upon every last soul of our acquaintance the need for doing likewise. Mail and Express which has not been sent before Dec. 10 likely cannot be delivered by Christmas Day.

Of course, if we are smart and the people we want to send gifts to are reasonable, the shopping we do this year is going to be on a decidedly reduced scale. War cannot rob us of the desire for Christmas giving, but it does set limitations on lavishness. It also sets a deadline for mailing.

By the way, did we mention that deadline date? It's Dec. 10!

## Friendship

The happiest business in the world  
Is that of making friends,  
And no investment on the street  
Pays larger dividends.

For life is more than stocks and bonds  
And love that rates per cent.  
And he who gives in friendship's name  
Shall reap as he has spent.

Life is a great investment  
And no man lives in vain  
Who guards a hundred friendships  
As a miser guards his gain.

Then give the world a welcome  
Each day, whatever it sends,  
And may no circumstance dissolve  
The partnership of friends.

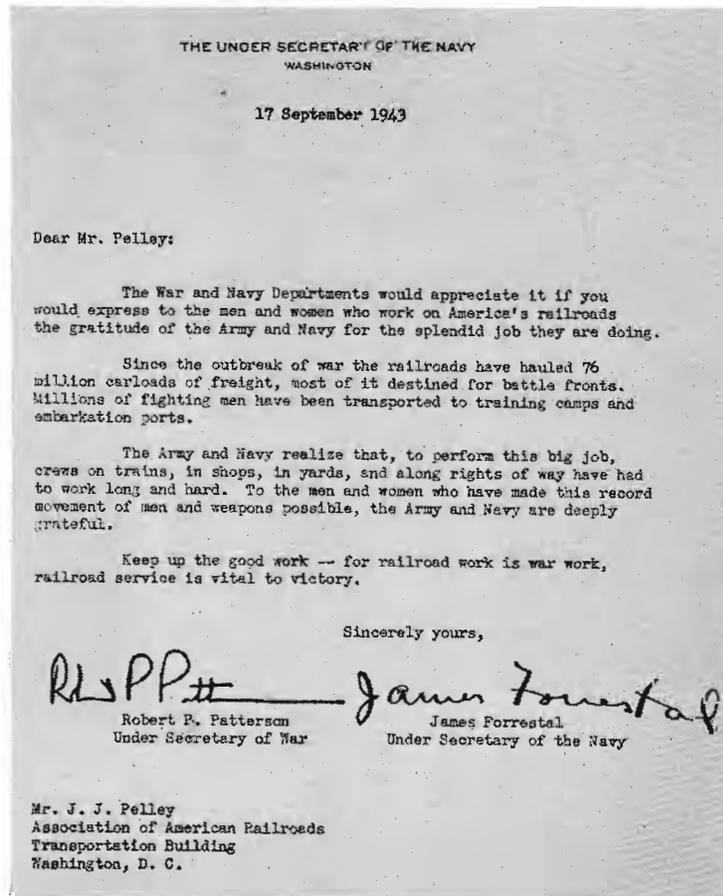
—Joseph J. Kotas,  
Telegrapher and Dispatcher,  
Star Lake, Wis.

"Did she let you kiss her?"  
"Oh, no. She isn't that kind."  
"She was to me."

A drunk ambled up to the ticket office and bought a ticket.  
"You'd better sober up a little before you get on the train," warned the clerk.  
The drunk drew himself up with dignity.

"Misshen, lister," he said. "I've only had tee martoonies and I'm not as much under the affluence of inkahol as some thinkle may peep, and the drunker I stand here the longer I get."

Reproduction of a letter addressed to J. J. Pelley, President of the Association of American Railroads, by Robert P. Patterson, Under Secretary of War, and James Forrestal, Under Secretary of the Navy.





# Front and Center!



Ensign E. R. Smith and Division Engineer R. A. Whiteford.

When Ensign E. R. Smith, former instrument man in the engineering department on the Iowa Division, left for service with the Sea Bees, Division Engineer R. A. Whiteford was on hand to bid him farewell from the Marion, Ia., station. Ensign Smith is taking his preliminary training at Williamsburg, Va.



Sgt. Gordon T. DeVange

Sgt. Gordon T. DeVange, son of Max DeVange, machinist in the Minneapolis shops, is with the Air Corps ground force at Spence Field, Ga. He came back to Minneapolis on furlough in early October and was married while home.



Ens. Robert Mason

Ensign Robert Mason was in our engineering department for about three and a half years prior to joining the Navy in February, 1943, his last position having been that of instrumentman in Minneapolis. He is now personnel and legal officer with a Naval Construction Battalion at Camp Endicott, Davisville, R. I.



Pvt. William Bowers

Pvt. William Bowers, son of Switchman Jesse Bowers employed at the Western Avenue freight yard, Chicago, is a member of the Military Police and is stationed at Camp Custer, Mich.



Pvt. Ellrey L. Carlson

Pvt. Ellrey L. Carlson, with an engineers battalion at Camp White, Ore., was formerly a B&B carpenter in the Twin City Terminals.



Sgt. Marvin J. Kurzejka

Staff Sgt. Marvin J. Kurzejka, former B&B foreman in the Twin City Terminals, is now with an engineering outfit connected with the 95th Infantry at Fort Belvoir, Va.



Corp. Robert L. Race

Corp. Robert L. Race, son of Engineer Louis F. Race of Fond du Lac, Wis., has received his silver wings as an aerial engineer at Selman Field, Monroe, La. He enlisted in the Air Corps more than a year ago.



Roy Cheney, U.S.N.

Roy Cheney, formerly a B&B foreman on the D&I Division, is somewhere in the South Pacific area with the Navy's Sea Bees. He was a veteran employe of the road at the time he entered the Navy last year.



Paul Card, U.S.N.

For two years before joining the Navy, Paul Card was a locomotive fireman at Sioux City, Ia., but he is now putting his mechanical knowledge to use as a motor machinist's mate—which makes him a first class petty officer. His whereabouts are not known at present. Special Officer George Card, of our police department, is his brother.



Sgt. James L. Casey



Corp. Richard E. Casey

James A. Casey, boilermaker at Othello, Wash., has two sons in the Army. They are 1st Sgt. James L. Casey and Corp. Richard E. Casey, who have been overseas for 19 months, serving in the same company of a division which has been in New Guinea for six months. The balance of the time has been spent in Australia.

THE MILWAUKEE MAGAZINE



Simon Ciganek, father

Pvt. Paul P. Ciganek

Pvt. Simon Ciganek, Jr.

Corp. Mike Ciganek

Corp. Joseph E. Ciganek

Simon Ciganek, a carman at the shops in Milwaukee, has four sons who are serving their country in the Army. They are: Pvt. Paul P. Ciganek, with an Infantry outfit at Camp Phillips, Kans. Pvt. Simon Ciganek, Jr., with an engineering unit stationed at

Camp Young, Indio, Calif. Corp. Mike Ciganek, somewhere in North Africa with a tank division. Corp. Joseph E. Ciganek, a radio operator stationed somewhere in Greenland.



Aviation Cadet Donald Heinrich

Aviation Cadet Donald G. Heinrich, son of B. O. Heinrich, inspector of telegraph, Milwaukee, and himself a former employe of the signal department, has entered the war training course at the University of Colorado.



Corp. Keith M. Johnson

Preparatory flight training at Center College, Danville, Ky., is the order of the day for Corp. Keith M. Johnson, son of Mark Johnson, car foreman at Miles City, Mont.



Pvt. Marjorie I. Johnson

Marjorie I. Johnson, daughter of Wilbert Johnson, relief foreman at Horicon, Wis., joined the WAC in February of this year at Milwaukee. She trained at Fort Oglethorpe, Ga., attended administration school at Denton, Tex., and is now located at Freeman Army Field, Seymour, Ind.



Lt. and Mrs. Leonard Fischer

2nd Lt. Leonard Fischer, who worked in the public relations department, Chicago, for three and a half years before entering service on Feb. 10, 1941, is now in North Africa with an Armored Replacement Battalion. His wife has been with the road about one and a half years—in the passenger department, Chicago, prior to the middle of October, at which time she took a position in the office of our general agent in Chicago.



Pfc. John T. Malek

Pfc. John T. Malek, former telegrapher on the I&SM Division, is now with the Army Air Corps at Salt Lake City, Utah.



Howard Brooks, U.S.N.

Howard D. Brooks, with the Navy at Camp Peterson, Farragut, Ida., is the son of D. B. Brooks, our agent at Eldridge, Ia. Howard is the third generation of the Brooks family to serve the nation in time of war. Agent D. B. Brooks was with an engineering unit in World War I, and is a member of the Sons of the American Revolution. Howard's grandfather, Basil Brooks, saw active service in the Civil War.



Robert Wilber, U.S.N.

Robert Wilber, son of Train Baggage W. E. Wilber, was recently graduated from his boot training at the Farragut, Ida., Naval Training Station, and has been assigned to an Aviation Metalsmith School at Norman, Okla. Bob worked as a Red Cap at Marion, Ia.



Aviation Cadet James Charon

Aviation Cadet James Charon is the son of Ernest J. Charon, side wire operator in the chief dispatcher's office at Milwaukee. He has been in service six months and is now stationed at Dickinson College, Carlisle, Pa. Prior to enlistment, James was a preparatory law student.

# SERVICE CLUBS

## ACTIVITIES IN GENERAL

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

### Old Line Club

The September meeting of the Old Line Area Club was held in Tietz's Hall, Horicon, Wis., with 36 members present. Of this number 14 were from points out in the area of the club, which indicates this group is willing to sacrifice one or two gas coupons to get together once a month and discuss their problems, and enjoy an evening with one another.

This club is not only meeting as a social group, but doing the things a good Service Club should do—taking part in community affairs. At this meeting Mrs. R. H. Poten spoke about the work of the Home Service Club of Horicon, a group which mails boxes of essential articles each month to all the men and women in the armed forces from Horicon, Wis. The various civic, fraternal and church organizations finance this work by each donating \$5.00 a month. The Old Line Club voted to take up a collection at each meeting and give to this worthy cause, and at this meeting \$12.15 was the amount collected, of which \$10.00 was given and the \$2.15 carried over. This \$10.00 places the Old Line Club at top of the donor list.

After the meeting refreshments were served and, there was dancing.

### Austin Area Club

Sixty-nine employes and four guests attended the Sept. 20 meeting of the Austin Area Club. The visitors were C. M. Leighton of the Hormel Co., Frank T. Hardy, past president of the Junior Chamber of

Commerce, and two boys on the entertainment program, namely Jack Graves, past Golden Gloves champion, and Donald Nelson.

After the general business meeting a typical stag party was put on by the entertainment committee. Mr. Graves and Mr. Nelson boxed three two-minute rounds, and two reels of pictures were shown by Al Seeman. Following the pictures a very nice lunch was served, and Bingo and cards were played.

### La Crosse Club

The La Crosse Club held their September meeting in the advertising room of the Heileman Brewing Co. with 72 members present, which would indicate that the chairman, John Elliott, and his committee are providing entertaining meetings.

The committee each month has some outstanding speaker. For this meeting H. Hersheimer of the La Crosse Historical Society was the speaker, his topic concerned the early history of the Milwaukee Road in La Crosse and the difficulties the Milwaukee Road had in establishing itself in this vicinity. His talk also included the early struggles with other railroads. He gave quite a bit of information on river traffic in days gone by. His talk was very well received, and after the talk he presented photographs showing early railroad equipment and activities in this vicinity.

After the meeting the balance of the evening was spent playing cards, with lunch and beer served at the tables.

### Ottumwa Club

Since Pearl Harbor this club has devoted its entire time to entertaining the service men in Ottumwa or those in transit

or taking part in some drive that is connected with the war effort. Over 30,000 copies of magazines have been distributed to men in the armed forces on troop trains. All money collected by this club has been spent in worth while activities for the armed forces. Monthly news letters are written by Miss Katherine Gohmann and sent to all the employes from Ottumwa; it is a task within itself to gather all the news of a month and consolidate it into one letter. Cookies are made by the women for the U.S.O. cookie jar.

This club is asked to take part in every civic activity within the city or county of Ottumwa. The officers and committee members have attended many civic meetings, both city and county.

It would be a rather hard task to pick out any one civic club in any city that is making its presence more definitely felt. At every meeting it has a request for help from some organization.

The old saying, "By their actions ye shall know them" certainly applies to these employes and their club.



Officers of the Locomotive Department Foundry Unit No. 7 of the Milwaukee Hiawatha Service Club. L. to R.: Dominic Brunette, vice chairman; Calvin Kent, chairman; Harold Strauss, secretary-treasurer.

### Milwaukee Hiawatha Club— Unit No. 9

Three hundred people attended the combination meeting and party held by Unit No. 9 of the Milwaukee Hiawatha Club on Oct. 9 in Stanton's Green Mill Gardens. Jos. W. Lofy, active chairman of this very active group, presided at the meeting, and interesting talks were delivered by A. G. Dupuis, assistant public relations officer, Chicago, and Richard Falk, public relations director of the Falk Corporation, Milwaukee.

Following the meeting, the Falk Talent Club provided an hour's entertainment. The remainder of the evening was spent in dancing and singing, during which time refreshments were served.

### BRIEFLY NOTED

● The Mississippi Palisades Club started off the fall and winter session in high gear, with more than 100 men attending the September meeting. They have organized their first bowling team, captained by Bud Duhigg. This team may not be the best, but it's the loudest. What say we have a little match between Marion and Perry, after the team has hit its stride? It should be good.

THE MILWAUKEE MAGAZINE



Members of the Falk Talent Club who entertained Unit No. 9 of the Milwaukee Hiawatha Club at its meeting on Oct. 9. The three individuals in the back row are musicians who were engaged for the occasion.

● *The Albert Lea Area Club.* Although the area of this club covers a large territory, their record of holding meetings is wonderful, not having missed one all year.

● *The Marquette Area Club* has been revived since its picnic, and takes great pride in the Boy Scout troop it is sponsoring; this troop consists of 23 boys, all sons of employes. Their town is rather small and their opportunities to carry on activities within their community are limited, but they are always on hand when there is anything going on.

● *The Mason City Club* has an outstanding record for holding meetings. For the past year they have devoted their time to the City Victory Committee. Now that this committee has given way to the Mason City Canteen, the club will assist that organization.

● Winter or Summer, rain or shine, month after month the *Stone City Service Club* carries on. Very little has been said about this club, but for average attendance and the holding of meetings throughout the year very few clubs can beat its record. Its members have not missed a meeting in over three years and have a record of over 50 in average attendance. Through the summer months they hold their meetings in the shelter house at the Bedford Country Club. The ladies have given the club's regular rooms a good going over and have them all ready for the winter months.

## SERVICE CLUB SIDE-LIGHTS

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

### Sioux Falls Club

In one of its best-attended meetings the Sioux Falls Club did themselves proud at an "Appreciation Night" on Oct. 15. A crowd of over 100 employes put in their appearance. Train crews from Sioux City and Mason City helped swell the gathering.

A short and snappy explanation of the company's appreciation of good work done by Chairman Kemp started the evening. A program of music was then enjoyed. The Entertainment Committee was fortunate in securing the services of the Hoellworth Trio consisting of Gwen, Dorothy and Donna, daughters of Claim Clerk Edward Hoellworth, playing the violin, piano and accordion respectively. After the musical numbers, the meeting was turned over to the serving of an oyster stew, served by train baggageman Harold Peters, who was pressed into the role of chef by the committee. The playing of cards and other games concluded the evening. The club transferred the activities from their club rooms at the passenger station to the downtown Labor Temple on account of the overflow crowd.

### Platte-Stickney Service Club Holds Banquet

About 75 members and friends of the Platte-Stickney Club met in the Masonic Hall dining room at Wagner, S. D., on the evening of Oct. 15., and held their annual banquet, this year known as an "Appreciation Dinner."

A fine program was enjoyed, under the supervision of Miss Brown, director of music in the Wagner High School.

Chairman Martin Gronvold opened the meeting with a few timely remarks, after

November, 1943

## A Pint For a Pal



Front row, l. to r.: Betty Ross, Dorothy Pollath, Elsie Sandel, Mrs. P. H. Nee. Back row, D. H. Steiner, J. L. Nolan, P. Haese, G. M. Hill, W. R. Moffatt, H. K. Steiner, E. F. Rathje, F. A. Pfaff, and R. R. McConahy.

"A PINT for a Pal" has been the slogan of members of Union Depot Unit No. 12 of the Milwaukee Hiawatha Service Club since the opening of the Red Cross Blood Donation Center in Milwaukee.

To date 30 members of Unit No. 12 have donated a total of 102 pints of blood to be processed into dried plasma for use in the armed services throughout the world. This worthy cause is being promoted by the

unit as their special contribution to the war. Chairman H. Karl Steiner reports that in addition to the employes who took part in this activity, members of their families, as well as friends, have also made a sizeable contribution due to the efforts of the employes in stimulating others to give "A Pint for a Pal."

The donors intend to continue their contributions. Some of the members have given as much as seven pints, all told.

which he introduced Lisle Young of the public relations department, who acted as toastmaster.

Asst. Supt. J. T. Hansen, Chief Dispatcher A. G. Elder, Clyde Zane, DF&PA, and H. M. Stuben, TF&PA, and several guests responded with short talks which were climaxed by a talk by Supt. W. F. Ingraham.

He recalled his first trip up the Platte line when, as trainmaster, he accompanied a circus train to Wagner. He provoked much laughter by relating how, when the train arrived about daybreak, he noticed several wagons and horses were parked on a clearing adjacent to the railroad. He said to the conductor, "Why, it looks like a circus has already come to town." The conductor replied, "Those are Indians who have been there a week awaiting the arrival of this circus."

Upon conclusion of the meeting, all agreed to having spent a most enjoyable evening and partaken of a most delightful dinner, which was served by the ladies of the local *Eastern Star*.

The Committee on Arrangements consisted of Martin Gronvold, chairman; Hugh McGuire and Herman Olsen.

Our grandpop has been having such interesting dreams lately he has taken to wearing his spectacles to bed.

### J. H. Foster Club

It's always good weather when good fellows get together and they were there en masse when the J. H. Foster Club in Minneapolis held its first regular meeting in the new club rooms at Chicago Avenue and 35th Street on the evening of Sept. 23.

The club house was a city fire station until Laurence Wenell Post of the American Legion purchased the property and the Legionnaires converted it into a beautiful club house capable of very comfortably accommodating 250 persons with kitchen, powder room and all of the other necessary modern adjuncts.

A large crowd turned out to honor the ladies of the Milwaukee Women's Club who were the special guests of the evening—this in appreciation of the many courtesies and fine cooperation rendered the Service Club in its many activities by the Minneapolis Chapter of the Women's Club who are firm believers in the old adage that "Many hands make light labor."

If the first meeting in the new club rooms is any criterion, it appears that the Service Club and the Women's Club are launching themselves on a very successful year and both groups merit the support of every Milwaukee employe.

The hospitalization and surgical group sponsored by the Service Club is meeting

with a fine response on the part of club members and the committee in charge are well pleased with the results thus far obtained.

The J. H. Foster Club has sent out membership cards to all Milwaukee employees from Minneapolis who are now in the service, the cards being good for the duration. The club is planning a grand home coming party when "Johnny Comes Marching Home" and the honorary membership cards bear the endorsement that the card will admit the holder to the homecoming party.

We think this is a fine idea and one that will be greatly appreciated by the servicemen and women, all of whom are eagerly looking forward to the blessed day of victory.

## Mt. Tacoma Club Becomes Active Again

The Mt. Tacoma Club recently held their first meeting of the year in the Milwaukee Women's Club rooms over the passenger station. The meeting was well attended and presided over by Chairman Louis Simmons of the Tacoma store department.

Piano selections, violin and accordion solos, and some professional singing, provided entertainment.

L. Wylie, superintendent, favored the club with an interesting talk on the size and mileage and other important aspects of the Milwaukee road.

R. A. Grummel, agent at Tacoma, spoke on freight, passenger and dock facilities and told a very interesting story about Russian refugee youngsters traveling around on Russian boats.

F. J. Alleman, former retired agent at Tacoma, who has never failed to attend a Service Club meeting, also gave an interesting talk on freight conditions.

Lester Ellis, chief clerk to the superintendent, was elected vice chairman.

Coffee and doughnuts were served, following the meeting, and everyone went home happy and feeling assured that at the meeting next month the club rooms would be filled with a program to come which was outlined to them during the evening.

# Daisy Goes to San Diego

By C. M. Owen, Agent, Sumner, Wash.

**I**F I ever forget Daisy Dinglefoot, and her imperative need to reach San Diego, it will be because Daisy didn't properly impress me at the time. I assure you Daisy did.

It was one of those rare mornings when all was peace and quiet; that is, as near peace and quiet as a fairly busy country railroad office ever gets. It was Mar. 3, reports were all in, pay checks distributed, everything smooth and in the groove, when I glanced at the ticket window, and there it was, completely filled by Daisy. It was so full of Daisy that it might be said she overflowed a tiny mite—say about 20 pounds.

How shall I tell you about Daisy! How can I properly describe her boundless good humor, her face like the full moon, cracked only at the bottom with a mouth filled with, to wit: one half-and-half gold tooth, one composition white tooth, a couple of nature's own, all more or less efficiently distributed among two or three completely open spaces, and forming a smile, child-like in its simplicity and goodwill, which would have melted the heart of Tojo himself.

I hadn't heard Daisy come in. She certainly didn't float. Daisy never floated, I give you my word. Maybe some one sneaked the door open, rolled her in, and propped her up, but she d-i-d n-o-t float. As many times later as I saw Daisy, I never heard her come in; I only felt her presence, and there she would be, wishing me well with the teeth and the open spaces.

## San Diego Bound

Well, it turned out that Daisy had to go to San Diego, right away. Daisy Dinglefoot, if you please, had a husband in the Navy. Yes, yes, I know. You're going to ask me why, but don't be silly; that entire problem rests in the lap of one Joe Dinglefoot, fireman 2/c, U.S.N. Dinglefoot isn't his name, of course. Joe truly has a funnier name than that, which is just one more problem for Joe. But we are getting away from Daisy, who now had to have a round-trip ticket to San Diego, plus a lower berth. The lower berth was essential—we can't have our sleepers top-heavy on the curves, can we?

Ensued the complicated business of looking up the price of the coach ticket to Portland, the intermediate ticket from Portland to Los Angeles and the coach ticket from Los Angeles to San Diego; and oh, oh! don't forget the tax.

Daisy heard the price.

Daisy shed a tear.

In all my contacts with Daisy, it was the only time her face wasn't in a full smile, complete with dimples—and the teeth.

Daisy said, suddenly, "What d'ye think, Pop." Well, great Scott! I hadn't seen Pop. Pop was a surprise, but definitely. I craned the personal neck around and over Daisy, and sure enough, there was Pop, a more or less robust lad of about 50 tough winters, weighing all of 108 pounds, complete with his ration book, suspenders and "A" card.

