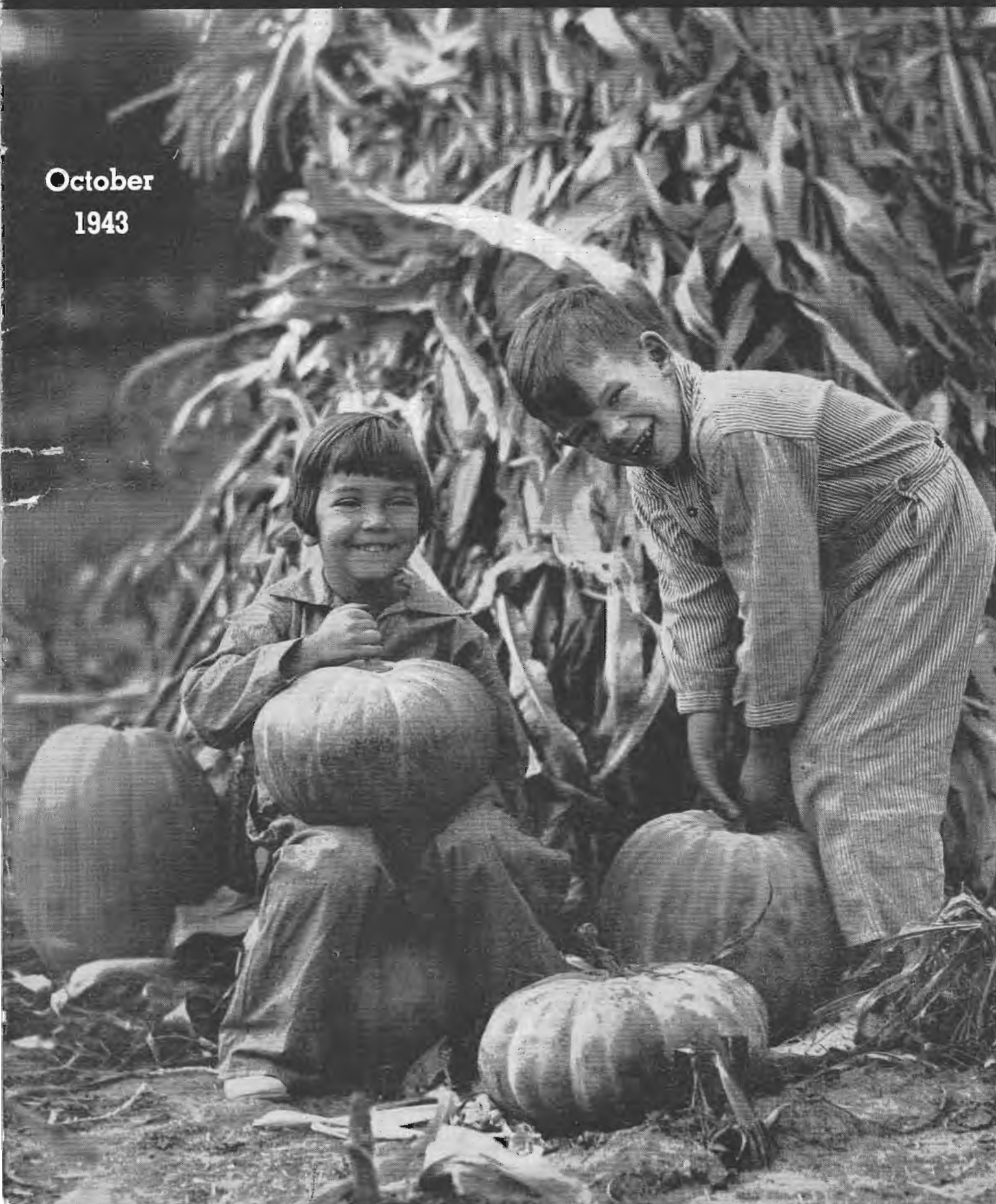


The MILWAUKEE MAGAZINE

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

October
1943





...compliments of Milwaukee Road *"white coal"*

ALLIED bombers are raining ruin on the strongholds of the Axis, wrecking war production centers, transportation facilities, docks and warehouses. Do you realize that the fuel The Milwaukee Road is conserving by using "White Coal" may be helping to deal those crushing blows?

This "White Coal" is electricity from mountain water power, used for years to move Milwaukee Road trains across the Rockies, Bitter Roots and Cascades.

How fortunate that this electrification was functioning with proved efficiency when war came! It conserves many millions of gallons of oil that help provide America's ever-growing air armadas with needed flying power!

What's more, Milwaukee Road "White Coal" makes it unnecessary to tie up precious railway equipment in hauling fuel to our mountain divisions. This means more freight cars available to help ease

the national transportation situation.

With a vast network of lines stretching across the continent from the dynamic midwest to the vital ocean ports of the Pacific northwest, The Milwaukee Road is handling a traffic volume these war days that was never approached before.

Heavy service, of course, is exacting its toll of all railroad equipment. But modernized operating methods—plus the active co-operation of shippers and essential travelers—enable The Milwaukee Road's 35,000 loyal, alert employees to do their full share for Victory.



THE MILWAUKEE ROAD

ELECTRIFIED OVER THE ROCKIES
TO THE SEA

THE MILWAUKEE MAGAZINE

Train Delays Due to Crossing Accidents

An average of 435 passenger trains are delayed a total of 200 hours each month by grade crossing accidents, according to a recent report of the National Safety Council. "Every month," the report states, "an average of 702 freight trains, most of them carrying vital war goods, are delayed an average of 460 hours because of carelessness of men and women who drive automobiles. Grade crossing accidents reap a tremendous toll of life and property in America. Each year an average of 4,000 such accidents bring death to 1,875 occupants of automobiles and injury