Up to now Pop had not spoken but it wouldn't be long. Pop was scratching his head and struggling diligently with a recalcitrant Adam's apple. I waited. Daisy waited. Pop shifted his tobacco cud from left to right twice more up and down on the Adam's apple and then Pop cleared his throat.

## Pop Dissents

"Here it comes" thinks I. But no, not yet. Pop hadn't finished shoving the dandruff around, but he got around to it. Two more scratches between the ears one pull at the nose, and he made it.

"Sounds high", said Pop, and relaxed, leaving Daisy to take up the burden of the negotiations, running now toward a stalemate. How much with a berth for one night only, and how much with a berth for two nights, and no days? Sad news for Daisy. Pop got crowded into a corner for a consultation. Pop listened with his hand on his wallet, and shook his head.

Daisy finally rolled up to the window again, opened up with the teeth, and said, "We'll be back in two weeks. Pop has a payday, and maybe I'll hear from Joe". Two weeks isn't long, and sure enough, one morning Daisy overflowed at the window, all complete with smile, dimples, and a roll of bills.

This time the reservations, the price, and the cash in hand all got together. Daisy sighed happily, two brakemen and a porter boosted her on the train, the conductor wired ahead for a helper engine from Napavine, and I saw her no more.

But wait, that is not all. How time does fly! Yesterday, Daisy showed up at the window. Daisy had help in filling the window. Yes, that's right, a baby. A baby with its mother's round face and dimples, but not quite so many teeth. A foxy diplomat, that's me. Never ask the mother if "it" is a boy or a girl. "What's the baby's name", said I. "Joe Dinglefoot" said Daisy, "and we want to go to San Diego".

You can't beat the Navy.

Two frogs fell into a tub of cream and, since they had not yet learned to swim, they both were in a miserable predicament.

The one frog was a pessimist . . . and what else could be expected of a pessimist? He blubbered around and lost heart. "Poor me!" he whined, "I'm done for. I'm simply all through. No use trying. I can never get out of this mess of cream. Besides, I have to die anyway." And he sank to the bottom and stayed there, a very dead frog.

The second frog was just as frightened and just as ignorant of swimming. But he was an optimist!

"What," he cried,—"to die here? Nothing doing. Let me out of here!"

And he began to flounder around, puffing to and fro as only a frog can . . . and lo and behold! To his utter surprise the cream, churned about so violently, turned to butter, and Frog No. 2 hopped out onto dry land . . . a very live frog.



NATIONAL SAFETY COUNCIL

Doctor: "And how are your kidneys?"

Rastus: "All grown up and married."

# Pullman Troop Sleepers

**B**EARING little resemblance to the regular standard Pullman sleeping car, but providing most of its conveniences and comforts, a new type of sleeping car is soon to make its appearance on American railroads.

The new sleeper, the first of its kind to be built in this country, has been designed for the exclusive use of those in military service and will be used in the handling of troops on long overnight trips. It was pre-viewed in Washington recently by Maj. Gen. Charles P. Gross, chief of the Army Transportation Corps, and other officers of this branch of the service and met with their hearty approval. Also inspecting the car were railroad and Pullman officials.

Twelve hundred of these new troop sleepers, shorter and lighter than the regular Pullman sleeping car but with accommodations nevertheless for 30 men each, are expected to be placed in service by the end of this year. They will augment the present supply of sleeping cars, which have been carrying about two-thirds of all large troop movements.

### Three Deep

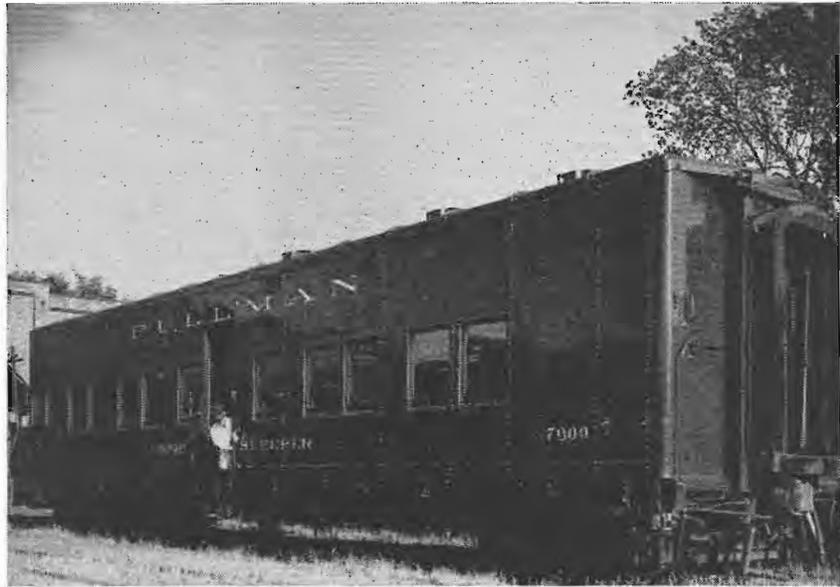
Embodying a special triple-deck berth arrangement, the troop sleepers will be operated by the Pullman Company under arrangements approved by the Army Transportation Corps and the nation's railroads, acting through the Association of American Railroads. There will be a separate Pullman bed for every soldier with a full complement of sheets and pillow cases which will be changed nightly. Other facilities likewise will be in keeping with established Pullman practices.

The cross-wise arrangement of the berths is similar to the designs developed by the Pullman Company just before the war. The berths are grouped in sections on one side of the car with the aisle running along the side instead of down the center. While the upper berth is fixed and may be used at any time, the middle and lower berths fold into exceptionally long and comfortable seats for day time use. Gun racks are provided for each group of berths, which in itself is expected to prove of great convenience.

### Embody Many Special Features

The cars are of steel construction with heavily reinforced ends and are designed for full interchangeability with all other cars. They are equipped with high speed swing motion trucks for riding comfort.

The cars have end doors similar to standard railway passenger equipment but no vestibules. They are also equipped with wide doors on each side of the center of



Exterior and interior views of the new Pullman troop sleepers, the first passenger cars to be constructed since the beginning of the war.

the car with trap doors and steps to facilitate loading and unloading. There are 10 windows on each side of the car, each window having roll shades and wire mesh screens.

Exhaust ventilators in the roof and inlet

ventilators in the side are expected to provide proper ventilation. Other equipment includes four wash stands—two at each end of the car—hot and cold water, two separate enclosed toilets, and a drinking water cooler at one end of the car.

## Private Almost Sings for Mrs. Roosevelt

Private Roy Schattnik, who was employed in our accounting department in Chicago before the Army took him off to an island in the Southwest Pacific, recently addressed the following to J. A. Strohmeyer, our freight auditor's office correspondent for the Magazine:

"Received the Milwaukee Magazine and was glad to get it. There really was a lot of news in it the last month. It's good to read about the people you worked with.

"I'm doing some singing out here. You know, when I was back in the States I sang in operettas and was president of our choir. Since here I sang a solo for the officers and also for the enlisted men. Was also asked to sing for Eleanor Roosevelt but she did not stay long enough to see the show. I was personally thanked and complimented by the commanding general. Also sang at the Red Cross Club."

## They're Getting Bigger and Bigger

This one tells its own story:

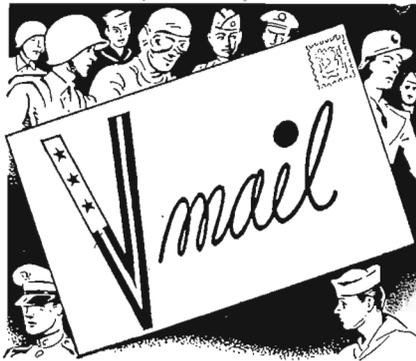
"For the last few months I have been receiving our Magazine and find myself looking forward with a great deal of interest for each new issue. A former rod man in the engineering department on the D&I Division, I first scan each issue for news of past acquaintances, then carefully reread it for the general news of the railroad.

"On our island way out here somewhere in the Pacific we do have a railroad, but a rather tiny one with a three-foot gauge. It is a common saying among us that it is time to go home when these engines and box cars start looking like S-2's, Hiawathas, and 50-foot boxes. Well, the cars and engines are getting larger every day!

"Sincerely yours,  
"Ens. Charles G. Harris, U. S. N. R.

## Milwaukee Road Men Can Railroad Anywhere

The following letter was recently received by the Milwaukee Road Victory Club of Chicago from Capt. Van S. Bro-



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

kaw, formerly employed in the road's engineering department in Chicago. He was in North Africa at the time with an engineering outfit.

"I want to thank you for the Camels; they have all followed me from MacDill Field to North Africa.

"Such things seem to tide the boys over the rough spots, since they cannot buy, beg or steal smokes beyond the ration limit, and sometimes the limit has been small.

"Have run into a few Milwaukee men, mostly line men; they can railroad even in North Africa, if you give them a chance.

"Thanks again for the smokes—this is the land of Fatima, the cigarettes whose package picture blends in with the street scenes here.

"I'm enclosing an Algerian *cinq franc* note on the Banque de Algerie—it's good for 10 cents in honest money. Buy yourself a beer.

"My best regards to the boys of the old Co. F., 108th Engineers, who might still be around Fullerton Avenue—Ted Cajowski, my old 1st sergeant, for one."

## Captain Mayer Wins Air Medal

It was recently learned through a press service dispatch that Capt. Robert Mayer, formerly employed in our shops in Milwaukee, was one of five American airmen

who had reached the safety of Free China after a 16-day march from the Tung Ting lake area where they made a forced landing. The band was led out by Chinese guerilla fighters who protected them from Japanese patrols in the area.

The men were found within an hour after their plane had come down. They marched all night the first night, holding hands to stay on a narrow path through rice fields.

"We had hardly rounded the first hill before a Japanese patrol arrived and started shooting it out with our rear guard," the men were quoted as saying. "The guerillas held the Japanese off 15 minutes until we got out of sight." The pilots said the Japanese had stripped the countryside of food.

In reply to a letter from the editor of the Milwaukee Magazine, Mrs. Emil Stippich of Wauwatosa, Wis., mother of Captain Mayer, wrote:

"My son is a fighter pilot flying a P-40, [he was obviously in a bomber, however, at the time of the forced landing in China] since September, 1942. He was employed by the Milwaukee Road in its freight car



Capt. Robert Mayer.

shops in Milwaukee for about one year, leaving in August, 1940, to join the Army Air Corps.

"About a month ago," the hero's mother continued, "we received the following notice: 'Capt. Robert F. Mayer has received the Air Medal for extraordinary achievement in aerial flight. The \_\_\_\_\_ Air Force has been stationed in China, Burma and India and the flights in that area are beset with added danger of operation.'"

Mrs. Stippich explained that her son is now stationed somewhere in India as an instructor of Chinese flyers.

Husband (answering telephone): "I don't know. Call the weather bureau."

Pretty young wife: "Who was that?"

Husband: "Some sailor, I guess. He asked if the coast was clear."

Then there was the Negro who argued that the moon was more benefit to mankind than the sun because "de sun shines by day when we doan' need de light, but de moon shines by night when dat light most certainly am needed."



This picture from North Africa shows equipment typical of that which many Milwaukee men in the Military Railway Service are operating.

# The Milwaukee Railroad WOMEN'S CLUB

## OVER THE TOP IN MEMBERSHIP!

### Membership Honor Roll

It is with pleasure that the General Governing Board announces that the chapters named below have shown an increase in their membership over membership of Dec. 31, 1942.

Chapter	—Total Membership—		Increase over Dec. 31, 1942 Membership
	Sept. 30 1943	Dec. 31 1942	
Aberdeen, S. D.	1,081	1,015	66
Beloit, Wis.	230	228	2
Black Hills (Rapid City, S. D.)	217	212	5
Council Bluffs, Ia.	95	76	19
Davenport, Ia.	228	220	8
Great Falls, Mont.	61	42	19
Harlowton, Mont.	148	76	72
Iron Mountain, Mich.	109	96	13
Janesville, Wis.	389	355	34
Kansas City, Mo.	249	240	9
La Crosse, Wis.	388	383	5
Madison, S. D.	168	165	3
Madison, Wis.	228	160	68
Malden, Wash.	71	66	5
Marion, Ia.	252	244	8
Marmarth, N. D.	79	76	3
Marquette, Ia.	178	111	67
Merrill, Wis.	54	48	6
Milbank, S. D.	147	140	7
Milwaukee, Wis.	1,083	884	199
Mobridge, S. D.	231	206	25
Montevideo, Minn.	286	265	21
New Lisbon, Wis.	128	123	5
Othello, Wash.	132	127	5
Ottumwa, Ia.	593	549	44
Perry, Ia.	346	320	26
St. Bernice, Ind.	217	152	65
St. Maries, Ida.	44	39	5
St. Paul, Minn.	399	397	2
Sanborn, Ia.	145	130	15
Seattle, Wash.	219	216	3
Sioux City, Ia.	582	550	32
Sioux Falls, S. D.	164	163	1
Spokane, Wash.	216	212	4
Three Forks, Mont.	110	107	3
Tomah, Wis.	428	417	11
Wausau, Wis.	149	140	9

We deeply appreciate the support and cooperation given the Women's Club by the employes of the railroad and the women members of their families, and wish to take this opportunity of extending our thanks to all of you.

General Governing Board.

### Montevideo Chapter

LILLIAN SCHMUTZLER, *Historian*

Regular meeting was held Oct. 1, Mrs. M. P. Ayars, president, presiding. Red Cross Chairman reported 49 hours of work. Welfare Chairman reported no welfare necessary. Safety First Chairman gave a paper on the things "not to do" in case of burns and frost bite.

It was decided to start a Canteen for men in service going through on trains 15 and 16. Buying Committee appointed was Mrs. Helgerson, Mrs. Meyers, Mrs.

Nemitz. The first week's opening was in charge of our club. Other organizations have also given their time and help.

Refreshments were served by Mrs. Moe and Mrs. Noord.

### Wausau Chapter

MRS. ALBERT KASTEN, *Historian*

Our club met Sept. 13. At this meeting we had the honor of having our General Secretary, Miss Lindskog, as our guest. She gave us an interesting talk on what other clubs she has visited are doing.

It was decided to send Christmas gifts to all boys in service whose mothers are club members as we did last year. Red Cross work was also discussed and since all members belong to some church group and do Red Cross work there it was decided to report the hours worked to Mrs. Whaley, president. Several ill members were remembered during the summer.

Cards were enjoyed following the meeting, with war stamps as prizes. A delicious lunch, including homemade cake, was then served by Mrs. R. Chamberlain, chairman, and her committee, Mrs. Billington, Mrs. C. Lehrbas, Mrs. Fred Lehrbas, and Mrs. Emily McCarthy.

### Ottumwa Chapter

K. M. GOHMANN, *Historian*

The second of this season's series of noonday luncheons was held Oct. 1, followed by our regular monthly meeting. A discussion on the subject of contributing to the Community Chest and the United Service Organization, designed as the Ottumwa War Chest Fund, resulted in a motion to make a donation of \$10 to this fund; also, to contribute \$5 to the "Buddy Boxes", to help finance the sending of a Christmas box to each and every Wapello County serviceman in this country, as well as abroad.

Mrs. M. L. McNerney, chairman of the Red Cross committee, reported 352 hours' service to the Red Cross and other war activities by members during September.

### Beloit Chapter

MRS. JAS. THOMPSON, *Historian*

The first fall meeting of Beloit Chapter was held Tuesday, Sept. 7, in the Beloit Savings Bank Community room, with Miss Etta Lindskog, Secretary General, of Chicago as guest. Mrs. Willard McIntyre presided in the absence of Mrs. Ruck, our president, who was unable to be present because of illness.

A very appetizing pot luck dinner was enjoyed preceding the meeting at one long table which was beautifully decorated with flowers. Reports of officers and chairmen were given, following which Miss Lindskog told of the work of other chapters and complimented Beloit Chapter on its fine record. We are happy to report that we have gone over the top in membership with a total of 230 members, also that our members are furnishing a great deal of assistance in Red Cross work.

### Mason City Chapter

MRS. R. E. SIZER, *Historian*

On Sept. 7 our chapter held its first Fall meeting. Committees reported work done during the Summer. Mrs. John Balfanz reports we are furnishing two service kits a month and have made hospital gowns, convalescent robes, slippers, infants' and children's clothes and surgical dressings. Mrs. Robert McClintock was elected corresponding secretary. Penny march was held with Mrs. Carl A.

Anderson at the piano. Bridge was played and refreshments served by Mrs. N. P. Van Maren, Mrs. C. C. Smola and Mrs. R. E. Sizer.

October meeting was held on the 5th at 7:30 P.M. Mrs. O. T. Anderson was appointed chairman of Red Cross sewing. On October 19 a benefit card party to raise funds for the Canteen was held in the clubroom. Refreshments were served by Mmes. F. J. McDonald, Vern Sohn and Paul Hurley. Cards were played.

We are sorry to report the passing away on Sept. 18 of Mrs. Sadie Hendrickson, widow of Engineer Esten Hendrickson. Mrs. Hendrickson was a charter member of our chapter and a faithful worker in the club.

## Malden Chapter

Mrs. JOHN D. HOUSE, *Historian*

At our July meet we had a 1:30 o'clock pot-lunch dinner for our members and husbands to take the place of our annual picnic which we have always held at a near-by lake. About 25 attended. The afternoon was spent playing bridge, prizes being awarded. Door prize went to Mrs. P. D. Wood. We also had pot-lunch dinners at our August and September meetings. At our September meeting we bought a baby bond to help put over the Third War Loan in our community. At each meeting we also have current events.

During the summer we spent \$4.19 for Good Cheer (flowers and cards), made eight personal calls and reached 13 families. Mrs. Chet Miller is Good Cheer Chairman. Mrs. Charles Hankins, Treasurer, reported balance of \$62.87.

Our club was saddened by the news of the drowning of the husbands of two of our members—Mr. Ferrell and Mr. Blackshire. Our club extends their families our heartfelt sympathy. Mr. Ferrell was an engineer and Mr. Blackshire a fireman.

## Madison, Wis., Chapter

Mrs. KENNETH KUNZ, *Historian*

Our chapter met Oct. 7, a beautiful day, for the first fall luncheon, which was a Victory Pot-Luck Luncheon. Forty members were present and new members were honored at the luncheon. A business meeting was held at 2 o'clock, with Mrs. O. S. Kline, president, presiding. Introduction of new members was followed by group singing which was enjoyed by every one.

Reports were read. Recording Secretary, Mrs. Bob. Hurlburt, read the minutes of June meeting. Treasurer, Mrs. I. Kenney, gave her report, followed by Mrs. Joe McNulty, Renting Club Rooms chairman. Sunshine chairman, Mrs. A. C. Welke reported making five phone calls and sending seven good-cheer cards and spending \$3 for flowers during September. Mrs. C. Mahaffey, membership chairman, reported 113 contributing members and 112 voting members.

A nominating committee was appointed as follows: Mrs. T. Fitzpatrick, Mrs. G. M. Gleason and Mrs. Fred Banham. Mrs. W. Rayston won the surprise package, and Charles Taylor won the bank dollar. The committee for the luncheon was Mrs. Sam Smith, chairman, Mmes.: E. Kington, O. S. Kline, I. Kenney, C. Mahaffey, J. J. Leitz, C. A. Parkin, L. Kraut and K. H. Kunz. A social hour followed.



These women, members of the Red Cross unit of the Milwaukee Chapter, are shown with some of the afghans, wristlets, gloves, scarves and trigger mitts they have made for the Red Cross from materials which they purchased themselves. There are many more women associated with the unit, but the picture was made during the supper hour, while most of the women were out.

L. to R.: Mrs. George Kelly, Elaine Tew, Mrs. Fred Tew, Mrs. Fay Ramsey, and Mrs. F. T. Ross, general chairman of the chapter's Red Cross unit.

## Milwaukee Chapter

Mrs. DONALD McKENNA, *Historian*

The fall season of our club opened on Sept. 20. Mrs. J. F. McConahay presided as president. Program for the evening was: Business meeting followed by refreshments and cards; also many activities are planned for the coming season.

Red Cross Unit: These meetings are still held on Tuesdays from 2 to 9 P.M. More ladies are needed to assist with making surgical dressings and knitting. If you are not busy on that day a special appeal is being made to you to join either of these classes so that we can hit a new record this season. Further details from Mrs. Ross, Red Cross Chairman, whose September report is: 1,770 surgical dressings, surgical hours 315, workers 56. Knitting report, 12 tubular scarfs, one watch cap, two pr. trigger mitts and one pr. gloves, total 650 hours. Sunshine Chairman reports two sympathy cards sent.

## Miles City Chapter

Mrs. C. E. REHM, *Historian*

Although Miles City Chapter took its usual summer vacation, members kept on with their many phases of welfare and war work. Five Nurse's Aides gave 240 hours during June and July, from January to August. 94 members did 4,040 hours of surgical dressings and a few women made 31 garments and gave 112 hours to Red Cross sewing. Sept. 1, membership committee reported 362 paid-up members. The highlight of the September meeting was the talk on Accident Prevention by H. J. McMahon, District Safety Engineer. A donation of \$25 was voted to the Custer County War Honor Roll Fund.

October meeting was opened by our president, Mrs. Helm. All reports showed the club was not neglecting any of its numerous activities. Mrs. W. H. Fellows, chairman of Welfare, reported helping four families and sending seven letters. Mrs. Wm. James, Sunshine Chairman, made 193 phone calls, sent 41 cards and contacted 27 families; Mrs. H. C. Brisbine, Red Cross Chairman, gave another

interesting report. She said: "Not only have 61 members done 1,270 hours of Red Cross work this year, but we have five Nurse's Aides and over 100 in surgical dressings. Mrs. Dave Hagerty is Vice-Chairman of Custer County War Finance Committee for the year. In the Third War Bond Sale Drive 38 workers helped in the canvass and eight sold bonds and stamps at a booth in Penny's store."

Mrs. Martin Eastwood, chairman of Ways and Means, recommended a rummage sale Oct. 18, to raise money for our Christmas giving. This was accepted. It was voted to send Christmas cards to all Milwaukee boys and employees in the armed services and baskets to a few of the older retired Milwaukee families. Mrs. Spear, program chairman, had a very interesting article, "Railroads Can Take It," read by Mrs. Wickersham. A lovely lunch was served by Mrs. Eli Pedors, Mrs. Sam Leo and Mrs. Pete Leo. The White Elephant Sale, the big fun and money making event of the year, took the place of any other planned entertainment. Mrs. McKinley Gilmore, the energetic auctioneer, raised \$12.56 by tempting us with unrated "white elephants."

The officers will entertain the club with an original play directed by Mrs. Frank Wolfe at our November meeting, to increase the funds for Christmas activities.

## Deer Lodge Chapter

Mrs. J. E. PEARS, *Historian*

We started off on Sept. 17 after the summer vacation with 14 members present, a smaller crowd than usual, but those present seemed all enthused to get back to work. Mmes. Healy, Collins and Bensch served a delightful dessert lunch. Our Canteen service is still going strong, serving anywhere from 50 to 150 every day. During the inclement winter months we will have to serve entirely in the Club House. To avoid confusion, as train No. 15 arrives during our meeting time, we will try evening meetings commencing in October. Our kitchen stove—a used one when we got it—is worn out. A motion was made that Mrs. Kimmrow, chairman of house purchasing committee and Mrs.

Collins, Canteen chairman, try and find another stove if it could be purchased within our means—as the crews of Canteen workers urgently need it. Our surgical dressings work has been handicapped by lack of material. New material has arrived and we are again working.

## Milbank Chapter

MRS. GERALD GARDNER, *Historian*

The fall season was opened by singing patriotic songs, led by Mrs. Geo. Phelan, accompanied by Mrs. Ernest Hansen, on Wednesday, Sept. 29. We were pleased to note that our club motto has been printed on a large placard, and hung on the clubroom wall, where all may see it easily. Some of us missed the Service Plaque which formerly hung in that space, but were told it now hangs in the depot waiting room, where passengers may see it. Five more names have been added since spring, and they now number 31.

We are happy to know our club topped last year's membership and has received a prize for so doing. It would be nice if more members turned out for meetings, as we now number 50 voting members. Seven personal calls, \$1.75 in baking given, 28 hours of Red Cross surgical dressings, two get well cards and one sympathy card were reported. Another call was made for more workers in the Red Cross work.

Mrs. Chas. Matt received the bank night award of \$100, and Mrs. Geo. Phelan's grandson, Edward, aged 2, made the penny march by himself. A delicious hot dish lunch was served by Mrs. Frank Reeve, Mrs. John Tomek and Mrs. Ben Taylor. We have also decided to purchase another bond in time to aid in the Third War Loan Drive.

## Madison, S. Dak., Club

MRS. C. A. BERG, *Historian*

At the first fall meeting two new members, Mrs. A. D. Walker and Mrs. Noel Dingman, were welcomed by the club. The Bond Chairman, Mrs. H. G. Gregerson, reported that Mrs. Frank Campbell, Mrs. John Carr, Mrs. Ben Long and Mrs. Lyle Mathison had sold stamps at the theater war bond booth as part of the Minute Women's Campaign. The membership committee reported over the top in membership. Lunch was served under direction of the President, Mrs. Martin Mathison.

About 40 women enjoyed Guest Night Sept. 28. Cards were played at several tables. Mrs. Scriver of Minneapolis won high prize at bridge and Mrs. A. D. Walker won high prize at whist. The door prize went to Mrs. Barney Morgan. Lunch was served by a committee under direction of Mrs. Barney Morgan.

## Sparta Unit-Tomah Chapter

MRS. WM. HOVEY, *Chairman*

Regardless of hot weather Sparta Unit found little time for vacation, each member having a Victory garden and doing her own canning. Still 15 ladies and 10 of our men found time to beautify our depot lawn with two huge flower beds containing 15 varieties of beautiful plants donated by members and designed by Mrs. Chas. Shutter and Fireman Mike Weise of Viroqua. City water for the gardens was donated by Cond. Geo. Kiefer. Six newly painted benches and a lawn mower were supplied by Supt. Whalen, which completed the fine job.

Mrs. Wm. Hovey wishes to express her sincere thanks for this fine cooperation, and is happy to report the splendid return of our harvest—350 bouquets of flowers were donated to our U.S.O. and Camp McCoy Hospital. Loads of flowers (and a decorating committee) were also furnished by our members for opening day of our new U.S.O. Building on Sept. 19. On Sept. 7 our flower committee paid tribute to Supt. Whalen with six huge bouquets to be distributed on office desks, ticket office, and lunch room of La Crosse Depot. Our Sparta ticket, freight, and express offices have also enjoyed many flowers from our depot flower beds. The Summer's job was a great pleasure to us all.

Sept. 9 meeting was enjoyed by 16 members with a trip to Viroqua. Con. Shutter and Engr. Frosch welcomed us with a big smile. A fine one o'clock chicken dinner with all the trimmings, not forgetting the beautiful flowers, table and house decorations, and corsages for each member, was appreciated at home of Mr. and Mrs. Weise. Reports were given. Our bond was reported purchased. A surprise box of candy was sent us by Agent Boyle, a tribute to us for remembering him with flowers. Ice cream, cake, and candy, and a U.S.O. bus trip home completed a splendid day.

## Spokane Chapter

MRS. W. H. HUNTER, *Historian*

Our first meeting after summer vacation held on Sept. 14 was interesting and well attended, a number, unable for a long time to come, also being present; this was gratifying and encouraging to our ever faithful President, Mrs. E. R. Berkey. The meeting was called to order at 1:30 P.M. After the flag salute and repeating the club motto, reports of committees were given, all showing they had been very active. Good cheer remembered 16 families with 40 personal calls to its credit. Frankly I think most of these were made by our President. There were 702 hours of Red Cross work reported. A very attractive banner graces the clubroom. On it are 46 stars, one for each of the 46 boys in service. The Chapter voted to buy a \$100 bond during the coming drive.

Renewing friendships, was a former member, now of Milwaukee, Wis., Mrs. C. W. Lanning, who spent several months here visiting her daughter. We are delighted to welcome back to our Spokane Chapter Mrs. W. T. O'Reilly from Butte

and Mrs. J. W. Corbett from Tacoma. We miss a number of our women who are busy in war work at present.

After the business was taken care of the meeting was turned into a very enjoyable party honoring Mrs. A. E. Gist, who soon leaves to join her husband who has been transferred to Aberdeen, Wash. Miss Mildred McAuley entertained by giving one of Edgar Guest's poems—"Planting a Seed." Tea was prepared by Mrs. Ethel Perry—the table was attractive with lovely flowers. Pouring were Mrs. Geo. H. Hill and Mrs. N. H. Fuller. Mrs. M. C. Helmer, Past President, now of Othello, spent a few days in Spokane last week. The club voted to assist the party to be given by the Service Club.

## Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

Our meeting was held on Oct. 5. It was an all day meeting in order to sew for the Mercy Hospital. Luncheon was prepared by Mrs. H. V. Banta, Mrs. Guy Rhodus and Mrs. R. T. Cawby, and was enjoyed by 20 members and four visitors. We were glad to have as our guest Mrs. M. E. Mischer, wife of the new secretary to the Northeast Y.M.C.A.

Welfare, one call made. Sunshine had a good report, 11 cards sent, 73 telephone calls made, and 50 families reached. Red Cross Report: 20 hours work, one pint blood, and 38 hours of various kinds of war work. Ways and Means: \$11.10 on a card party and dessert luncheon given in the home of our president, Mrs. J. L. Tarbet, Mrs. R. T. Cawby assisting. The day was rainy but we had 32 present and a good time was had by all. We were indeed pleased to receive \$27.50 prize money for an increase of our membership over last year.

## Othello Chapter

MRS. CHAS. PHILLIPS, *Historian*

On Sept. 12 the Community and the U.S.O. honored 20 soldiers from Moses Lake with a picnic at the club house. A large crowd attended. Sept. 14 the Inventory Committee of the Supply Department held their meeting in the club house. A number of our Milwaukee ladies are working at the roundhouse, the depot, and in other departments. Several members helped on the Bond Drive.



Some of the members of the Sparta Unit of the Tomah Chapter are shown, along with a few of the men who helped with the planting and watering, admiring one of the flower beds which they maintained on the Sparta, Wis., depot grounds this past summer.

## Trans-Missouri Division

### East End

*Dora H. Anderson*  
 Correspondent  
 Care of Agent  
 Moberge, S. D.



Due to the heavy business, a set of dispatchers is being put on at Lewistown, Mont., and our chief dispatcher, M. J. Welch, is being transferred there. We are going to miss the Welches but wish them luck in their new home. H. R. Winship of Miles City is our chief dispatcher.

Conductor L. W. Clark has been promoted to assistant trainmaster effective Oct. 1.

Engineer and Mrs. Walter Byington received the sad news that their son Lieut. Keith Byington was missing in action since Aug. 17. It is believed that his heavy bomber squadron participated in the raid over Berlin. Keith is a graduate of the Moberge high school and worked as roundhouse clerk at Moberge and Harlowton for three years. He received his wings and commission as second lieutenant in the Air Corps in March, 1942, at Mather Field, Calif.

We extend sympathy to the family of Section Foreman T. G. Thompson of Selfridge, N. D. Mr. Thompson met with a serious accident while on duty on the New England line. The speeder he was riding collided with an inspection car. He suffered a fractured skull and was brought to the Moberge hospital for treatment but never regained consciousness and passed away Sept. 28.

Another one of our faithful engineers, Elbert Taylor, made his last run on Aug. 12, and from now on plans to live the life of Riley. At the present time he and Mrs. Taylor are enjoying a visit from their daughter and husband, Mr. and Mrs. Harold E. Rietz of Kansas City and grandson Charles Albert.

Conductor Bert Doud had the misfortune to fall in the baggage car while loading cream cans and is now in the Moberge hospital but is coming along fine.

Congratulations to these fond grand parents: Machinist Helper Lon Green and wife and Engineer W. J. Morris and wife on the arrival of a new grandson, Donald Stewart Jr., born to Mr. and Mrs. Donald Morris at Milwaukee, Wis., on Sept. 14. Mr. and Mrs. Morris also have a new granddaughter, Kathleen Corinne, born to Mr. and Mrs. James E. Morris on Sept. 19 at Moberge. Roadmaster and Mrs. A. F. Manley have two new granddaughters: Helen Manley, now Mrs. Kenley of Seattle, has a new daughter born June 25 named Karen Lee; and Mrs. Oliver Messenger, formerly Frances Manley, has a new daughter, Julie Ann, born Aug. 23.

Engineer and Mrs. Carl Baxter have a new granddaughter, Donna Lee, born to Mr. and Mrs. Mills on Sept. 13. Mr. Mills is in the service.

Our former yardmaster, J. L. Caldwell, who has been serving as chief of police,

has taken a leave of absence and is now back in the harness for the railroad again, working as a brakeman; and our clothing man, Robert C. Riddell, who was formerly a fireman on our road, is also helping out during the heavy rush of business.

Engineer and Mrs. Walter Byington enjoyed a visit from their son, Staff Sgt. Robert Byington, who spent his furlough here. Robert was formerly in the Air Corps Intelligence Service and is now attending the University of Wyoming at Laramie.



Lt. Keith Byington, reported missing in action since Aug. 17. It is believed that he participated in the Berlin air raid of that date.

## Chicago General Offices

### Auditor of Overcharge Claims Office

*Marie Hotton, Correspondent*

As outlined in the October issue, this month we intend to feature an entirely new cast of characters. Were it not for that, we would certainly mention that Jimmy Stamm spent the afternoon of Sept. 24 with us and recounted some of his experiences with the Engineers at Fort Belvoir. Of course, we'd better not mention this, nor that "Gee Gee" Smith has been transferred to Oklahoma A & M College at Stillwater, close to his pal Howard Atherton, who is now stationed at Camp Gruber. As these two names have heretofore figured prominently in office news we will have to exclude this item, too, and also the information concerning Jim Lynch, who is attending an advanced radio course at Portland, Maine. As no one is interested in Pete Walton's flying trip to Denver to see Lt. Ray Walton we'll skip that, and the fact that A. V. Gallagher is seething with holiday plans for our service men, is just another subject that is taboo.

Of real interest however, is the \$250 donated by the Milwaukee Road Woman's club to supply Christmas cheer for our boys in service. This brings up the question of financing the Christmas program and you know what that means—just a little something extra in the collection box to insure a remembrance for every Milwaukee soldier and sailor.

Perhaps, considering the nature of the announcement, we may at this time insert the name of Goodstein, also once featured in the monthly broadcast. If you are still on the beam, the Harold Goodsteins are happy to introduce Steven Goodstein, seven and a half pounds of fun, who arrived at the Lutheran Deaconess Hospital on Sept. 18.

In the last few weeks, news from Goranson's Alleys has been more encouraging. The Copper Country Five, Weseman, Lutsch, Aff, Mohr and Lindmark, has slipped back into it's old stride and is taking all comers. Aff is doing very well too with his chickens, which he says are good for six or seven eggs every day.

Visitors last month included Warren Younker, who feels that he is pretty lucky to be stationed at Navy Pier, and Bob Dillon, now attending radio school at the University of Chicago. Those delicious meals, so well touted by Jimmy Lynch during his sojourn at the U. of C., are certainly living up to their reputation, says Bob, and give home cooking some serious competition.

Romance and uniforms seem to go hand in hand. Pete Walton acquired a new daughter when Lt. Ray Walton and Miss Virginia Gathemann of Chicago were married at Lowry Field. Now comes word that Pilot Leslie Skelton of the Air Transport Service, became a benedict way back in March, the lucky girl being that beautiful blonde from Mومence. Evidently Merrill "Swede" Lundgren doesn't believe in long engagements either, for on Oct. 18, he and Miss Edna Leibrock were married at Ruston, La., and spent a two day honeymoon at Shreveport. Fashion note: The bride wore a black street dress with ice blue accessories, and for the traditional "something borrowed", hold your breath, her sister-in-law's NYLON wedding hose.

## Purchasing Department

*Lurena Whidden,*  
 Correspondent



About the best news we have this month is the report that Clarence W. Anderson is much better. We hope that Andy will continue to improve rapidly, and that he will soon feel like answering the composite letter we sent him.

Four new girls have been added to the office staff since our last write-up. They are: Leona Johnejack from Lake Geneva, Anita Beckler, now living in Bensenville while her husband is at war, and Kathryn Karsten and Dorothy Hess from Elgin. The proportion of Elginites is increasing.

The party for Jean Baker (now a housewife) and Jane Schultz (now a WAVE) at the Casa Nova was a great success. We presented Jean with a purse and Jane with that indispensable pen and pencil set. The girls must be very much interested in their new occupations, for not a word have we heard from them.

If you have been wondering about Bertha Sexton's limp, and thinking that perhaps it is gout, let us assure you that it hasn't come from high living. Bertie acquired an inflamed joint in her anxiety to get off a train. The foot is slowly healing, but it's one of those things that take time.

Jean Lathrop and Evelyn Lundin had a wonderful time on their vacation in Colorado Springs, where Jean's brother, a lieutenant in the Army Air Corps, is stationed. There were lots of other lieutenants, and majors, too. The girls were busy every minute, as we gathered from their postcards. They were even caught in a snowstorm on Pike's Peak. The West is now definitely *the* place in their minds.

Speaking of the West, we hear that Frieda Henninger and her family have bought a home in Los Angeles after much searching. It is rumored that the house is in or near Glendale, but no letter has come to confirm that.

Pvt. Sandy Miller stopped by on his way home for his first furlough, and we had an interesting conversation with him. He had been at Camp Crowley for 10 weeks and expected to go overseas soon. Sandy is enthusiastic about the Air Corps and wants to be an aerial gunner.

Pvt. Bob Reiter, Camp Claiborne, La., is still learning to be an A. A. clerk. The school trains men for all kinds of positions on railroads and has its own complete shops and yards. Bob has gained 24 pounds since entering the Army, but says he looks as "skinny as ever". He was chosen captain of the first basketball team, and, anticipating our reaction, writes, "That is about the only time I move faster than a snail".

Pfc. Don Russo is in the Oregon desert on his third problem, and he is learning to sleep in any position. He's still cook, enjoys his oven preparations, and hasn't burned himself yet. His letter was written under a 2½ ton truck during an air alarm.

Pfc. Charlie Gooding sounded much happier in his last letter than he has in a long time. He has been transferred to a Transportation and Supply Corps and is a file clerk in an office. "This is really the best set-up I have had since I have been in the Army. It is one of the breaks I have been wishing for—instead of mud, the ground is dry and in many places there is grass growing. Our tents are scattered near the shore. From a distance it brings to mind a small village where fishermen dwell".

Bob Nordin, F. C. 3/C, has been moved to Pacific Beach, Wash., "just about the last outpost of civilization". He gets every other night and every other weekend off and hitch-hikes to Seattle to see his girl.

Your purchasing department correspondent now must say "goodbye". She is leaving to see what there is to this marriage business. Thank you, readers, for your interest and kind words. And when I am Mrs. William H. Polk and look at my husband's copy of the MILWAUKEE MAGAZINE, I hope to see a *successor*.

Chivalry is the notion a man has that every woman must be protected from every man except himself.

## Office of Auditor of Passenger and Station Accounts

Bill Tidd  
Correspondent

Several of our service men dropped in to say "Hello," namely, Swede Drangsholt, Bill Hamling, Ed. Wright and Bob Klein. Bob's now a bombardier and due to be shipped out. Ed. Rhyner reports their Liberator has been christened "Nucky No No Maru."

The Association of Passenger Rate Men held their annual banquet recently and from all reports it was a huge success. Part of the success was due to the fine accompaniment of Ralph Klotz to the "Barber Shop Quartette."

Betty Loomis has returned to work after an appendectomy.

The Girls' Baseball Team won third place in their league and received a trophy for sportsmanship. Now they are going out for basketball.

We're organizing a basketball team among the fellows and so far only two have signed up. How about a few more of you guys?

War was brought a little closer to us again with the news that popular Charlie Baker was reported "missing in action." We're hoping for better news soon. This should be one more reason to spur that bond buying to end all this.

## Freight Traffic Dept.

Wesley S. McKee  
Correspondent

Many of the boys in the office and around the station have been getting pretty good "work-outs" lately, what with some helping out in our Galewood yards, and others aiding in getting the Christmas mail to the boys overseas.

C. F. Hercules Lingenfelder almost fainted when he opened his first box car and saw the contents were gravestones.

Curly Johnson of the division dept. earned just enough to put himself in the next tax bracket and when he got through he still owed the Washington Boys eight cents.

Lots of sore muscles, but the gang cleared the station of mail in a hurry.

Jimmy Nolan of the transportation dept. is in a dither again. As previously reported, Jim built a new house with the profits of his poultry biz. Well, moving day came along and all went well until he found out that they couldn't get the beds upstairs because of a narrow turn. They then tried the windows—no "soap"—too small. What arrangements he made we don't know, but someone reports hearing an alarm clock ringing in the chicken coop and that cackling coming from his attic wasn't made by his canary. The gas situation was a honey, too. Account no priority, they would not tap the main, but versatile Jim solved that. He saved the gas that he used to shoot around the depot.

## FLASH!

LOST, STRAYED OR STOLEN

One big guy who answers to name of Nehf, reported missing Tuesday A.M., Oct. 5. When last seen he was steaming out of Chicago on C&M train 23 at 3:45 P.M. of the 4th, headed for the R. S. O. B. meeting that night at Mequon, Wis. Looks like he got the works. Was his face red.



Betty Vande Velden, one of our Deerfield queens, would like to know at what hour the Chicago police stations close. For her information, the man who feeds the two lions in front of the Art Institute locks the stations on his way home.

## Passenger Traffic Department

E. R. Will, Correspondent

After Clyde Deacon, R. M. 3/C, returned to his base and the crew of his P. C. boat assembled for embarkation, he at long last suffered a serious case of tonsillitis and has been hospitalized at San Diego several weeks. To make matters worse, his ship left port without him. His letter of Oct. 8 advised us that after a consultation, the naval doctors professed his to be the largest tonsils they had ever seen and from personal observation we believe it. His mother, Mrs. Clarence Deacon, and sister, Lucille, went to San Diego to visit him on Oct. 10. It is possible that he and the troublesome tonsils have parted company.

Harold Williamson, former messenger of the city ticket office, finished his boot training at Camp Scott, Farragut, Ida., and stopped in to chat with Messrs. Keith, Gertz, Semmlow, et al., while awaiting an assignment. From here, we imagine that they could have given him plenty of assignments at the C. O.

Service men who recently visited these parts on leave include Capt. Alec Marxen, Sergts. Doug Keller and Heinz Ruppert, also Pvt. Bill Peterson.

Lt. John Dunne writes that he received copies of the magazine at his African abode and was thankful that a passenger department column has made its appearance. Yes, John, by this means we hope to keep you in contact with the home folks, as well as the exploits of your fellow servicemen.

The time has come for our first retraction or apology. A recent issue termed Leonard Fischer, husband of Lorraine Fischer, stenographer in the office of Joseph Caldwell, A.G.P.A., a 1st lieutenant. Not that we don't believe that he is worthy of the rank, but it would be embarrassing for all concerned, if people noticed the gold bars on his shoulders after his return from the war area. 2nd Lt. Fischer is, at this writing, on active duty in the Mediterranean area.

## Car Accountant's Office

Harry M. Trickett  
Correspondent

Valdyne (Anderson) Engler quit the office on Sept. 18 to join her husband at Camp Ellis, Ill., and was presented with a farewell gift.

Andrew Pokrzewinski departed from the office on Sept. 18 to join the U. S. Coast Guard.

Recent letter from Pvt. Nowakowski stated he is expecting overseas duty soon. He says, also that he appreciates receiving the MILWAUKEE MAGAZINE.

"Bob" Roberta received a letter from her brother, serving with the Seebee's in the S. W. Pacific, that he has met Sgt. Harry Reinhart, that he looks fine, and expects to see him again. Sgt. Reinhart also wrote of the meeting and of his delight in making the acquaintance.

The long absence of word from Pvt. James Ward was explained in his card of

(Continued on page 25)



# Number of Traffic Tips Reported by Traffic Tip Supervisors During September, 1943

Division	No. of Tips			Division	No. of Tips		
	Pass. Tips	Frt. Tips	Per 100 Employees		Pass. Tips	Frt. Tips	Per 100 Employees
Seattle General	21	5	14.6	Rocky Mountain Div.	13	2	1.5
Iowa & S. Minnesota	45	52	10.9	Coast Division	14	3	1.2
Dubuque & Illinois	78	35	8.1	La Crosse & River	24	1	1.1
Hastings & Dakota	57	2	4.6	Terre Haute Div.	—	12	1.1
Madison Division	27	1	3.9	Trans-Missouri Div.	9	3	1.1
Chicago Terminals	1	109	3.8	Idaho Division	6	—	1.1
Milwaukee Division	47	3	3.7	Kansas City Division	1	6	0.8
Superior Division	22	3	3.6	Milwaukee Terminals	23	3	0.6
Chicago General	38	23	2.7	Twin City Terminals	6	—	0.2
Iowa & Dakota	33	7	2.5	Miscellaneous	2	—	0.1
Iowa Division	26	1	1.7				
<b>TOTALS</b>					<b>493</b>	<b>271</b>	<b>2.5</b>

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Chicago General Offices</b>					<b>Coast Division</b>				
Austerman, F.	Asst. Engineer	Chicago, Ill.	1		Alleman, Kenneth	Bill Clerk	Tacoma, Wash.	1	
Barnett, H.W.	Head Clerk	Chicago, Ill.	1	12	Anderson, Millie	Clerk	Tacoma, Wash.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		7	Batson, Melba	Car Dept.	Seattle, Wash.	1	
Burtness, T.W.	Secretary	Chicago, Ill.	1		Bogarth, Mrs. M.	Custodian	Smyrna, Wash.	1	
Cavallo, Michael	Car Dist.	Chicago, Ill.	1		Bryan, James	Dem. Clerk	Tacoma, Wash.		2
Clavey, G.	Conf. Clerk	Chicago, Ill.	1		Canary, Lucinda	Wife of Sec. Foreman	Tacoma, Wash.		3
Doody, G.M.	Tracer Clerk	Chicago, Ill.	1		Morgan, Jean	Clerk	Seattle, Wash.	1	1
Dousman, B.A.	Accountant	Chicago, Ill.	1		Mosher, H.A.	Trn. Disptacher	Tacoma, Wash.	1	
Dowling, J.E.	Frt. Traffic	Chicago, Ill.	1		Olson, A.W.	Asst. Supt.	Tacoma, Wash.	1	
Ducret, A.H.	Clm. Adjuster	Chicago, Ill.	3		Pederson, M.	Yard Clerk	Tacoma, Wash.	1	
Erickson, R.D.	Commerce Clerk	Chicago, Ill.	1		Pentecost, Al	Gen. Foreman	Tacoma, Wash.	1	
Fletcher, H.D.	Paymaster	Chicago, Ill.	1		Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1	
Fortier, H.L.	Real Estate Dept.	Chicago, Ill.	1		Rusch, H.	Stenographer	Tacoma, Wash.	1	
Gaertner, A.	Ice Disb. Clerk	Chicago, Ill.	1					14	3
Gerth, Bernice	Clerk	Chicago, Ill.	1		<b>Dubuque and Illinois Division</b>				
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		2	Brennan, George	Sec. Foreman	Waukon, Ia.		2
Grenlin, W.I.	Asst. Compt. Off.	Chicago, Ill.	1		Ceurvorst, A.D.	Yard Clerk	Davenport, Ia.		6
Isaacs, Nathan	Chief Clerk	Chicago, Ill.	1		Crawford, E.J.	Chf. Dispatcher	Dubuque, Ia.	1	
Johnson, A.E.	Asst. to Chf. Purch. Off.	Chicago, Ill.	1		Davidshofer, J.	Laborer	Dubuque, Ia.	4	
Johnston, R.F.	Chief Clerk	Chicago, Ill.	2		Eckstein, F.E.	Chief Clerk	Dubuque, Ia.		6
Klauber, Grace	Steno-Clerk	Chicago, Ill.	1		Fisher, J.H.	Car Foreman	Savanna, Ill.	2	
Klotz, E.	Clerk	Chicago, Ill.	1		Galvin, J.J.	Loco. Engineer	Preston, Minn.		1
Langton, Tina	Steno-Clerk	Chicago, Ill.	1		Ickes, J.F.	Chief Clerk	Dubuque, Ia.	1	
McLaughlin, H.L.	Head Clerk	Chicago, Ill.	1	1	Jaeger, Walter F.	Coach Cleaner	Dubuque, Ia.	1	
Nehf, W.W.	Clerk	Chicago, Ill.	1		Kurt, Francis	Clerk	Waukon, Ia.	29	15
Rank, Chas. N.	Time Table Clerk	Chicago, Ill.		1	Maze, W.H.	Conductor	Elgin, Ill.	1	
Rosenthal, Olga	Abstract Typist	Chicago, Ill.	1		McDermott Anne	R.H. Clerk	Savanna, Ill.	6	
Sartor, J.H.	Clerk	Chicago, Ill.	1		Millar, Lucille	Clerk	Dubuque, Ia.	1	
Scotfield, E.J.	Wst. Adjuster	Milwaukee, Wis.	3		Peterson, Nels	Car Inspector	Savanna, Ill.	1	
Strohmeier, J.A.	Clk. Frt. Aud. Off.	Chicago, Ill.	1		Piltz, J.	Millman	Dubuque, Ia.	5	
Thelander, L.R.	Asst. Staty. Buyer	Chicago, Ill.	1		Reinsur, Mary	Stenographer	Savanna, Ill.	1	
Travers, F.T.	Steno-Clerk	Chicago, Ill.	2		Rowley, G.H.	Asst. Supt.	Savanna, Ill.	1	
Walker, H.C.	Frt. Traffic	Chicago, Ill.	2		Schmidel, George	Cashier	Savanna, Ill.	2	
Wenninger, Lucille	Transp. Dept.	Chicago, Ill.	1		Schmitt, P.R.	Pump Repair	Dubuque, Ia.	2	
Williams, Mrs. Floyd	Wife of Tax. Commsnr.	Chicago, Ill.	1		Schwartz, L.V.	Dist. Storekeeper	Savanna, Ill.		1
			38	23	Stafford, W.A.	Clk. Frt. Traffic	Dubuque, Ia.	3	
<b>Chicago Terminals Division</b>					<b>Hastings and Dakota Division</b>				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	28	
Bitz, H.F.	Agent	Evanston, Ill.		6	Bruers, Mrs. A.W.	Wife of Agent	Graceville, Minn.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		5	Jahner, Anton	Carpenter	Aberdeen, S.D.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		9	Lundberg, A.F.	T.B.M.	Minneapolis, Minn.		2
Brown, H.A.	Rate Clerk	Galewood, Ill.		5	Menzi, Anton	Lumberman	Aberdeen, S.D.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		3	Montiel, Mrs. R.M.	Wife of Opr.	Fargo, N.D.	1	
Greenlimb, P.	Clerk	Chicago, Ill.		1	Mortarty, W.J.	Clerk, Store Dept.	Aberdeen, S.D.	2	
Hanson, H.A.	Route Clerk	Galewood, Ill.		4	Patterson, Patricia	Clerk-Steno	Aberdeen, S.D.	18	
Hoffman, Ray	Freight Office	Chicago, Ill.		1	Seiler, J.J.	Chief Clerk	Aberdeen, S.D.	2	
Kerwin, John J.	Rate Clerk	Galewood, Ill.		5	Spatafore, George	Sec. Laborer	Warner, S.D.	1	
Le Mire, G.E.	Rate Clerk	Galewood, Ill.		34	Springer, Frank X.	Machinist	Aberdeen, S.D.	1	
Miller, E.A.	Chf. W.B. Clerk	Chicago, Ill.		2	Werner, Ben. J.	Sec. Foreman	Andover, S.D.	1	
Miller, John H.	C/L Notice Clerk	Chicago, Ill.		1				57	2
Oertling, J.J.	Rate Clerk	Galewood, Ill.		21					
Portschy, J.M.	Car Dept.	Chicago, Ill.	1						
Reimann, B.	Rate Clerk	Galewood, Ill.		3					
Thirsk, Olive	Stenographer	Chicago, Ill.		1					
Willison, H.	Asst. Chief Clk.	Galewood, Ill.		4					
			1	109					



Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Off Line Offices and Miscellaneous Group</b>					<b>Superior Division</b>				
Dunn, J.E.	Company Surgeon	Groton, S.D.	1		Barrette, A.	Track Dept.	Crivitz, Wis.	1	
Welch, J.	Asst. Secy-Treas.	New York, N.Y.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.	1	1
			2	0	Dinwoodie, J.T.	Chief Dispatcher	Green Bay, Wis.	1	
<b>Rocky Mountain Division</b>									
Bertram, Henry	Warehouse Frmn.	Lewistown, Mont.	1		Finelli, Frank	Sec. Laborer	Crivitz, Wis.	1	
Bratholm, John	Carman	Deer Lodge, Mont.	1		Goodell, H.A.	Agent	De Pere, Wis.	1	
Haanes, Ole	Roadmaster	Lewistown, Mont.	1		Holmes, A.J.	Agent	Crivitz, Wis.		1
Johnson, Pete	Carman	Lewistown, Mont.	1		Holmes, Mrs. A.J.	Wife of Agent	Crivitz, Wis.	1	
Kaloff, John	Laborer	Lewistown, Mont.	1		Jones, Glen	Switchman	Green Bay, Wis.	1	
Monkellin, Ole	Car Dept.	Lewistown, Mont.	1		La Veau, F.J.	Agent	Republic, Mich.	5	
Morgan, Isabelle	Stenographer	Butte, Mont.		1	LeBoeuf, V.J.	Warehouseman	Menominee, Mich.	1	
Newbury, Mabel	Clerk	Lewistown, Mont.	1		McGregor, Earl	Transport Driver	Green Bay, Wis.	2	
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1		Nabbefeld, P.J.	Gen. Clerk	Appleton, Wis.	2	
Reuther, Ann	Rate Clerk	Lewistown, Mont.	1		Parkins, Mrs. Leo	Wife of Sec. Foreman	Amasa, Mich.	1	
Rodgers, B.	Cash. Frt. Off.	Butte, Mont.	2	1	Ralagick, Anton	Truck Driver	Green Bay, Wis.	1	
Sanford, Jake	Car Clerk	Lewistown, Mont.	1		Robbins, W.S.	Conductor	Green Bay, Wis.	1	
Young, Thomas	Conductor	Three Forks, Mont.	1		Schauer, G.	B. & B. Carpenter	Green Bay, Wis.	1	
			13	2	Schumaker, N.G.	Roadmaster	Iron Mountain, Mich.		1
					William, R.E.	Agent	Forest Jct, Wis.	1	
								22	3
<b>Seattle General Offices</b>					<b>Trans-Missouri Division</b>				
Andrews, John H.	Chief Clerk	Seattle, Wash.	1		Campbell, D.B.	Clerk	Miles City, Mont.		1
Barkley, A.H.	Off. of Asst. to Trustee	Seattle, Wash.	1		Clark, V.L.	Trucker	Marmarth, N.D.	2	
Cumming, J.R.	Asst. Tax. Commn.	Seattle, Wash.	4		Egan, Carl	Pipefitter	Miles City, Mont.		1
Douglas, E.L.	Asst. Gen. Mgr.	Seattle, Wash.	1		Gossman, Peter	Sec. Foreman	Lenmon, S.D.	1	
Duncan, Eva M.	Steno., Gen. Agent Off.	Seattle, Wash.	1		Hendry, Clarence H.	Laborer	Miles City, Mont.	1	
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	2		La Rue, G.E.	Asst. Engineer	Miles City, Mont.	1	
Hickey, Margaret	Stenographer	Seattle, Wash.	1		Lyons, L.D.	Police Dept.	Mobridge, S.D.	2	
Horak, Agnes	Clerk	Seattle, Wash.	1		Nugent, Tom	Operating	Miles City, Mont.		1
McGalliard, S.O.	Investigator	Seattle, Wash.	1		Revlng, O.O.	Conductor	Miles City, Mont.	1	
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	1		Richmond, John		Marmarth, N.D.	1	
Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1					9	3
Nelson, Mildred	Clerk, Traffic Dept.	Seattle, Wash.	1		<b>Terre Haute Division</b>				
Reynolds, Chas. W.	Chf. Clk., Purch. Dept.	Seattle, Wash.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		12
Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.	1					0	12
Sanderson, C.B.	Milw. Land Co.	Seattle, Wash.	1		<b>Twin City Terminals Division</b>				
Strassman, J.N.	Auditor	Seattle, Wash.	1	5	Blondo, William	Laborer	Minneapolis, Minn.	1	
Swanson, W.D.	R/W Engineer	Seattle, Wash.	1		Brew, George	Car Dept.	St. Paul, Minn.	3	
			21	5	Hanson, Carl	Carman	Minneapolis, Minn.	1	
					Moloney, John	Police Dept.	Minneapolis, Minn.	1	
								6	0

# RETIREMENTS

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

## CHICAGO GENERAL OFFICE

DeMars, F. O. .... Dining Car Steward. .... Chicago, Ill.  
 Douglas, F. E. .... City Freight Agent. .... Chicago, Ill.  
 Proctor, T. W. .... Asst. Frt. Traf. Mgr. .... Chicago, Ill.  
 Tully, James J. .... Rate Clerk, Aud. O/C Clms. .... Chicago, Ill.

## CHICAGO TERMINALS

Burke, J. D. .... Train Director. .... Chicago, Ill.  
 Koontz, F. E. .... Switchman. .... Chicago, Ill.  
 North, Alec. .... Crossingman. .... Chicago, Ill.  
 Shaw, Albert E. .... Machinist. .... Bensenville, Ill.

## COAST DIVISION

Benjamin, C. M. .... Locomotive Engineer. .... Tacoma, Wash.  
 Deacon, J. H. .... Wrecker. .... Tacoma, Wash.  
 French, Geo. .... Telegrapher. .... Seattle, Wash.  
 Hartman, J. A. .... Lampman, Track Dept. .... Tacoma, Wash.  
 Johnson, C. A. .... Locomotive Engineer. .... Tacoma, Wash.  
 Robinson, L. C. .... Telegrapher. .... Everett, Wash.  
 Warrington, G. T. .... Locomotive Engineer. .... Tacoma, Wash.

## DUBUQUE AND ILLINOIS DIVISION

Cratsley, Chas. E. .... Brakeman. .... Chicago, Ill.  
 Farnham, F. W. .... Locomotive Engineer. .... Savanna, Ill.  
 Hyle, John W. .... Section Foreman. .... Leaf River, Ill.  
 O'Rourke, J. J. .... Brakeman. .... Dubuque, Iowa  
 Smith, R. .... Car Inspector. .... Nahant, Iowa

## HASTINGS AND DAKOTA DIVISION

Ferguson, John. .... Loco. Engineer. .... Minneapolis, Minn.  
 Lanning, John. .... Lampman, M. of W. .... Montevideo, Minn.  
 Letts, H. W. .... Brake. and Cond. .... Montevideo, Minn.

## IDAHO DIVISION

Kelling, A. .... Ditcher Fireman. .... Spokane, Wash.

## IOWA DIVISION

Agnew, Wm. N. .... Conductor. .... Perry, Iowa

## IOWA AND DAKOTA DIVISION

Payne, Glen H. .... Loco. Engineer. .... Sioux City, Iowa  
 Pippinger, Wm. J. .... Conductor. .... Mason City, Iowa

## IOWA AND SOUTHERN MINNESOTA

Steves, Guy E. .... Agent Operator. .... Houston, Minn.

## KANSAS CITY DIVISION

Allen, S. A. .... Telegrapher. .... Kansas City, Mo.

## LA CROSSE AND RIVER JUNCTION

Brecto, H. K. .... Crossing Flagman. .... Rio, Wis.  
 Chapman, E. .... Carpenter Foreman. .... LaCrosse, Wis.  
 Moyes, F. J. .... Agent, Opr. .... Bayport, Minn.  
 Sowle, C. R. .... Chief Clerk, Mech. Dept. .... Tomah, Wis.  
 Wintland, G. .... Track Department. .... Lyndon, Wis.

## MADISON DISIVION

O'Leary, John. .... Boilermaker. .... Janesville, Wis.

## MILWAUKEE TERMINALS

Jaraczynski, I. .... Laborer, Foundry. .... Milwaukee, Wis.  
 Legen, Sam. .... Laborer, Loco. Dept. .... Milwaukee, Wis.  
 Tarmann, T. J. .... Cabinetmaker. .... Milwaukee, Wis.  
 Zebolsky, John. .... Switchman. .... Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

Blundell, Arthur E. .... Loco. Engineer. .... Deer Lodge, Mont.  
 Sears, Edward. .... Master Mechanic. .... Deer Lodge, Mont.

## SUPERIOR DIVISION

Henrich, F. P. .... Track Laborer. .... Green Bay, Wis.

## TERRE HAUTE DIVISION

Deardorff, P. C. .... Carman. .... Terre Haute, Ind.  
 Duncan, R. C. .... Loco. Engineer. .... Terre Haute, Ind.  
 Guthrie, Chas. K. .... Loco. Engineer. .... Bedford, Ind.  
 Padgett, Ohio. .... Section Foreman. .... Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

Griggs, F. M. .... Boilermaker. .... Miles City, Mont.  
 Taylor, I. E. .... Locomotive Engineer. .... Mobridge, S. D.  
 Thomas, W. B. .... Coal Dock Laborer. .... Miles City, Mont.  
 Shaber, James. .... Laborer, Mech. Dept. .... Marmarth, N. D.

## TWIN CITY TERMINALS

Cutting, F. W. .... Carman Helper. .... Minneapolis, Minn.  
 Mainzer, L. F. .... Conductor. .... Minneapolis, Minn.  
 Nee, Thomas E. .... Car Inspector. .... Minneapolis, Minn.  
 Roers, J. P. .... Genl. Yardmaster. S. Minneapolis, Minn.

(Continued from page 21)

Sept. 21 advising he had broken his arm on July 10 and had to have some bone removed. He expects to go to the General Hospital soon.

P.F.C. Warren Gearhart writes that upon his return to camp (busted) from furlough, he was thrilled to find \$1.00 and subscription for the Chicago Tribune as gift from the Victory Club. He enjoyed riding the Midwest Hiawatha back to camp and thinks it is a great train. In closing he admonishes us to buy more War Bonds and Stamps, or Tojo laughs.

The Industrial Girls Soft Ball League's final standing places our own Milwaukee team in third place, for which they received a beautiful trophy. Emilie Dodovich and Louise Leisten are members of this team.

The Victory Club sent Christmas cheer boxes to all our men serving overseas, consisting of fruit cake, jelly, cookies, crackers, nuts, book or cigarettes. The other men serving in the States will be remembered also at a later date. It is hard to conceive how the club can do so much with so little and to offset the additional Christmas expense, we should feel it our duty to make an extra contribution, so that the club can continue with its mission.

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

Our latest Army inductees were Harry Pajak of the tax bureau and Kenneth Rood of the timekeeping bureau. The best of luck to them and happy landings! We almost broke even this month, though, as Gordon Mead was given a medical discharge from the Army after nine months service and is back with the road.

Larry Botson visited friends at the office on his furlough recently. It certainly looks as if that early rising and Indiantown Gap, Pa., agrees with him . . . A V-Mail letter from Corp. Otto Heimann in England has a happy and also a disappointing note . . . he's with the 8th Air Force in Tommyland but he doesn't hear from enough of his old railroad friends. We have his address handy for anyone who would like to write Otts . . . Bill Rick, now aviation cadet at Knox College, visited Chicago recently. Willie didn't have a chance to get to the office but wants to say hello to everyone through the Magazine.

By the way, all of these boys and many others praise the Victory Club and say it's swell to get little gifts every once in awhile. So—don't forget to give your bit every payday so the boys can have just that.

Jessie Douglas is seriously ill at home. We all sincerely hope for her complete recovery—and soon.

We certainly are happy to offer congratulations to A. B. Montgomery. "Monty" was made Senior Vice Commander, Sixth District, American Legion, at an installation recently. The highlight of the evening was without question when Monty had his turn at the "mike".

Congratulations are in order as our traveling force welcomes Ray G. Hoefs as traveling time inspector. Ray is filling the vacancy created by Carl Lundell's retirement. He will have headquarters in Chicago. Aberdeen, S. D. papers please copy.

Galewood freight house just isn't the same on Sundays anymore. With general office employees helping out with the trucking, Agent A. E. Ward surely must have his worries. When they put Milwaukee's own U. F. Budzien on a tractor, set bill

clerks to moving the freight instead of just billing it, and let the accounting department boys really have a chance to prove their strength, things are bound to be different. Believe me, Mondays are different.

We learn through his wife, that Lloyd G. Staver, of the AFE bureau, is spending the autumn in the very un-pacific Pacific Ocean. He would like to hear from all his friends at Fullerton Avenue. How about it, you guys?

### Freight Auditor's Office

J. A. Strohmeyer  
Correspondent



Hail to Old Glory, and Long May She Wave. The freight auditor's office now has a WAVE.

It's Ruth Norman, of the accounting machine room, customarily known as "Pinkey." She was sworn into the service Oct. 13, and will enter Hunter College, N. Y., shortly for preliminary training.

Jane Flanagan is receiving Army Nurse training at Moline City Hospital.

On Sept. 15, Wm. Ganzer, head clerk, review, celebrated his 30th anniversary as a Milwaukee Road employe. All of those years were spent in the freight auditor's office. Bess Lurie's 25th employe anniversary will be on Nov. 7, and Ottalie Mayer on Nov. 8.

There was a brand new arrival the morning of Oct. 4, at the home of Walt Ducret, interline. Her name is Diane Grace.

Evelyn Mineur, J. T. Harvey's 17,000 adjustment bureau, left for somewhere in California Oct. 2, to be married to Wendall Scott of the Army Air Corps. She will return to work here in a few weeks. Congratulations and best wishes from all of us.

Reckless and hit run drivers seem to have singled out freight auditor's office employes for severe attention. On Nov. 6, 1941, Walter H. Sefton, review, was hit on the way home from work, by a young man driving so fast he said he could not avoid the accident. The police ambulance took him to Alexian Brothers Hospital, where it was found his left wrist and both legs were broken. He was in the hospital for one year. The driver who hit him was married the next day and moved to another part of the city. When he was located a year later and notified to appear in court, he enlisted in the Army.

Walter, who recently made application for retirement, was born in England 77 years ago. First came to America as a young man, and for four years was an employe of the Grand Trunk Railway in Canada. He came to Chicago in 1899, and at once started to work for Agent N. W. Pierce, Union Street, and remained there until 1914, when he entered the employ of another road general office in Chicago. In 1918 he entered the employ of the freight auditor's office, and worked as interline, rate and review clerk until the accident. He is able to walk with difficulty and would be glad to have visitors at the place where he rooms, 1041 Fullerton Avenue.

On Oct. 4, going home from work, Bertha Ohlmstead, interline was hit by a woman driver at Central Avenue and Huron St., who called to her that she would park her car and return with help. She did not return. Bertha was taken to Loretto Hospital, Central and Harrison St. and examination showed a triple fracture of leg. We are informed she is recovering rapidly and talks of getting back to work soon.

On the following morning Oct. 5, a hit and run driver struck Dorothy Wrobly, at Fullerton and Elston Avenues, knocking her to the pavement causing bruises and head injury. Fellow employes told John Orlovski, review, and he remained with her during first aid treatment and then took her home. Latest reports are that she is well on the way to recovery.

Telephone call Oct. 12, to John Kreiter, estimated earnings bureau, informed him that Irene Krakowski, his bureau, had been taken to the hospital at 5 o'clock that morning, severely ill. No further information to date. All of our best wishes to all of them for complete recovery.

Fred Bartels, head clerk switching bureau celebrated his 25th anniversary as a Milwaukee Road employe on July 8, and on Oct. 12, Columbus Day, he and Mrs. Bartels celebrated their silver wedding. 60 relatives and friends called to extend felicitations, among them Pastor W. J. Kamnitz, Dalton, Ill. a brother of the bride who had performed their wedding ceremony.

### Employes in the Armed Forces

Andy Duffy's address has been changed to % Postmaster, New York. Les Skelton, a few years ago an office boy A. F. O. C. claims office, and later a clerk who spent much time in freight auditor's office entering claim record on I. F. A.'s dashed through the office Oct. 13, wearing lieutenant's bars and silver wings of the Army Air Corps which he entered last January. Looked great. A. S. Larry Plucinski, wrote to his friend Dick Kane from Farragut Naval Training Station, that while he likes the scenery and the Navy eats, he still has a hankering to see the old gang. Pvt. Ed Mueller, A. A. Artillery, Camp Haan, Calif. was a visitor Oct. 6. Two sons of Wm. Nikols, H. C. statistical bureau are in the Army Air Corps. Robert, at Blyth, Calif., and Wm. Jr. who has had six hours preliminary flying, is now receiving special training at Syracuse, N. Y. University. Pvt. Art Rosen-soren, is now at Camp Ellis, Ill. Pvt. Danny Rowe, Army Chemical Divn., Camp Butner, N. C. was a visitor for a few minutes Sept. 17. S/2/C Elmer Kaltenhouser, was in from Camp Farragut Naval Station Oct. 6. Same old noisy Elmer, and promises us a Jap in a cage when he gets started.

Letters received from Pfc. Vern Noelting, South Pacific sends greetings to all. Also a fine letter telling about boot training at Camp Butner, N. C. from Don Kloss. Another letter from Pvt. Roy Schatnik, South Pacific, Roy was a singer in operettas and his church choir, and has been active in Army entertainments, for which he has been complimented by his Commanding General. He is still in the Mobile Accounting Unit. M. P. Mich Deane, a visitor from Mt. Carmel, Ill., expects to be transferred to Camp Ellis, near Peoria, to serve as a war prisoner guard. Edward, son of Otto Reinert, special accountant, review, is now a corporal.

The British barmaid was a flirt, and when the corporal went out to buy a paper she pursed her lips invitingly and leaned over the bar toward the shy young private.

Putting her face against his, she whispered: "Now's your chance, darling."

The private looked around the empty room.

"So it is," he remarked; and promptly drank the corporal's beer.

## Coast Division

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen  
Correspondent  
Local Freight Office



We regret to report the passing of David McEwen, retired chief lineman of the Milwaukee Road (Lines West). Mr. McEwen died at his Seattle home after a lingering illness. He was 81 years old, first entered our employ at Elroy, Wis., and when he retired in 1936 had more than 50 years of service. Our sympathies go out to his widow, Mrs. Marion McEwen. Mildred Gist Crombie who has been in Denver for some time, has recently returned to her old position in the car service division, which is under the supervision of Leo F. Kord.

Miss Lois Stretton, statistical clerk, has taken time off to attend the University of Washington and has been succeeded by Edna Mae Henderson, who was formerly in the car service division.

O. S. Porter, station auditor, died very suddenly on Sept. 16 at Providence Hospital in Seattle. His body was taken to Lewistown, Mont., for burial. Mrs. Porter arrived from the east just after her husband passed away. Our sympathy to the bereaved wife and family.

Miss Kathleen McGovern, daughter of Leo L. McGovern, chief clerk to the division superintendent at Austin, Minn., has recently been employed in the local freight office in the statistical department.

Wm. M. Woodard, chief import and export clerk, has left to take over the duties of chief clerk to the agent at Beverly, Wash. His position has been taken over by Miss Helen Hasslinger.

Jewell M. Campbell, reclaim clerk in the local freight office, has joined the Seabees as storekeeper 3rd class and left on Sept. 24 for Camp Peary, Williamsburg, Va., where he will undergo training. His position was taken over by Grace Rasmussen who for the past six months has been the booking clerk.

The following new employes have been added to our station roll since last reporting: Charlotte Wilmoth, Louise Sprague, Patricia Howe, A. W. Gartrell, Marion Anderson, Edna M. Hudgens, and Pauline Jones, all on the bill room, and Betty Dyer in the cashier's office.

Our marine department, under the supervision of Port Captain Harry E. Wilson, is experiencing the heaviest business in the history of the barge operations on the Puget Sound.

### Seattle General Offices

J. M. Wilhelm  
Correspondent, General  
Claim Department

#### Rails in the Armed Forces



Major A. L. Sedgwick has some sort of a new assignment in North Africa. He, of course, was not permitted to divulge the nature of his new job but he has a jeep assigned to him and has been seeing a lot of that local terrain aboard the famed mechanical bronco.

We understand that Curtis Buford, son of C. H. Buford, former general manager of Lines West, has been promoted to captain in the Army Railroad Military Service.

Jack Oliver, mentioned in my previous articles, was in Seattle last week on a furlough and paid your correspondent a visit. He is looking fine and you should have seen the smile on proud Papa Frank's face. Jack has been studying foreign languages for some time now and will probably be spreading the good will of the U.S.A. overseas one of these days.

GREETINGS: To Mrs. Billie Bartlett, secretary to Mr. McEwen.

Miss Mary Lou Notske, clerk in general manager's office.

Miss Virginia Malloy, steno-clerk in freight claim dept.

CONGRATULATIONS: To Harry Ehmer, appointed chief clerk to DFA J. R. Reagan, Spokane.

To Clarence Wilson, diversion clerk, vice Harry Ehmer.

To Mrs. Eloise Herron, assistant chief clerk in general agent's office, vice Clarence Wilson.

John Guinotte, assistant engineer, has always been noted for his conscientious efforts in the company's behalf, but he certainly deserves some commendation for the example he set last month. He was stricken with an appendicitis attack and his appendix ruptured before he could be operated on, creating very serious complications. Nevertheless, in spite of the strain of such an ordeal, Mr. Guinotte was back to work two and one-half weeks after his operation which is a remarkable display of stamina and will-power.

**ON THE HOME FRONT:** With the long and ever-reaching arm of the draft board coming closer and closer, "By" Lutterman, attorney-farmer, was overheard to remark that it would probably be his turn soon to go, and he was going to get more than his quota of the Nips because it would break his heart to have those "Sons of Heaven?????" invade and occupy the Pacific Northwest as they did the Philippines, especially when his garden has been so productive this year and his larder well filled. "By" would feel terrible if his efforts at gardening and canning were to result in feeding those animals.

Sept. 24 the Milwaukee Puget Sound Service Club No. 31 started off their winter season with a bang under the leadership of Chairman F. W. Rasmussen. New officers were elected and a very interesting program is being lined up by the new chairman, none other than John Andrews of our freight claim department. Incidentally they are sending out 44 individual wallets to all the employes now in the armed forces with their own initials and military insignia on each one, also a Merry Christmas, best wishes and a speedy return. These wallets are of excellent quality and I know will be greatly appreciated by the boys. A very thoughtful gesture, indeed.

Supt. of Transportation N. A. Meyer is pressing George Jessel for top honors on after-dinner speaking. It was reported to your correspondent that last month he gave a fine talk at the Everett Rotary Club and a few days later on Transportation Day at our Victory Square he gave an excellent account of the job being done by the railroads in the war effort today. Incidentally, Mr. Meyer is contesting H&D Division Chief Dispatcher Jimmy Keenan's claim of being the youngest employe carrying a 40-year button. Mr. Meyer entered the service Mar. 2, 1902, at the age of 12 years, 10 months and 12 days. He has a train dispatcher's date of May 13, 1907, against Jimmy's of Nov. 30, 1910, and he is still a younger man than Jimmy by four months. Harrumph!!!!

Seattle is known the world over as the Home of the Flying Fortress, and in keep-

ing with the fighting spirit which builds and sends far and wide these winged messengers of death to the Axis, the Seattle Milwaukee employes whooped it up during the Third War Loan Drive and not only continued with their regular payroll bond deductions but made it possible for the assistant treasurer in our general offices to sell \$50,100 worth of bonds. Out here we are taking this war very much in earnest not only in expediting war materials over our rails, but also in investing our own funds in America's future.

I recently met our new export and import agent, L. J. Kidd. Mr. Kidd has been with the company since 1915, having had a great deal of traffic experience during that time, and it is said the management could not have made a better choice for a successor to F. O. Finn. During our brief visit, the subject of pictures came up and Mr. Kidd showed me his new Coast Guard pass, but as Coast Guard pass pictures go, he wasn't very anxious to have a reproduction of same in the Magazine.

Miss Carolyn Janeck (see August issue) has been Mrs. Robert S. Harvison officially since Aug. 28. She is surely one happy girl these days and is in fine fettle to handle her new position—that of secretary to J. O. McIlyar and L. J. Kidd.

### Tacoma

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



Dave McEwen, formerly chief lineman of the Coast Division, passed away Oct. 3, at Seattle.

We extend our sincerest sympathy to the survivors.

Harry Adams, former passenger conductor on this division, died in September. He had made his home at Sumner since his retirement. Our heartfelt sympathy goes out to the survivors.

Horace A. Turner, former chief sub-station operator at Tacoma Junction, passed away in August, after a long illness. He had retired in May, 1940. His wife died a few months before his retirement and he is survived only by his daughter Betty.

The boys at Van Asselt had quite a bit of excitement the other evening when a train suddenly came to a halt at that station, the doors of the forward coaches opened, and a naval policeman tumbled dead to the ground from the train. The officer was Chief Watertender Nathaniel Anderson of Snohomish, Wash. He had been shot by Glenn Carriker, a seaman, who with other prisoners was being escorted back to Seattle from Portland by two petty officers. The killer was captured after an hour and a half of search in the swamp near the station.

The force at the local passenger station feels all swelled up over the proposed remodeling of the passenger station which will throw nearly the entire ground floor into a waiting room. The ticket office and the lunch room will be enlarged, the porters now bunking in the rooms east of the present waiting room will be moved out, and the baggage room will take up part of the room thus made available. A two story building near the station has been secured for use of porters and waiters. The remodeling of the present passenger station will accommodate some 250 coach passengers, plus an equal number of sleeping car passengers, and will fill a long felt want.

A letter from Pearl Cowling, former

switch clerk now in Uncle Sam's Army down in Louisiana, has been received and it certainly breathes nostalgia at every pore. However, he will be over the worst of it by the time this is printed and if he is married by then, as he intimates that he might be, he won't miss home cooking either; so cheer up, Pearl, it might be worse.

Mrs. Elizabeth Crawford has become personal secretary to Agent Ray Grummel; she has had wide experience as assistant credit manager for Schoenfeld's, the largest furniture store on the coast.

William J. Kohl, passenger agent at the city office, went into the Merchant Marine, effective Oct. 1. We hope he doesn't have to dodge any torpedoes while afloat.

Engineer Elza Kirkendall retired from active duty Oct. 1; we wish him a long and peaceful retirement.

James O. Irvin, the youngest telegraph operator on the Coast Division (and several others), has now quit railroading for the time being to join the Navy.

We met Dick Yost of the storekeeper's office recently and he smiled so happily that we could not forbear asking for the reason; he confided to us that his granddaughter, whom he had never seen since her advent on earth some six weeks ago or so, was going to arrive in Tacoma that evening from Idaho.

Dick Wende, retired trolley foreman, came into Mr. Wylie's office a few days ago and with great pride showed the staff some pictures of his son, Lieut. Commander Charles Wende. The friends of Dick and his family for all of these years swelled with pride at the progress Charlie has made in the Navy.

Miss Alta Slater is a new expense clerk at the local office; she has varied training with the Weyerhaeuser Steamship Company and should prove a valuable clerk.

Mrs. Lucille Custer is now working at the store department as a "laborette". She is doing the work first rate and is proving a general favorite with the staff (she is Laborette Number One in that department).

The new Terminal Hotel at the yards is filled to overflowing with roomers and Manager McCorney is feeling good at the prospect, since he has a waiting list for rooms and the men are standing in line for meals; the meals are good, too, as we found by personal inspection.

While sealing cars at Tacoma freight house recently, A. H. Glebb, warehouseman, discovered flames at the far end of Bridge 77282. Hurrying to the bridge he found four or five piles burning, and also some of the timbers underneath the bridge. He tried to put the fire out, but finally called the city fire department. No doubt Glebb's prompt action prevented a heavy loss to the company.

## Superior Division

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



During the recent Third War Loan Drive, Mrs. Peter LaChapelle, wife of an engineer, came to the office personally and bought seven \$100 bonds for seven of their grandchildren to present to them as Christmas presents. They intend to purchase two more before Christmas, as they expect the family to be increased by two more grandchildren by that

time, and as soon as they arrive and have been baptized, bonds will be purchased for them in their own names. This is quite a fine gesture on the part of Mr. and Mrs. Peter LaChapelle, and the grandchildren are very fortunate in having such fine grandparents.

Mr. Buechler has returned from his vacation and advises having had a wonderful time and a lot of rest. He spent a week at Hot Springs and another week at Aberdeen, S. D.

The sugar beet season is on and sugar beets are coming from all directions. Indications are that there will be a good crop this season. The cabbage crop was also good, and the new perishable freight inspector, Larry Danielsen, has seen all the cabbage he wants to see for some time.



## Twin City Terminals

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

## Minneapolis General Offices

Kitty Carl, Correspondent

D. H. Everson, assistant signalman, St. Paul, is now in the Navy and is in training at Farragut, Ida.

Lt. D. J. Hennes, formerly of the signal dept., stopped off at Minneapolis enroute to the west coast.

Robert Medinger, former yard clerk in St. Paul, now in the Air Corps at Salt Lake City, is home on furlough.

Patrick Duffy died Oct. 13. He was a crossing towerman in Minneapolis for 28 years and most of this time was spent at the crossing at 27th Avenue.

Walter Anderson, chief clerk, engineering dept., has left the railroad accepting a position in Alaska. Walter Hagen succeeds him as chief clerk, and Frank Corcoran of the traffic dept. transfers to the office of the roadmaster.

Alice Pomeroy, our efficient messenger, carries on despite all obstacles. Her father is working in Hawaii, her twin brother is in the Navy, her mother was taken to St. Mary's Hospital for an operation and needed blood transfusions. Alice found the donors, made arrangements with the hospital and was away from the office only two days. She is all smiles now, her mother is improving, her father is flying

home on the China Clipper, and her brother got a leave from the Navy.

Mrs. Charles B. Rogers, wife of a veteran retired accountant formerly located in the district accountant's office at Minneapolis, passed away at her home in Minneapolis on Oct. 14, after a lingering illness. The many friends of Charlie Rogers extend to him their heartfelt sympathy.

## South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Department

Promoted to technical sergeant, Val Hernandez, "Somewhere in Middle East", is stationed with signal corps unit as radio repair man. He was formerly employed as electrician at Minneapolis coach yard. Following induction, Val attended the Army radio school at Fort Monmouth, N. J., and was stationed at the Portland, Ore., air base before being sent overseas.

Lt. Clifford Wendell, carman from Minneapolis shops, now with bomber squadron in England, mentions recent trip to London, while on furlough of three days. He had an interesting visit at Westminster Abbey, watched the changing of Guards, also saw other historical sights, and was much impressed by the complete blackout of London at night.

Sgt. Harold C. Anderson, attached to Recon. Bn. was with the Army in Sicilian campaign, but sustained malaria and hopes soon to be on to Italy.

Most recent locations of other former employes: Pvt. Edward Ryberg is now with Quartermaster's Corp at Camp Pickett, Va. Pvt. Mike Rollins is with Engineer's Bn. in England. Pfc Oscar E. Nelson with Evac. Hospital is doing good work in Sicily and, no doubt, now in Italy. Pvt. C. P. Olsen, newest enlistee, is in Squadron A, flying training at Jefferson Barracks, Mo. Former Apprentice J. C. Schurstein, Machinist's Mate 2nd class, is on training ship near New York. Pfc Elmer Holte, formerly with Engineers in Alaska, has been transferred to Camp Sutton, N. C.

Pvt. Arnold B. Olson is stationed with Army Flying Training Sqd. at Eagle Pass, Tex. The War Department gave Pvt. Gerald Hollingsworth an honorable discharge while in training near Yuma, Ariz.

Sympathy is extended to family of Louis Wassing, who passed away Oct. 1, following one day's illness. Mr. Wassing had been employed as carman at Minneapolis Shops for 30 years.

Welcome back to work to Electrician Paul Turnquist, following absence due to serious illness.

## Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent



Ben Dahlberg, former office boy in the traffic department, was inducted into the Navy on Sept. 18. He is now stationed at Camp Hill, Farragut, Ida. Best of luck to Benny.

Ray Campbell, former messenger at the local freight office, stopped in to say "hello" to old friends in the "Local" the other day. Ray, too, was wearing one of the latest styles for men—Navy Blue and was looking very well.

The traffic department recently welcomed back Roy Wenzel and Gus Rueland, traveling freight agent and city freight agent respectively, both of whom have been hospitalized recently. We're happy to re-

port that they both reported back in tip-top shape.

Congratulations are in order for Robert Bach, former diversion clerk who was recently commissioned a second lieutenant in the Medical Corps at Louisville Ky., and Lt. J. G. Salscheider, former tracing clerk, who has recently transferred from the Armored Division of the Army to the Army Air Corps.

Frank Corcoran, Jr. has resigned his position as tracing clerk in the traffic department and is now timekeeper in the engineering department.

In the morning mail: We were glad to receive a letter from S/Sgt. Milton G. Kutz, former bill clerk now serving with the U. S. Air Corps Transport group in India, telling us that he is well and "We get enough to eat, a bed to sleep in every night, and don't have to dodge any lead, not yet anyway, outside of the few air raids we've had--and the Japs are lousy bombers." Milt says "Our headquarters are on a large tea estate; the main source of the world's tea comes from this area. About the only other thing the natives raise is rice. There are no green vegetables here and everything we eat comes from a can. We get a beer ration of 12 cans once a month, which don't last very long. We have a movie twice a week when the projector is working—but that isn't often. Hope to be home some time this winter. We're all blowing our tops for want of a change".

The letter addressed to "Mr. Douglas Sutton" in a woman's beautiful handwriting started quite a furor, but all was straightened out with Mrs. Sutton and the office force when it was discovered that Emmett Keenan's girl friend was acting as his private secretary. Emmett has been pretty busy these past few weeks; he says he has seen some sea duty and when it is all over he'll give us a detailed account. We appreciate his taking time to write a personal note to each of his old friends in the freight office and also his girl friends seeing that we got it. By the way, the postmark on that letter read "San Francisco".

Stewart Wamsley who was tracing clerk in the traffic department but resigned his position early in the summer to accept a position with a construction company at White Horse, Alaska, writes describing the country as being "most beautiful, but quiet. The occasional girl one is apt to meet resembles the kiss of death—and here's the pay-off—a pint of not too good firewater sells for as high as \$25.00".

### St. Paul

Alice Treherne Herrick  
Correspondent  
General Agent's Office

### Through the Looking Glass

Dynamic Frank Newell, APRO, Chicago, celebrated his 50th birthday recently, (so he says), and became a grandfather last month, and now he claims all he is waiting for is to be an honorary pallbearer, and then he'll know he's old (and he said I could quote him on that).

Organized confusion reigned during the lunch hour recently, when the boys gathered round the table for their noon snack, and it was discovered that Carl Ekman, steno, passenger dept., was biting into Ted Nelson's (operator) sandwiches, and Ted was eating the ones put up by Mrs. Ekman that morning. We're surprised this mistake doesn't happen more often than it does, but then, what's the difference—a sand-

wich is a sandwich, no matter whose wife makes it up.

That long-legged bird called "the stork" has been flying around the roundhouse lately, as we hear that Mr. and Mrs. Grant Hunter and Mr. and Mrs. Emil Bolduan have had additions to their families the past month. Congratulations to the happy parents!

A couple of issues ago we reported that Dennis J. Sullivan, former rate clerk here, had been promoted to TF&PA at Great Falls. The ink was hardly dry on that issue 'til we heard Denny received ANOTHER promotion—this time as TF&PA at Spokane, so congratulations are again in order!! We would appreciate it if Denny would tell us what type vitamin complexes he uses.

Harry Holmes, GA, Denver, our former CFA, was a visitor here last month and dropped in the office to see all his old friends. Harry reported that there was talk by some of the railroads of even placing the old Cog Railway engine which has been pulling tourists up Pike's Peak for so many years, into service, to help the war effort along.

Believe It or Not: A graduate from a prominent university bearing a B. A. Degree, was recently successful in securing an appointment on the Federal Agricultural Advisory Board. In order to show his intimate knowledge of economics, he issued a bulletin to the farmers to take the shoes off their horses at night in order to save the wear on iron.

These two items in Columnist Cedric Adams' Corner of the Minneapolis Star Journal are so good, I have to share them with you:

DESERT MANEUVERS have their problems for soldiers in training. Sgt. Reuben Johnson, son of Mr. and Mrs. Martin Johnson, 4314 Nicollet, Minneapolis, who is now in training out in Idaho, had his helmet full of water the other night preparatory to washing out a pair of socks. He had the socks soaking when suddenly it was announced that 15 per cent of the company had just been issued two-day passes. Reuben, quick as a flash, wrung out his socks, put them in his raincoat pocket to dry, and then, because it would have taken at least a half hour to go for more water, he had to shave and wash in the same helmet of water that he used for his sock-washing. "A two-day pass is more important than a little sock water on your face," says the sergeant.

THIS PROBABLY harks back to the World War, but, to me, it's still a laugh-provoker. A sergeant and a buck private were ordered to appear before the commanding officer on charges of having kicked a colonel in the rear as he passed by. In explanation of his conduct, the sergeant stated that he had a very painful corn on his toe and in passing, the colonel had stepped on his foot. He explained that he had lost his head momentarily largely because of the pain. He was excused. It was the buck private's turn next. Said he, "Well, I saw the sergeant kick the colonel and I thought the war was over."

The St. Paul Passenger Association held their annual banquet at the Ryan Hotel, Oct. 13, with approximately 60 in attendance.

NEWS FROM THE FRONT: General Agent's Office—Lt. John L. Maher, former rate clerk in this office, has a new address which I shall be glad to give to anyone interested. Let's all drop him a line, so that he'll have it for Christmas, and that goes for all of our other friends in the armed services. These boys are going to be plenty lonesome in the far off places during

the holidays, and I think it would be a fine thing to see to it that everyone we know in the service has a cheery word from from us to help him over what might otherwise be a very lonesome experience . . . Passenger Dept.—Yeoman 3/C John Carney, former steno, paid us a visit recently, while home on furlough from Farragut, Ida. John has just completed his "boot" training, and is due to be stationed at Farragut indefinitely. He has been secretary to the Regimental Adjutant in recent weeks. John claims three things impressed him most at Farragut: That daily Idaho sunshine; those Idaho hills; and the multitude of men training there . . . Our Service Flag has another star, now that Fred Grunewald, steno has joined the ranks of Uncle Sam. Fred was inducted at Ft. Snelling, Oct. 8 . . . Round House—Louis Baych, inducted into the service Oct. 5, is now one of the 60,000 men at Camp Farragut, Ida.

### South Minneapolis Locomotive and Store Depts.

Katherine McBride  
Correspondent



Well, the store forces have had their iron for the year—pursuing a policy of long standing to swallow all stray nuts and bolts that don't line up with inventory figures. Our appetites must have been exceedingly well-gauged this year, too, as the Oct. 1 listing was completely rechecked and approved by Observer Guy Macina by noon, Oct. 4, a speed record in inventories. He gives due credit to his fellow-sleuths, Alex Hendrickson, Bill Cusack, Bill Krucks and W. O. Parrott.

James Paul came via the stork-waves to live with Storehelper Fred Dehnel Sept. 21, and Machinist Otto Madsen boasts a baby girl.

Machinist Clem Centi is recuperating at Deaconess Hospital at this writing—operation.

Emil "Squeak" Baeyen must work as hard as he plays—was appointed main electrician at Minneapolis in September.

Local Horatio Algers—Emmet P. Sneec, newly appointed trainmaster, replacing John Malvin, who returned to the yardmaster's position in Chicago. Emmet hired out as a switchtender at Minneapolis in 1925, and went to switching in 1941. Father Ed is also a local switchman.

With Jim Burns replacing retired Joe Roers as Southtown yardmaster, we have visions of the whole operating department walking on tiptoe for weeks to come! Two new bossmen at once!

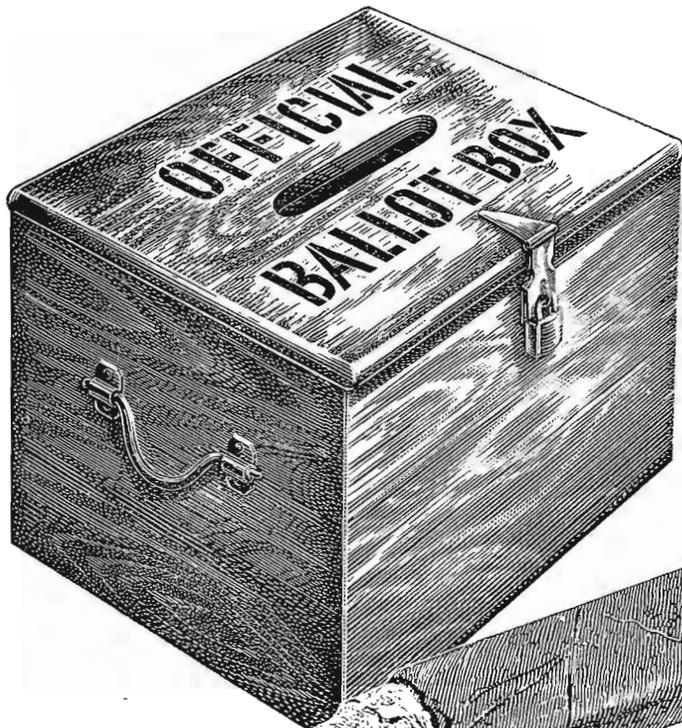
Two more switchmen to the service—Francis C. Hall and Lawrence T. Langford.

Death recently claimed three retired employees—Engineer Joshua Hall, Electrician Bill Haack, and Boilermaker Robert Dowd. To their families we extend deepest sympathy.

Two old friends finally got together—the Milwaukee Road and Alex H. Elmquist of the Minnehaha National Bank. Elmquist is now working for the locomotive department and, despite the grimy surroundings, manages to keep that white-collar look about himself!

Now we know why Walter Anderson, division engineer's chief clerk, accumulated all that avoirdupois through the years to see him through this winter! Walt left the railroad in September to work as timekeeper with an Alaskan construction company up around White Horse. Paid a fare-

# THE AMERICAN WAY



To gather with friends and strangers alike, to talk politics and vote as you please... that is the American way. But whether your ticket wins or loses, election day calls for an extra fine smoke... a Dutch Masters Cigar. That, too, is the American way.



*an American privilege*

## DUTCH MASTERS CIGARS

well visit to the shops, and left us feeling sad that our business dealings had come to an end.

What gives in the shop superintendent's office? Well, let Thelma Huff tell you all about a guy (warrior) and his gal (Marion White): (Note the "Hiawatha" metre! Always loyal to her own road!)

From the land of Minnesota,  
From the land of many lakes,  
Went a youth to serve his country,  
Left his gal and pulled up stakes.

Think ye not he wanted glory,  
Or a life of play and ease,  
And he didn't get it either,  
But was sent up North to freeze!

Girl friend gets an inspiration,  
Pondering o'er the things he'd need.  
Buys him candy, bakes him cookies,  
So he'd have a great big feed.

Still she's filled with consternation,  
For there seemed to be a lack,  
So on yarn she spent some money,  
Bent her needless—bowed her back.

Now the poem can be ended,  
For the climax you have guessed—  
She knit the yarn into a sweater,  
To warm his heart, if not his chest!

Thelma, by the way, is still turning out the khaki sweaters for Red Cross—but her newest role is straw boss to visiting traveling engineers. Just the other day she

handed a broom to Howard Neelings and barked out orders while he meekly swept up around her desk!

Summary of comments, good, bad and indifferent, about the change in this correspondent's picture—"Hmmm, doesn't look like the same girl! Must have had her face lifted—or her hopes!"

So you missed the Oct. 15 and Nov. 1 mailing dates for overseas servicemen! Tsk, Tsk, Tsk!! Well, there's still a chance that cards will arrive on time. Remember YOUR first Christmas away from home? Lonely, wasn't it?

Two new sergeants in our ranks—Bob Reddick and Shel Stafford, both with the Air Force down Texas-way. Shel's had his fill of travel in the past couple of months—from Texas to Florida to Salt Lake City to Texas again via Los Angeles. His letters just breathe excitement—one of these lads who itches to get it over by going over.

Bill Creighton is working over a brainstorm of gigantic proportion—proposing to write a letter of general and scintillating content, with multitudinous copies, one each to be sent to the correspondent-less boys at Corp. Crogan's Greenland army base. Crogan mentioned how sad it was that some boys never get any mail. Any constructive ideas you might have about these letters would be gratefully accepted!

Marine George Beyers is on his way home for a 30-day stay as we go to press. George has been through the South Pacific, battling Japs, malaria, and a head injury which landed him in the Navy Hos-

pital, Oakland, Calif., last month. He certainly can debunk the old 13 superstitions—as good and bad alike befell him on that date. He left Minneapolis Jan. 13, 1942—sailed away Mar. 13 the same year—landed back in the States Sept. 13 this year, and left Oakland for home Oct. 13.

Bill Sirotiak writes from North Africa to Machinist Bill Anderson that they were doing — work in —, but now are taking a little rest. Glad of that. It must have been tiring!

Sarge (note new title!) Lyle Osberg sends a "timely" message from Iraq: "We are about 600 years behind you folks, as out here it's the year 1322"!

The 757th, "our" Railway Shop Battalion, has moved to Camp Robinson, Little Rock, Ark. Lt. Art Hallenberg writes to Shop Superintendent Blyberg that "all the men live in small tent-like buildings called hutments, the officers having individual hutments, 8' square, with a steep slanting roof." (Lt. Herb Allen's comment on the hutments—"Some airedale will come along and chase me out some day!") The Battalion trains at the Missouri Pacific Shops side by side with civilians. When they arrived at the shops there was much blowing of whistles and the men stopped work to line up and give a rousing cheer.

Overseas Christmas boxes are quite a puzzle with the five pound limit—but the department stores settled the first part of their problem—the three Army men abroad—with soap, Turkish hand towels and

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# LUMBER PILING—TIES

and

## MINE TIMBERS

**Egyptian Tie & Timber Company**

St. Louis

Chicago

razor blades. At this writing we haven't decided on the contents for Navy, Marine, and Army boys in this country.

Storekeeper Anderson's son, Lt. John, didn't get out of the country quite soon enough—Cupid sank an arrow out Seattleway, and now he writes from Alaska about diamond rings and such-like.

Must close now and start resting up—for the Service Club's Fourth Anniversary Party Oct. 21—and for the Blow Out we HOPE they'll have when the new junction is completed about Nov. 15!

## Chicago Terminals

**Western Avenue**

*T. A. Finan  
Correspondent  
Care of Yardmaster*



About the middle of September, the government reported that Rocco Antonelli, former B&B carpenter, was missing in action. He enlisted in the Navy in December of 1941, and it was reported that his ship was blown up in the Mediterranean Sea. We all remember him as a grand fellow, and we're hoping he will come through all right.

This is a welcome to Erwin Mueller Jr., the newest addition to the division engineer's office.

Leo Corrierri, former carman helper at Western Avenue coach yard, is reported to be missing in action in the North Africa Area.

Paul Roman of the car department was inducted into the Ship Repair Unit of the Navy on Sept. 11.

Al Swenson, Jr. of Galewood yard No. 1, returned to work on Sept. 20, after spending the summer in the north woods on account of illness sustained while in the Army.

Lillian L. Imbler, daughter of Switchman J. E. Imbler, enlisted in the WAVES, and is taking her training at Hunter College in New York. She says that she wants to be as good a sailor as her father was a soldier in the last war.

Pvt. R. J. Willmer, former switchman, is now attached to the A.A.F.T.T.S. at Sioux Falls, S. D.

Switchman Leon Hansen was inducted into the Army at Fort Custer, Mich., on Sept. 14.

Ralph Phillips, former switchman, now in the Navy, spent a furlough at his home in Franklin Park, after a year in the Aleutian Islands.

Fireman Walter Bloom is convalescing in Wesley Hospital after a serious operation.

We regret to report the death of Switchman E. E. Johnson. Ed was a former trainmaster in Chicago Terminals and on

the Coast Division. Our sympathy to the bereaved family.

John Fowler, retired porter, passed away on Sept. 26.

Laundry Manager James J. Taylor, retired, has returned to the hospital due to a recurrence of his recent illness.

## Galewood Freight Station

*Louis J. Ippolito  
Correspondent  
Freight Office*



Word was received that Gerald M. Griswold has been promoted to chief petty officer in the Navy. Jerry was employed in Trainmaster James Calligan's office until his enlistment.

Sgt. Dominick Zappia paid us another surprise visit while home on an emergency furlough to attend funeral services of his grandfather who passed away suddenly.

Pvt. Anthony Romano returned to tell his friends at Galewood many interesting experiences about how our boys forced the Japs to flee Kiska. Anthony is assigned to the ground crew in the Air Corps.

R. E. Micklesen, night car record clerk, enlisted in the Sea Bees in September.

Pvt. Bob Blohm, Jr., was transferred from Camp Custer, Mich., to San Diego, Calif.

Edward Bach, motorman on our platform, was inducted into the armed forces in September, and left for camp Oct. 12.

Mrs. Mae Graney has been home for the past two months recovering from a nervous condition, and from reports received is coming along fine. We hope to see her back soon.

Ted Borman, vacation relief clerk, has returned from Mannheim, where he spent most of the summer relieving clerks on vacation. He brought along a lot of tall tales that are mighty interesting. Nice going, brother.

Charlie Johnson, checker, while moving vital war materials fell and twisted his side and has been sidelined for the past few weeks recovering.

## Bensenville

*Howard Lawrence, Correspondent  
Assistant Superintendent's Office*

Staff Sgt. Leonard A. Baumgartner of Bensenville, who was killed in action Aug. 17 in the European area, was a former messenger boy in the Chicago Terminals. He was left waist gunner and assistant radio operator on a Flying Fortress and was the only member of his crew killed in the raid on a certain large German city on the date mentioned. The Purple Heart has been posthumously awarded to Sgt. Baumgartner. Lennie showed no hesitancy in fighting for what he thought was right.

Lt. Louis Bishop, a former employe in the Chicago Terminals, has recently announced his safe arrival in India.

Radio Tech. Ralph Poor, formerly employed in the Chicago Terminals, is reported as being at sea.

This correspondent, temporary captain of a Milwaukee Railroad bowling team at Bensenville with an average of approximately 850, is accepting challenges for home and home series, not being particular as to where they come from. Address him in care of the Asst. Supt. Terminals, Bensenville, Ill., or P. O. Box 285, Itasca, Ill. Let's hear from some of you out of town bowlers.

### NOTICE

D. W. Thompson, a locomotive engineer on the second district of the I&D Division, and whose address is Douglas Street, Sioux City, Ia., has asked the Milwaukee Magazine to assist him in locating a metal case which he lost during the latter part of June and which he has been unable to locate through other sources.

Mr. Thompson writes:

"In the latter part of June, 1943, my metal clothes box was placed in the wrong baggage car at Mitchell, S. D., and I believe it went east through Canton and Sanborn instead of coming to Sioux City."

The case, containing clothes and other personal effects, bears a name plate, but no address. Anyone who locates the case and returns it to Engineer Thompson will be rewarded.

### I&D Division

#### Marquette-Sanborn

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

C. H. Bothmer, second operator at Calmar, has gone to Alaska. This move was primarily on account of his health but as he was leaving a railroad he naturally gravitated toward another, as railroad men do, and is now working for the Alaskan Railroad as agent-telegrapher. Lots of luck, Clyde!

The members of the division office wish to congratulate the Galen Meuwissen family of Salt Lake City on the arrival of Sandra Jean Meuwissen Oct. 8. Altho some had the temerity to call Chief Dispatcher Meuwissen "Grandpa" he doesn't look like one and informs us all that he still has his own teeth, which is more than, etc., etc., etc.

H. F. Everts, conductor at Mason City, retired Oct. 8. He started to work in 1904. It would seem that he has earned a vacation, and we wish him the best.

Don Zeller, son of A. J. Zeller, fireman at Mason City, was home on furlough the first part of October. He is in the Navy Air Corps.

A. T. Gravelie (Bud) formerly of the engineering department at Mason City is now induction officer at Fort Benning, Ga., and was visiting in Mason City the first of October.

Duane McGregor, son of R. I. McGregor of the engineering department at Mason City, was home on furlough the first of October. He is in the submarine service.

The division was shocked to hear of the sudden death of C. E. Kerlin, at Marquette on Oct. 15. Our sympathy is extended to his family.

#### Sioux City and Western Branch Lines

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

Fireman Darley L. Short was inducted into the Army at Sioux City recently.

Conductor Bob Tierney is recovering in the Wesley Memorial Hospital at Chicago from a shoulder injury.

A letter received from retired Engineer Walter Houser, who is now on a ranch in

Texas, indicates that he is starting in the livestock business by raising goats. Presume Walt figures to start in at the bottom as a kid-slapper, then a goat-cuffer, next a calf-spanker, and finally a full blown cow-puncher. Just so he doesn't wind up as a bull-thrower—that we couldn't stand.

Staff Sgt. Kenneth Class, son of Conductor and Mrs. A. G. Class, was recently severely wounded in the African campaign. Latest reports indicate that he is getting along well.

A son was born to Fireman and Mrs. Henry J. Miller at Sioux City on Sept. 29.

Retired Switchman Clement J. Broderick will spend the winter in California. Mrs. Broderick will join Clem as soon as he can locate living quarters.

Miss Marie Kvidahl, daughter of Bob Kvidahl of the B & B department, is the new clerk at Sioux City roundhouse, taking the place of Max Cline, recently promoted to a new position in the division freight and passenger agent's office at Sioux City.

After a brief illness, John Cormack McGuire, retired telegraph operator, who had been stationed at West Yards for a good many years prior to his retirement, died in a Sioux City hospital Oct. 16 of a cerebral hemorrhage. The body was sent to Leavenworth, Kans, for burial.

Chief Machinist's Mate Everett L. Hubbs, formerly fireman on this division and now in the Navy, recently spent a couple of days with his parents, Engineer and Mrs. Jim Hubbs. He is now at sea, probably in the South Pacific.

Verne Lafferty, switchman at Sioux City, is the proud daddy of a new boy, born Oct. 2.

Karen Sabin, the very attractive 2½ year old daughter of Fireman Kenneth Sabin, recently was the victim of a very distressing accident when both hands were caught in the wringer of an electric washing machine. At this writing, the young lady is getting along fairly well, although a minor operation and some skin grafting will be necessary for a complete recovery.

Operator Jim Ressezieu of West Yard, whose health has not been good for some time, is spending a 60-day sick-leave in California.

### Rocky Mountain Division

#### Main Line

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

First on the news list is the appointment of C. V. Peterson, as assistant to the Superintendent at Butte. Everyone knows Vic Peterson and all are happy to see this promotion. We are glad, too, to learn of the appointment of Dana Mathews to transportation inspector with headquarters in Seattle. Dan is moving right up the ladder since we used to argue about anything and everything around this office

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with him. Our best wishes to him.

Word comes from Butte that Boardman Voss is out of the hospital and walking around the street, looking for crews, no doubt, or some one he can get GFC to hire for a fireman or JOW to take on as brakemen . . . glad he is feeling much better.

Engineer Guiot and Mrs. Guiot have gone to Rochester where Mrs. Guiot will again go through the clinic.

Substation Operator Lamb and that nice Mrs. Lamb have moved from Eustis out to Avery . . . The Petersons have moved from Drexal to Loweth.

Patricia Bennett, only daughter of Fireman and Mrs. Bennett, is much improved. She has been very ill and is still in the hospital at Townsend.

Conductor William Donner has returned from the Mayo Clinic in Rochester. He is greatly improved in health, and we are all glad to see him back.

Conductor J. R. Hamilton, Jr., and Mrs. Hamilton have returned from Spokane, where they have been the past month on account of the illness of their little son, who is 18 months old.

Engineer J. E. Daniels, who for many years has worked in the east ring out of Three Forks, has retired on pension. He and Mrs. Daniels have moved to Seattle where they expect to stay for some time. Kirmit, their son, is stationed near there. We all wish both Mr. and Mrs. Daniels the very best of everything.

Conductor and Mrs. Heier have returned from Ohio where they stayed for a few weeks. Earnie sorted apples and did a few other little odd jobs while the Mrs. had lunch with Lewis Bromfield, the author, of all people, who owns the farm once belonging to Mrs. Heier's parents. . . . By the way, the recent article in the Reader's Digest by Mr. Bromfield was written on and about this farm, and the Charlie Schrack mentioned in it is Mrs. Heier's brother . . . such is fame. How do they get that way, I'd like to know?

Ralph Robertson, who was ticket agent for the Milwaukee at Harlowton, died Oct. 6 at Billings. He was well known here, having lived a good many years in this town. His wife and child, as well as his father, survive him.

Howard Ullery has gone to Lewistown where he will be one of the train dispatchers with Chief MJW.

Word has been received from Barney Budzikian that he is in Africa; also Engineer Lefever had a letter from Dick saying he and Arden Jenkins met in the street one day in some African city. Small world, isn't it?

Samuel S. Koehler, retired shop foreman at Deer Lodge, Mont., celebrated his golden wedding anniversary with Mrs. Koehler on Oct. 10. They held open house and received more than 100 well-wishing guests. A number of gifts were given them, one of which was a tall metal victory "V" completely covered with silver dollars wrapped in gold. Mr. Koehler had 49 years of continuous service with the road before his retirement in 1937.

You have not converted a man by merely silencing him.

### Northern Montana Branch

*Helen E. Matthews, Correspondent  
Lewistown, Mont.*

After a number of years Lewistown and the Northern Montana Branch again has a dispatcher's office. Due to the heavy increase in business both on the main line and on the branch, the management has again opened the office at Lewistown. This will relieve the Butte office and give the shippers better service.

M. J. (Mike) Welch, former chief dispatcher at Moberge, S. D., has transferred to Lewistown. This is not a new place to Mike as he was a trick dispatcher here in the old days and has always had a fond place in his heart for Lewistown. The trick dispatchers are Fred White first, Howard Ullery second, Rex Koube third and A. M. Peterson relief. Welcome to you all.

J. L. (Jim) Lindbloom, conductor and for many years chairman of the B. of R. T., after many years of service, took his pension the first part of September. Jim and his good wife have moved to the west coast to make their home.

The death of O. S. (Ollie) Porter came as a shock to his many friends and fellow workers. Oliver was cashier at Lewistown for a number of years and had received an appointment as traveling auditor only a short time ago. The sympathy of the whole division is extended to his wife and family.

Geo. I. Beal, who has been agent at Hilger for a number of years, has bid in the agency at Winnett and G. F. Pitman, former agent at Winnett, has bid in the agency at Grass Range. Good luck to you both in your new positions.

Mrs. A. M. Peterson is acting agent at Hanover, while her husband is working as relief dispatcher at Lewistown.

### Iowa Division

#### East End and Branches

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

Major J. J. Keith visited us recently during a much deserved furlough. Major Keith served as company surgeon at Marion for several years previous to his enlistment into the armed forces. Major Keith has seen considerable service in the South Pacific from the beginning of things to the present time. Dr. Keith will be remembered as one of the doctors who served on the Metz Car for considerable time.

Retired Passenger Conductor Andy Schrader recently passed away. Funeral services were held in Cedar Rapids.

H. J. Peterson, formerly agent at Perry, Ia., is the new passenger agent at Cedar Rapids. Pete, before going to Perry, was

THE MILWAUKEE MAGAZINE

agent at Anamosa, Ia., and to get back to Cedar Rapids is like returning home.

Have you thought of the lads in service lately? During the past few weeks it has been brought home to me and, no doubt, to others that the boys in the armed forces are looking for letters from their fellow workers in addition to the letters that they are getting from home. I am basing my conclusion on the large number of letters that I have received even from those whom I did not know well, who have taken time out from a Big Job to drop me a line from far away places. Why not take a few minutes of your time and write to that fellow worker and tell him about the job and how things are going. He will enjoy it more than you think.

Funeral services were held at St. Augustin's Church Sept. 28 for Willis J. O'Brien, 55, general attorney for the Milwaukee Road in Iowa. Mr. O'Brien had been associated with the law department of the Milwaukee Road for the past 27 years.

Mr. O'Brien attended the University of Iowa and while there became well-known as a football player. He played through the seasons of 1909, '10, and '11 without missing a minute of competition. Against Minnesota in 1911, he drop kicked a field goal from the 53-yard line and another from the 51-yard line. The 53-yard kick reportedly still stands as a state record. In his senior year at Iowa, he was named All-Big Ten and All-Western center on 10 out of 11 honorary teams selected on each geographical basis.

He began the practice of law in Cedar Rapids as a member of the firm of Cook, Hughes, Sutherland, and O'Brien. The firm moved to Des Moines in 1922 and began practice under the name of Hughes, Taylor and O'Brien. In recent years the firm name was changed to Hughes, O'Brien and Hughes.

### Cedar Rapids Terminal

*Clifford R. Taylor, Correspondent*

After about eight months in Uncle Sam's Army, I have been released to return to work on the railroad, being placed in the Emergency Relief Corps of the Army. The E.R.C. is composed of men over 38 years of age, who have worked for an essential industry and can return to same, or will be able to locate themselves in such an industry. However, they are not discharged from the Army and may be called back at any time.

It would be a big help if anyone that might have an item of interest would see that it is sent to me so that I may include it in our news for each month. C'mon, everyone, let's put Cedar Rapids on the map again, with our regular monthly news.

Geo. Crabb, P.&T.A. at Cedar Rapids, Ia., retired Sept. 30. All of us extend our best wishes for happiness to George and Mrs. Crabb, during the many years to come.

SIC Charles Zobl spent a 12-day leave with his parents, Switching Clerk Victor Zobl and wife. Charles has made several trips with convoys to various ports and had many interesting stories to tell. Upon conclusion of his leave, he returned to New Orleans, La., where he is attending school for several months.

Mrs. Stewart Saylor left early in October for Los Angeles, where she will visit with her son, who is in the Navy. The young man was shipping to foreign waters, and Mrs. Saylor took this opportunity to visit him before he left this country.

We welcome H. J. Peterson, who has

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been agent at Perry for a number of years and has now been appointed city passenger agent, taking the place made vacant when George Crabb retired from this position. We understand that "Pete" is quite a bowler. Maybe we can stir up a little interest here with his help. We also want to say right here that we will miss our old friend George too, and hope he will find time to drop around for an occasional visit with the old Milwaukee-ites.

Pvt. Robert F. Burk, son of Rate Clerk E. G. Burk, spent a short furlough with his family the latter part of September. "Bob" is stationed at Ft. Francis, E. Warren, Wyo., in the Quartermaster Corps but is expecting to be transferred in the near future.

### Iowa Middle and West

News regarding the men and women in the armed service includes the promotion of William Gibson to the rank of lieutenant in the Infantry.

Aviation Student Orlan Emerick, who has been leading the Aviation Cadet Band while stationed at Springfield, O., had his music broadcast over station WENR recently.

Delmar Noah of the Army Air Corps was home for a visit at the Frank Stapleton home with his wife and son.

Pvt. Frank Hoes of the Air Corps was transferred from the Miami Beach field to a new location in Arkansas in September soon after returning to his base from a furlough spent at home.

Leo Smithson, photographer's mate, was home on a furlough in September. Leo has participated in 61 bombing raids and was on hand when 13 Jap merchant vessels, a cruiser, and submarine were sunk.

Donald Baum, whose father was a conductor for many years before his death, was on the program dedicating a new service radio station in New Caledonia recently. Donald was a music instructor in Waterloo, Ia., when he enlisted.

Jack Shirley, son of Engineer James Shirley, received his wings and commission as second lieutenant during September.

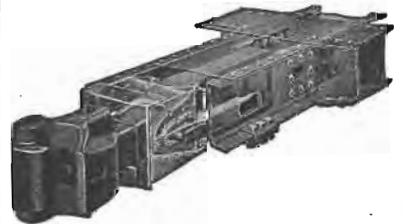
Air Cadet Edward Fitzgerald has been made wing commander and president of the honor court of the student body at Uvalde, Tex., where he is in training.

Clarence Nicholson of the U. S. Navy drew the design for the yard decoration for his company at Camp Scott.

"Nick" did a lot of fine art work while in Perry High school and keeps in practice by illustrating his letters to his family and friends.

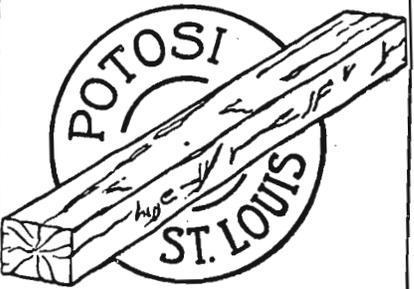
Francis Holdridge, son of Engineer Earl Holdridge who has been with the Marines in the South Pacific for 14 months, has

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been advanced from sergeant to staff sergeant.

Joining the already large contingent of Perry girls in Washington, D. C., during the last month were Lorraine Honomichl and Virginia Robinson, who will work for the F. B. I.

Ruby Eckman of the Perry Dispatcher's office force had the unpleasant experience of having to find a new home in the middle of the night recently when the apartment building in which she lived, was destroyed by fire. Many papers covering war and service records of Milwaukee employes were burned.

Mildred Olson, daughter of Train Dispatcher Arthur Olson, graduated from the school of nursing at the University of Iowa in September and plans to join the U. S. Navy Nursing Corps.

Edward Jordan, who worked for many years in the Perry car department before his retirement, died in Perry Sept. 11.

Ira Hurless, retired engineer, died at his home in Perry on Oct. 14. He had been in poor health for some time.

A son was born to Brakeman Gilbert Smith and wife Oct. 12. He was named Billy Joe after his grandfather, William J. Barth.

Conductor George McLellan and wife welcomed another daughter into their home in September.

Conductor Fred Vodenik was in an Excelsior Springs Hospital for an operation recently.

## Milwaukee Shops

### Davies Yard

D. O. Ritzke, Correspondent

This is your new correspondent, whose aim it will be to keep you supplied with up-to-the-minute news in as interesting and informative a manner as my predecessor, Joe Steele. Joe has donned the Navy blue, and is busy carrying out his end of this war. Another absent face is that of Edward Nowakowski, who has exchanged his civilian clothes for the Army khaki. Their services will be missed, as both were very capable employes, and we all wish them the best of luck and a early reunion in Tokyo.

The bowling season, after three weeks

of play, finds us in third place, only two games out, and with added exertion and a lot of luck, the probable champions—coach yard take notice.

Lt. Edward Starosta, son of Assistant Foreman Joe Starosta, who was on furlough from Camp Livingston, La., paid us a visit early in October. Eddie is looking very fit.

News has reached us that Ray Stark, son of Foreman W. A. Stark, has arrived safely overseas.

Matthews Przybysz, who had been with the Milwaukee Road for the past 27 years, retired Sept. 30. All the boys here wish Matt the best of luck during his retirement.

## Store Department

Earl L. Solverson  
Correspondent

*Passenger Store:* Ruth Wesierski, typist-clerk, called on her lieutenant boy friend at a camp at St. Joseph, Mo. Marie Biller, typist-clerk, daughter of Martin J. Biller, returned to Marquette University the end of October to take up nursing.

*Freight Car Store:* Al Paasch's son called at the shops on Oct. 3 to look up his dad as he only had a few hours leave. He is attending General Motors school at Detroit.

Rosemarie Oldemann returned from her trip to New York to visit her new Gohubby. She reports an enjoyable trip.

A good crowd of store department employes attended the store department Unit No. 11 Hiawatha Service Club meeting and party at Moser's on Oct. 16. Glad to see so many of the officers and the newer employes present. There wasn't a dull moment all evening. Eddie Bowman and Harry Schupinsky got into the movies, and we are all looking forward to seeing their big smiles spread all over the screen. John Crotty, last to leave, acquired a better overcoat than the one he brought although somewhat smaller. He's still looking for his own. Lillian Macko endeavored to keep the crowd in line for the broom dance but the boys did otherwise. John Cassidy was the chief bartender and satisfied all customers. Rudy Freuler, of course, did not miss a dance and Al Paasch almost consumed Rudy's lunch.

**SAFETY IS NOT A  
ONE-MAN JOB!**



THE MILWAUKEE MAGAZINE

## Locomotive Department

Louis E. Bednar

In addition to serving Uncle Sam, T/Sgt. Ed A. Zimmermann, son of E. E. Zimmermann, chief clerk to shop superintendent, will on Nov. 6 at the Church of Reformation take Miss Irene Teska as life partner for better or for worse. Hearty congratulations to the young couple. The junior Mr. Zimmermann, formerly of the roundhouse office, is now stationed at Ypsilanti, Mich.

Nick Nielsen, pipe shop foreman, has undergone a serious operation. However, at the present writing he is recovering very nicely at home and is anxious to get back to the "helm".

And speaking of birthdays, we wish to congratulate James Meredith, Wm. Roeming, and Herman Koegel. These gentlemen just passed their 70th birthday; and Anton Kastner his 68th. Best wishes and good health to you all.

Geo. Hoferer, electrician helper, joined the Navy on Oct. 5.

We wish to welcome Miss Mary F. Anderson to the locomotive department family. Miss Anderson is taking the position of steno-clerk in Mr. Koop's office.

Did you hear how Mrs. John Gibbons, wife of clerk in Mr. Koops office, used her head in winning a prize at a harvest festival held recently at Hales Corners. It seems John was quite successful with his victory garden, so Mrs. Gibbons gathered some of the vegetables and using a summer squash as a base and adding some tomatoes, grapes and flowers formed a very attractive hat!

## Car Department

Myrtle Zunker, Correspondent

Nice going, fellows, the way you backed this last War Loan drive. Don't let the end of the drive stop you; maybe you can afford an extra bond at regular intervals. Give it a try; you know, it's the best investment you can make in the present and the future.

Since the last issue our service flag has added five stars for Eugene Jacobs, Marco Kos, Aloysius Wysocki, Ted Tanin, and Clinton Vanderlinden. Good luck to all of you and to the boys who are leading the way for you. It's a thrill to sit here and write and know that fellows we know in Africa, Iceland, Iran, and all over the world will read this article. We're behind all of you 100 per cent and if you know of anything we should be doing and aren't, let us know, pronto.

The services limit their recruiting to men of certain ages, but there is another age which silently serves at home. That age includes the mothers and fathers who willingly send their boys and girls to fight for us. It would be impossible to list all the men in the department who have children in the armed forces. There are, however, some parents who have loaned Uncle Sam three or even more boys and girls and I'm sure you want to know who they are. Here they are—all the luck in the world to them and their brave families:

Hans Fregin, cabinet maker: Fred—Sgt., Signal Corps—Iceland; Walter—Sgt., Infantry—Louisiana; George—Sgt., Infantry—South Carolina; William—S. 2/C, Naval Air Trng. Ctr., Texas; Florence—Ensign in Waves—New York.

Simon Ciganek, carman: Pvt. Paul—Infantry—Tenn.; Pvt. Simon Jr.—Army Engineers—Calif.; Corp. Tech. Mike—Air Corps—Africa; Corp. Joe—Radio Opr. Anti Aircraft—Greenland.

John Krolicki, carman: Pfc. Thaddeus—Army—Australia; Corp. Stanley—Marines—South Pacific; Sgt. Casimir—Army Engineers—Georgia.

George Lukach, carman: Daniel—Navy—Iceland; Peter—Army—Iceland; Louis—Air Corps—England.

Art Cluberton, trucksmith: Walter, Robert, and Roy—All Marine sergeants with service in the South Pacific. Roy is home on a 30-day furlough after having served 18 months on a lonely island in the Pacific.

Adam Czerwinski, carpenter laborer: John—Army—Ft. Sheridan; Walter—Army—Texas; Sigmund—Army—Mississippi.

Upholsterer Foreman Klind reports that his son is now a corporal at Ft. Bliss. He tells of having seen a bull fight in Mexico and paying \$1.50 for a seat in the shade. Says he could have saved a quarter by sitting in the sun, those seats selling for \$1.25.

Fred Jakobek, home on furlough from the Navy at Farragut, Ida., visited the boys. Stanley Gralewicz was here, too, and proudly exhibited that additional stripe which makes him a staff sergeant. Stanley is with the Burlington Railway Battalion training at Fort Wayne. Ted Detzek writes that he has been promoted to a sergeant, too. Ted Tanin is stationed at Camp Roberts, Calif. Our Milwaukee Road Railway Battalion has moved to Little Rock, Ark., for its technical training and Lts. Sig. Gralewicz and Ralph Midgley report the weather is a great improvement over New Orleans. These northerners just can't take that heat. Clint Vanderlinden is at Jefferson Barracks, Army Air Corps.

I have been asked by the boys in service to thank the men in the shops for their donations to the Victory Club. They are grateful for the surprise packages they received. Especial thanks comes from Thaddeus Krolicki in Australia.

Carman Bill Sloan's son, who writes such entertaining letters, surpassed even himself by sending two copies of the paper, "Roundup", published by the Air Corps in Delhi, India. Certainly is interesting.

John Foren from the wood mill visited his brother Joe, a corporal at Bucyrus, O. Joe worked in our machine shop. He showed John the shops but John says their equipment doesn't compare in quality or quantity with ours. While there, he also saw Sgt. Red Tice and Frank Megna from our machine and blacksmith shops, respectively. Says all the boys look good.

Twenty-eight bands competed in the War Salvage Parade here in Milwaukee and we proudly report that the Hiawatha Band won first place.

Assistant Painter Foreman Klubertanz, who has been off sick for several months, is trying to get the feel of the place again. Everyone is glad to see him and to know that his health is improving.

The department extends sympathy to the family of Leadman Joe Keller who passed away on Oct. 10. He will be missed by his friends and by his fellow-supervisors who had come to depend upon his judgment and industry.

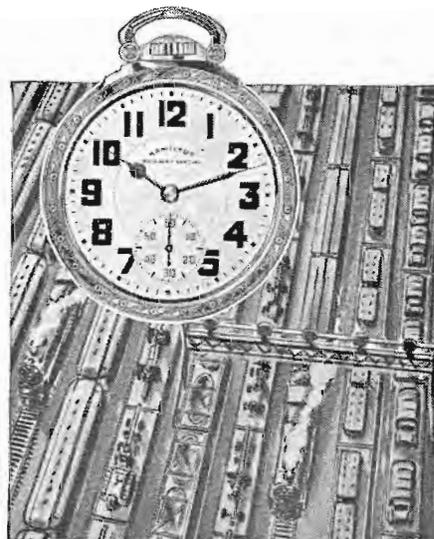
How many of you saw the goggle one of the men was wearing while chipping concrete? A good-sized piece of the concrete struck the right lense, smashing it to bits and the only injury the wearer suffered was a slight cut on his cheek, caused by the frame of the goggle when it was struck. Imagine what would have happened to his eye if he hadn't been wearing those goggles! Think of this case the next time you want to "take a chance" and "get by" without your goggles.

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**Billion**  
Troops by the  
**Million**  
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## Milwaukee Division

### Superintendent's Office and "C. & M."

*Wiley Moffatt, Correspondent  
Superintendent's Office  
Milwaukee, Wis.*

There are several retirements to report this month:

Ernest O. Werner, section foreman at Oakwood, on Sept. 1 after 41 years of service.

John P. Schmitz, train baggageman, on Oct. 8, who has completed more than 40 years of service.

George F. Zickuhr, engineer, effective Nov. 1, after 35 years of service.

Best wishes for good health and happiness is extended to them by all their friends and associates.

People who never "got plastered" before have had that experience since the remodeling work has begun in the corridor on the second floor of the depot. We can, at long last, see the end of what has been a protracted, dirty and, at times, nerve-racking job, but all is forgotten as we look around us in our new offices, and our bosoms swell with pride in the new waiting rooms downstairs.

Here is an example of the far-reaching effects of the man-power shortage: Chief Dispatcher C. E. Larson left for a two weeks vacation; third trick C&M dispatcher, Leo Fredericks, relieved Mr. Larson; Bob Helton came off his job as third trick operator at Sturtevant to relieve Mr.

Fredericks; Agent L. M. Oskins, Sturtevant, relieved Mr. Helton as operator; and Mrs. Oskins bravely filled in as agent. Wonder who filled in for Mrs. Oskins?

We are glad to have Millard Spoor back on his old job as agent at Rondout after a long illness.

Conductor A. J. Proeber and family recently made a trip to Norfolk, Va., to visit son Kenneth, third class petty officer, aviation machinists mate, in the Navy.

Dispatcher and Mrs. O. C. Tabbert visited their son, Corp. Myron G. Tabbert, at Camp Blanding, Fla., recently. Corp. Tabbert is attached to the Machine Record Unit of 7th Headquarters, and has been in military service for two and a half years.

It has been said—"Into everyone's life some rain must fall"—and it is with regret that we learn of the transfer of I. C. Brewer, assistant engineer, to the office of the division engineer at La Crosse. Ike has been on the Milwaukee Division a long time and leaves a host of friends, who all wish him the best of everything in his new location. S. M. Dahl, division engineer's office, Milwaukee, has been named his successor.

The Railway Operating Battalion in which former Operator Claire B. Brunner is serving as staff sergeant, has been cited by General George S. Patton for exceptional speed and efficiency in operating Sicilian trains under fire. The commendation said that "opening of rail lines and organization of Italian railroad personnel were made so rapidly that rail service was immediately available in the port of Palermo when it opened on July 28, and service was maintained from that port in spite of bombing attacks and sabotage." The battalion had steam up in a captured locomotive four hours after landing behind an assault wave at Licata, and that is fast going. The battalion had previously been cited for extremely meritorious service in the Tunisian campaign.

Don't forget—BONDS and BLOOD. Bonds to buy the materials necessary to win the war, and blood to save the lives of those unfortunate enough to be injured while fighting for you and me. There is no such thing as "enough" where they are concerned. Do your part.

David McEwen, former chief lineman at Seattle passed away at his home in Seattle on Oct. 3.

Mr. McEwen entered the service of this company in 1886 and worked as lineman and asst. chief lineman on lines east and was in charge of construction of the telegraph line west of Butte during the building of the extension. After completion of the Puget Sound Lines, he was appointed chief lineman of the lines west of Moberge. He retired on Aug. 15, 1937, and spent the last six years of his life at his home in Seattle. He was 82 when he passed away.

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### Old Line

Hazel Whitty, Correspondent  
Ticket Clerk, Horicon, Wis.

Corp. Robert L. Race, son of Engineer Louis F. Race, Fond du Lac, has received his silver wings as aerial engineer at Selman Field, La. He enlisted in the Air Corps 14 months ago.

Pvt. Franklin Lentz, formerly first man on section 11 at Waupun, now in camp at Indian Town Gap, Pa., paid the roadmasters a visit while on his 10-day furlough recently.

Charles E. Griebler, retired engineer, passed away of a heart attack at Fond du Lac enroute to his home in Oshkosh. He was born in Oshkosh, Aug. 26, 1875, and was a life long resident there. He started in engine service about 1903, having last held the Oshkosh switch engine job since the death of Engineer Lewis about six years ago. We extend sympathy to the survivors.

Sympathy is extended to Edward Coughlin, fireman, in the loss of his father, James Coughlin of Winneconne. Mr. Coughlin was a wiper in the roundhouse there in 1891. He was also a brother to retired Engineman M. J. Coughlin of Horicon.

Mr. and Mrs. Wilbert Johnson—trackman, Horicon, visited their daughter Marjorie, who is serving with the WACs at Seymour, Ind.

Trackman and Mrs. Adelbert F. Lentz, Horicon, Wis., are rejoicing over the arrival of their first son Oct. 13. Two daughters, Carol and Mary Grace, complete the family circle.

All employees were grieved to learn of the death of Engineer Harry W. McEvoy on Oct. 6. His widow, a son, and a daughter survive. He had been in the employ of the company for over 30 years. Burial was at Oshkosh.

We are sorry to record the death of Edward Coughlin at Milwaukee Oct. 10. He was born in Berlin and was conductor on the old Northern Div. for about 10 years starting in 1880. In 1899 he transferred to the Superior Division where he worked until his retirement about 10 years ago.

### R. & S. W.

Ted Day, Correspondent  
Beloit, Wis.

Tom Flanigan, Beloit roundhouse employe, took the pension Sept. 18.

Maurice J. McCarthy, former stenographer at Racine freight office, completed his boot training at Naval Training Station, Farragut, Ida., and spent a few hours in Racine Sept. 7 on furlough.

Corp. Don Collova, former freight house

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121 No. Jefferson Street

Chicago, Illinois

employe at Racine, has left for overseas after spending some months in southern army training camps.

Corp. Ray Gilday, former Racine freight office employe, who has been in the Army Air Corps, has been selected as aviation cadet for flying training, and is now stationed at the University of Arkansas, Fayetteville, for further training.

James E. Murphy, former clerk at Racine, who enlisted in Uncle Sam's Army as aviation cadet, is now located at Tyn-dall Field, Fla.

Adam Robinson, fireman, passed away Sept. 25. Adam worked for the Milwaukee Road since Aug., 1924. His home was at Janesville, Wis., where he was a member of the American Legion. He was taken off train 325 at Edgerton, and died before reaching the hospital there. The entire Milwaukee family extend their sympathy to the survivors.

Conductor William H. Houey has signed up for the pension effective Oct. 1. Now, Bill, the hundred and one things you always dreamed about doing, and never had the time for, will receive some attention.

On Sept. 12 the Rockford Area Service Club gathered at the home of Chief Clerk Walter P. Hyzer, located at Loves Park. Basket luncheon and a large ham was served by Mrs. Hyzer in the recreation room of their farm home. After the banquet, the entire group gathered around the fireplace and enjoyed card games and music.

Donald Lewis, youngest son of Fred R. Lewis, assistant agent at Rockford, has been assigned to the Air Corps, and left for Miami, Fla., last week.

I have just received a note that Alex Helms is in the hospital at Rockford, Ill. Mr. Helms is one of our retired engineers, having left the service about four years ago, making his home at 1515 Elm st., Rockford, Ill. To Conductor Joe Helms, Beloit: Please tell dad we all wish him a quick recovery.

Has anyone received information concerning the condition of F. M. Barrus, our agent at Clinton Junction? Mr. Barrus was seriously injured recently in an automobile accident. The only report I have here states that Mr. Barrus will not be

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railroad man's favorite rubber heel, Biltrite. No  
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### ACCIDENT AND HEALTH PROTECTION

*"The Railroad Man's Company"*

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CASUALTY COMPANY  
CHICAGO • TORONTO • SAN FRANCISCO

back on the job for several months. Perhaps an accurate report will cut the months down to days; at least, we all hope so.

The last news slip covering this period came from William Rick, warehouse foreman at Beloit, Wis. Uncle Will states that, "When better blocking and stowing is invented, blue prints covering same will be issued at the Beloit freight house." That's the proper spirit, Willie.

## Milwaukee Terminals

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

The Victory Committee in Milwaukee is again very busy arranging for Christmas packages for our boys in the armed forces, both at home and abroad, thanks to the generosity of the many employees located here. This entails an enormous amount of work, and it is a pleasure to see them busy getting the packages ready and lining things up so that they will be in the mails on time to reach the boys.

One of the biggest factors to contend with is having a complete list of all employees that are in the service, and then having the correct address for each and every one. We know that addresses are apt to change over night, and without much notice, and any assistance you can give the committee in the way of up-to-date addresses and employees entering the service will be appreciated by the chairman, Erwin Weber.

A lot of us around here are wondering what became of our congenial chief operator, Myrtle Pershing, as they miss her cheery "Hello" on the depot switch board. "Myrt" has transferred to the depot ticket office, and is doing a fine job with the inquiring public, who keep the phones in that department humming. Good luck, Myrt.

## Muskego Yard

*Grace Johnson, Correspondent*

We had a guest recently—Marc Green, our editor—and after that, if this column doesn't take on new life, it isn't for lack of incentive. That visit seemed to pave the way for Ed Cary finding his way up to Milwaukee. Everyone was surprised to see Ed and also very glad.

It's difficult to know what to put first because everything happening is important, but it seems to me that Ray Hummer being a brand new father should top the list. Ray and Mrs. Hummer ordered a little ray of sunshine and the stork obliged with Nancy RAE Hummer, and Ray was last seen rushing to his ration board to get a book for her. Not to be in the shadows Chief Oshkosh (Ed Smith) tells us he started on a trip east as plain "Chief" but came back as "Chief Grandpa" to a baby boy born to his daughter.

Anthony Olson was in a few weeks ago

to have his future wife's name added to his annual pass . . . good luck, fellow . . . two can live as cheaply as one but not for long.

Received a nice letter from one of our old boys, "Mike Switch" Eugene Kolasinski for short who is down in New Orleans with a railroad battalion but has somehow turned out to be a full fledged baker. If we will write to him now and then, we can expect a cake 3 ft. long and 2 ft. wide when he is home on furlough. That's the kind of cakes he bakes and for an operating man that's some operating if I know anything about cakes. Another letter from Sgt. Stanley Jakubowski. He is still in Persia and in camp on the edge of a desert in more ways than one . . . no Milwaukee beer and with the Persian brew at \$1.05 a bottle there isn't much one can do about it. Bill Campbell stopped in the office a few weeks ago. He is with the U. S. Coast Guard in the Intelligence Office at Chicago. Bill Stark tells us his boy has arrived safely in England and is hob-nobbing with royalty on the lawn tennis courts. Norbert Miller, train clerk, left for the Navy in September and we also said goodbye to George Stien, switchman, who's going to do his part to hurry "V" day for America.

Dropped in at the Switchmen's Local annual dance and was there just long enough to wish I'd been there longer . . . those fellows really put on a dance and the Fred Astaire of the evening was a draw between Norvin Wolf and Nathan Hale. Of course, Al Harris from Humboldt was the L2 power when it came to fancy waltzing. There was much to-do about bars . . . of music and Don McKenna insisted that the "sweet" in Sweet Adeline be held for two more measures. I wonder if Don knows that two more *measures* and perhaps none could sing true notes. Everyone had fun.

## Fowler Street Station

*Nola Pantazes, Correspondent*

Some wounded serviceman is surely going over the top when he gets some of Wanda Beards' blood. Wanda unloaded a pint at the blood bank Sept. 25.

The new messengers helping the others keep the messenger desk quite in order are Ada Luekmann, Sandy Congelosi, Amy Streed and Mary Ann Sullivan.

Eddy Nowicki has deserted the billing department and is now on the reconsigning desk. . . . Barney Nowicki has been assigned to Minnie Walter's old job, handling truck line accounts. The tracing desk job was assigned to Charlie Barth from Chestnut Street.

Due to the manpower shortage in the freight house, women are taking over the trucking jobs. Those recently hired are Lucille McGrath, Loise Wiedman, and Adeline Gaus. They claim that the first few days were the hardest but now they are becoming accustomed to their work.

THE MILWAUKEE MAGAZINE

We are given to understand that Mike Doolan, who has been sick in the hospital for sometime, is now at home and is feeling much better.

New faces in the billing department are Phyllis Banaczynski and Al Baldowski.

When the champion checker player at Chestnut Street, namely, Ted Wajtsiak, goes to his farm in Antigo to sharpen his wits on checker playing, the champion checker player at Fowler Street, Frank Schlosser, goes to Lena, Wis., to practice. We realize that Antigo has produced many good checker players, but none seem to measure up to those players from Lena.

Walter Heinan's son, Dr. Fred Heinan, has enlisted in the Navy and will hold the rank of lieutenant senior grade. Fred worked in our office on the billing desk approximately ten years ago. Another son of Walter's, Bob, is in the Coast Guard.

Fred Roessger's son, Clarence, has enlisted in the Navy and left for Great Lakes on Oct. 5. We wish the boys the best of luck with a speedy return to their homes.

Vince Piraino came strutting into the office the other day looking like a million. Vince is studying civil engineering under the Army's Specialized Training Program at the University of New Hampshire at Durham, N. H.

Ed. Sullivan's son, Dick, is studying engineering at Ohio College, Athens, O. Cadet Sullivan paid a visit to our office the other day and reported that he received straight "A" in his last exams.

Do any of our readers know of a former employe now in the armed forces who has not been receiving a copy of the Magazine regularly? If so, please advise name and address and we will arrange to have it sent to him.

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

*Richard J. Steuer, Correspondent*

For the past month or so, Chestnut Street laid claim to having the youngest billing force on the Milwaukee Road, but none; to many, this might appear to be a rather broad statement, but can any correspondent stake a better claim when these facts are revealed? Our pretty candidates are both 18, fresh out of high school, and gaining valuable experience for themselves on their jobs. Of course, we refer to Dolores Kowalski and Elizabeth Landeck, who handle the billing duties very capably.

Walter Demerath, car clerk at the Chestnut Street office for some 25 years, suffered a paralytic stroke, and is confined at the Milwaukee Hospital, where his condition is considered critical. His co-workers, as well as his many friends who compose the shipping public on and along the Beer Line, hope and pray that he will find himself on the road to recovery soon.

New names and new positions seem to have popped up during the past month or

so, and it is almost a daily occurrence to find a new face among those present. Fred Robbins has been assigned to billing and expense duties, taking over where Betty Metschl used to make her typewriter "sing". Fred brings with him a reputation of being a very good checker player, so it looks like the good old toe-to-toe battles will be a daily noon-hour specialty. The post of general clerk, made vacant by the appointment of Charley Barth as tracing clerk at Fowler Street, was assigned to Miss Betty Metschl. Even the perishable freight department has a new inspector in the district, Erv Wills, who returned to Milwaukee after handling the same duties at Austin, Minn. Frank Vail is rapidly becoming accustomed to handling the car clerk job, although we notice he has his hands full most of the time with the city phones and the yard phones, too.

Understand that Windy Harris, the old reliable from Western Avenue, down "Windy City" way, has been working the midnight shift for quite some time. Now he is working on the day shift, helping the Gibson switch crews handle the important government loads out of that district. Dalton Brooks, the Oconomowoc farmer par excellence, is now performing on the Schlitz 11 PM engine, and doing a very good job of "planting" the cars in their right spots. To round out this little article on the switchmen in our district, who have very seldom been mentioned in the columns of the Magazine, we would like to

Weather-wise  
war workers  
wear  
**NON-SLIP**

**CAT'S  
PAW**

*Twin Gripper*  
**RUBBER HEELS  
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TWIN GRIPPERS STOP SLIPPING QUICKLY



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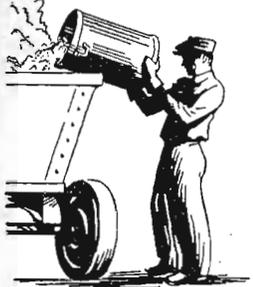
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## THE STORY OF TIMKEN BEARINGS ON THE NORTHERN PACIFIC

1. The Timken Locomotive was loaned to the Northern Pacific in 1931 to demonstrate the advantages of Timken Bearings.
2. The Northern Pacific purchased this locomotive in 1933.
3. This railroad from 1934 to date has put in service 102 locomotives of various types—all equipped with Timken Bearings on all axles.

**THE TIMKEN ROLLER BEARING  
COMPANY, CANTON, OHIO**

say something about another old reliable, Roy Holms, known affectionately by his co-workers as "Strawberry". Strawberry is gang foreman on the Schlitz 11.59 engine, performing the important work of the tanneries and coal firms on the Commerce Street tracks, as well as the swamp work for the breweries.

What's this we hear about Joe Spende, the North Milwaukee flash? From a very reliable source, and one which passed the censors, by the way, we hear that Joe has become very adept at taking track list, fog or no fog. Understand his latest time saving plan calls for the yard clerk to take track list from the roof of the station building, and of course, this must include seal records, carding instructions etc. Well, Joe, if you can swing that, you will be a better man than Frank Wallace, veteran yard clerk, ever was, because, as Frank says, "Joe will have to be a super-man to do it in that North Milwaukee fog."

### Kansas City Division

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

Supt. W. C. Givens has been appointed as one of the 15 members of the Ottumwa city planning commission, newly organized, to serve as an advisory group to the city council for the planning of post-war projects that may be attempted by Ottumwa. According to Mayor Nevin, this commission should be able to offer this city a far greater opportunity for future growth and prosperity than it has ever known.

The treat of candy and cigars twice in one week to the employees of the Sherman Street station was occasioned by two weddings among engineering department employees: Division Engineer W. E. Ross was married to Miss Helen Nelson on Sept. 26 at an afternoon wedding in the First Lutheran church, Ottumwa. On Oct. 2,

Miss Miriam Baughman was married to Walter E. Fuhr, at an informal wedding in the First Lutheran church. Walt is an instrument man in our engineering department.

On Oct. 10, Supt. W. C. Givens and Mrs. Givens returned to Ottumwa from Kansas City, where they had attended the marriage of Miss Virginia Mae Jordan and their son Norman on the previous Saturday afternoon in the First Methodist Church.

We have expected it for some time, but didn't think it could happen—that is, the retirement of Chief Carpenter L. Koehly. We are going to miss him coming in and out in his quiet, unassuming way. His retirement was effective with Oct. 1, after 44 years of efficient and faithful service. He and Mrs. Koehly have moved back to their former home in Chillicothe, Mo.

Another to announce his retirement is John R. Melcher, boilermaker's helper, West Yard roundhouse, who on Oct. 5 retired from active duty after 23 years of continuous service.

Charles N. Wright began his railroad career in 1900, with the Penn. RR. Not until 1911 did he join the ranks of the CMStP&P employes and in Feb., 1913, he was given the position of OS&D clerk, freight house, Kansas City; he was later promoted to chief claim clerk, which position he held until his retirement on Sept. 25. His position has been assigned to Dean O. Berry.

The position of night operator at Rubio, recently put on, is being filled by Donald R. Carbaugh, former signal maintainer. Because of ill health, it was necessary for Mr. Carbaugh to change his line of work. Our good wishes to Mr. Carbaugh for a speedy return to good health.

Mary Christine is the name of the new daughter, who arrived in the home of Mr and Mrs. Iver Carlson, Ottumwa, on Oct. 3.

Former Agent V. E. German, Dawn, has qualified for the position of train dispatcher and is employed in the dispatchers' office during the vacation period. Acting agent at Dawn is Miss Doris Herring of Birmingham, Ala.

After many years as operator in the yard office at Coburg Wm. Lindsey has been assigned the position of telegrapher in the traffic department office of general southwestern agent at Kansas City, which position was vacated through the death of Operator F. A. McCarthy, who had filled the position since Dec. 21, 1919. Mr. McCarthy entered the service of our railroad in 1908, left temporarily to attend school, and then re-entered our service in July, 1910. He was the founder of the Kansas City Telegraphers' Club, organized to create sociability and helpfulness to all members of the telegraph trade. J. D. McCarthy, agent at Haskins and chairman of

the East Division Service Club, is a brother.

Death came suddenly to Conductor Joseph F. Kemp at his home in Davenport on Sept. 30. He had entered the service of our company in August, 1894, was promoted to conductor in August of 1898 and at the time of his death was conductor on trains No. 3 and 8 operating between Davenport and Kansas City. He is survived by his wife and four children.

Word was received on Oct. 1 of the death of A. J. Schutte, Banning, Calif., former chief clerk in the office of freight agent at Kansas City. He was first employed on Oct. 15, 1917, in the cashier's department; in 1929, he was assigned to the position of chief clerk and because of ill health was granted a leave of absence on Sept. 15, 1941. At the time of his death was living in Banning at the Stillwell Rest Home. He was preceded in death by Mrs. Schutte on Oct. 27, 1941, who, before her marriage, was also an employe in the office of freight agent, Kansas City.

Pvt. Teddy W. Leonard, son of Engineer C. Leonard, has been in Alaska for some weeks. He entered the Army last March and is in the infantry. Has been awarded several medals as a sharp shooter.

Information has been received by Yard Clerk Wm. Haseltine of the hospitalization of former Yard Clerk Q. M. Haseltine, his son, because of having sustained a back injury. Quentin is in New Caledonia. No details have been received.

Corp. Roy M. Hypes, while on furlough early in October, spent most of his time in Des Moines with Pvt. Frances Hypes, his wife, who is in the hospital unit of the WAC detachment, Ft. Des Moines, Ia. He stopped over in Ottumwa enroute to California, where he will be stationed at Camp Haan.

Former switchman, Harry Hickey, Kansas City, returned to San Francisco on Oct. 11, after spending a furlough in Kansas City with his wife. He had been on a sub chaser previous to getting a furlough.

Five of the "best riders" in the motorcycle division at Ft. Riley, Kans., were chosen to go to Wichita, Kans., to participate in a bond drive in September, one of them being Pvt. Richard Wymore, son of Condr. K. R. Wymore.

After spending a 15-day furlough in Ottumwa with Engineer J. M. Wischaupt, Pvt. and Mrs. Paul Wischaupt returned to San Antonio, Tex., on Oct. 6, where he is a draftsman in third army headquarters.

Lt. H. H. Harvey had his son, Pfc. Harold H. Harvey, home for a few days on furlough in early October. He is stationed at the Marine Corps base at San Diego, Calif.

On Oct. 8 Engineer J. L. Jobe and wife departed for Camp Mackall, N. C., having received word of the illness of their son Benton E., a private in the glider infantry.

Richard Santee, seaman second class in

the Seabees, spent a nine-day furlough with his parents, Mr. and Mrs. E. E. Santee, Ottumwa. He is stationed at Camp Endicott.

Having enlisted in the Seabees, Brake-man C. G. Albertson has been given a rating of petty officer, first class. He is now stationed at Janesville, Va. Other brakemen to enter military service were Howard E. Hall and Wm. Henry Crutcher of Kansas City; Garry H. Ebbert and Donald R. Harness of Ottumwa; Fireman R. H. Coulter of Kansas City entered the Coast Guard in September.

### H&D Division

W. J. Kane, Division Editor  
Office of Superintendent  
Aberdeen, S. D.

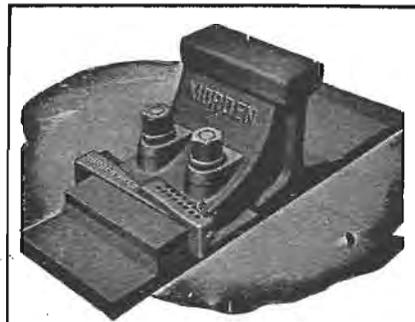
### Operating Department

R. F. Huger, Correspondent  
Bristol, S. D.

De Maris Larson and Joy Udseth are two of the young ladies recently hired as operators for the H&D Division. At the present time they are both working at Summit.

Recent appointments:

D. R. Geiser, agent, at Ortle, S. D.,  
S. B. Fosness, agent at Groton, S. D.  
T. E. Thompson, agent, Odessa, Minn.



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DULUTH  
SEATTLE  
LONDON

F. F. Beck, agent, at Correll, Minn.

Our sincerest apologies are extended to Conductor Sig Lofdahl, Montevideo, Minn. It was reported in error in the last issue of the magazine that Sig was a brakeman. Would like to have it understood that Sig is a conductor from Montevideo. We are glad to make this correction.

One more operator has left for the armed forces. He is Keith Nystrom, working as operator at Aberdeen yard prior to his induction into the Navy and, at the present time, while he is on his 14 day furlough he is helping to relieve the Milwaukee Road's critical shortage of operators by working at Aberdeen Yard.

Word has been received that Llewellyn Nemitz, son of Ed Nemitz, engineer, middle H&D Divn. is missing in action. Llewellyn was attached to the Air Corps.

## Madison Division

*W. W. Bletcher, Correspondent  
Superintendent's Office  
Madison, Wis.*

Miss Lorraine Tiedemann, clerk, Madison freight office, who enlisted in the Marines, has reported to camp in North Carolina for preliminary training. Miss Tiedemann is the first young lady on the Madison Division to enter military service. You have our very best wishes, Lorraine, and we know you will be very proud and happy to serve Uncle Sam.

Retired Section Foreman and Mrs. Harry Marsh, of Soldiers Grove, have five sons in service: Staff Sgt. Albert Marsh, at Ft. Dix, N. J.; Pfc. Clifford Marsh and Sgt. John Marsh, in North Africa; Frederick Marsh, fireman first class, in the Pacific Area as a member of the Seabees; and Pvt. George Marsh, who was inducted at Camp Grant on Sept. 17. Mr. Marsh is a veteran of the Spanish-American War and was wounded in action. We congratulate you, Mr. and Mrs. Marsh, on your contribution to our country.

The following Madison Division boys in service have recently been home on furloughs.

Corp. Wm. Meuer, formerly employed as ticket clerk, Madison.

Roy Mettler, formerly employed as switchman in Janesville Yd.

Dan DiLorretto, formerly employed as trucker in Madison freight house.

Conductor Dan Ford passed away at a Madison hospital on Oct. 21 after a short illness. Dan had 31 years of service with the Milwaukee on the East End-Prairie du Chien Div. We extend our sincere sympathy to Mrs. Ford.

Mrs. John Lawless, wife of agent at Waukesha, passed away at her home on Sept. 24. Deepest sympathy is extended to the Lawless family.

Bob Hurlbut, chief clerk, passenger department, Madison, has returned to work after having a siege of the *mumps*. Machinist Frank Thompson, of Madison, is also back to work after an extended illness.

Engineer and Mrs. Merle Wadell, Madison, announce the arrival of a son, Merle Wesley, born Sept. 28. Congratulations.

Marshall Olson, district passenger agent, is a proud grandpappy. Most children when learning to talk naturally say "Mamma" or "Daddy" first, but not so with Marshall's grand-daughter, Karen Young, now almost two years. Her first word, with coaching of course, was "HIAWATHA."

If a man still has his appendix and tonsils, the chances are that he is a doctor.

## D & I Division

### First District

*E. Stevens, Correspondent  
Care of Superintendent  
Savanna, Ill.*

Miss Almamae Lynn, daughter of Conductor and Mrs. M. K. Lynn, Elgin, has been elected to three responsible positions at Frances Shimer College, Mount Carroll: Co-editor of the year book, the Record; president of the college sophomore class and vice-president and program chairman of Pro-Musica, the music club.

From around the world with the Army and Navy:

Advancements in rank: 2nd Lieut. Ed. Winston to 1st lieutenant, effective Oct. 12. Ed is the son of Switchman and Mrs. L. A. Winston, Savanna. First Class Petty Officer Gerald Griswold, stationed at Trinidad, to that of Chief Petty Officer. Sgt. Max Oswald to rank of Staff Sergeant. Oswald is the son of Lt. of Police Jules Oswald, Savanna, and is located with the Army Air Corps at Dale Mabry Field, Tallahassee, Fla.

Sgt. Wm. L. Doty, son of Yard Clerk W. S. Doty, Savanna, was awarded the Silver Star decoration by Gen. Truscott, commanding the Third Divn. in the Sicilian area. The decoration is for gallantry in action or individual bravery. Doty is in the infantry and states his group was in continuous battle for 35 days.

Capt. Vernon Buswell, of the Royal Canadian Air Force, and son of Dispatcher and Mrs. H. P. Buswell of Savanna, had a thrilling experience when they were forced down and were afloat for 17 hrs. before being rescued. As the letter had been censored in parts, his parents were unable to learn the facts back of the incident but were happy to know that the boys were picked up and taken care of. Buswell has been in service for over two years and overseas since last March.

Word has been received of the advancement in rank of Pfc. Kenneth Barbian to that of a sergeant. Barbian is serving with a Military Railway Unit in North Africa and prior to his enlistment was a clerk in the district storekeeper's office at Savanna. He has asked to be remembered to all his friends.

Asst. Track Foreman and Mrs. Sam Kampas, of Savanna, have received word that their son Pvt. Wm. E. Kampas arrived safely overseas. This is the first word they have had from him in four months.

## LaCrosse & River Division

### Second District

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

W. G. "Bill" Hanson, agent at Lake City, has taken his annual "little world's tour" since the last writing. Understand Bill left Red Wing on the Hiawatha going to Boston, Mass. and returned to Lake City via Seattle, Wash., visiting with his sons and families at both points.

W. S. King, who worked first trick operator at Red Wing, has gone and done it. After all the advice he got from the gang around Red Wing he went ahead and joined the ranks of benedicts. He left the employ of the company the middle of August after getting leave of absence to join the service and about two weeks later exchanged vows with a Menomonie, Wis. girl. The gang around here congratulate him and wish him the best of luck.

L. C. Tackaberry, second trick operator at Red Wing was overcome by that "tired feeling" long about the first part of August and took a much needed vacation. Laying all kidding aside, it is our understanding that he has been having trouble with his eyes and we hope this has been remedied and that he will soon be back on the job, as we all miss him.

Yours truly has put in quite a hectic month the last month. On Sept. 12 our household was blessed with a bundle of joy weighing 7 lbs. and 10 oz. Name is Mary Ann. Mother, who worked as transit clerk at Red Wing for a while, and daughter are doing fine. (Looks as though the old man will recuperate also.) On Sept. 5 was called into Chicago for an interview in regard to a new position and was again called in on Sept. 12 and informed that I could have it if I wanted it. Believe me, it didn't take me long to grab it. So this will be the last time that I will write the news and if there is anyone along the line who would like to take a whirl at being correspondent for the Magazine, I am sure Mr. Green would be more than glad to hear from him. Just write to Marc Green, % The Milwaukee Magazine, Chicago, Ill.

## Wisconsin Valley

*Lillian A. Atkinson, Correspondent  
Care of Assistant Superintendent  
Wausau, Wis.*

Mr. & Mrs. Frank Hanousek celebrated their 50th wedding anniversary Sept. 26 by renewing their marriage vows in a special service at 10:15 o'clock in the morning at the Peace Evangelical church and further celebrating the occasion with an informal "open house" in the evening. Mr. Hanousek, who was employed as a machinist, retired a short time ago. They have two daughters, seven grandchildren and eight great grandchildren.

Machinist Helper Louis Susor retired on Oct. 9. He has been in service since Jan., 1928. We hope he will have a long vacation.

Sympathy is extended to Machinist Helper Charles Batke and family in the death of their son, Charles, 18, who passed away Sept. 18. Besides his parents, he is survived by two sisters and two brothers. Sgt. Lawrence Betke is overseas.

Clarence Sydow, who was home on a short leave recently, has been promoted from seaman 1st class to radio mate 3rd class. He is stationed on the east coast.

William Voeltzke, cheeker, has been accepted into the Seabees as 2nd class petty officer. He left Oct. 27 for Camp Peary, Va., where he will receive his boot training. Elmer Jonas, trucker, also enlisted but for the present Uncle Sam commissioned him to continue guarding the "cute tricks" on the home front. From all appearance Elmer took it with a smile.

Chief Train Dispatcher M. M. Harrington has been off duty because of illness and is receiving medical care at St. Mary's Hospital.

"Ezra," said the farmer, "all the clocks in the house have run down. Wish you'd hitch up and ride down to the junction and find out what time it is."

"I ain't got a watch. Will you lend me one?"

"Watch! Watch!", the farmer cried. "What d'ya want a watch for? Write it down on a piece of paper."



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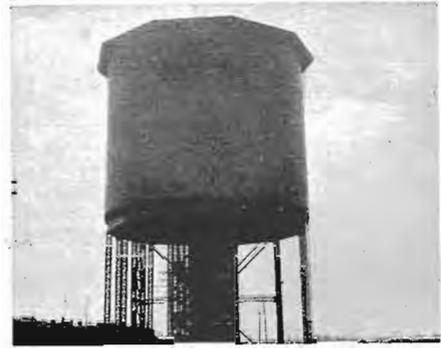
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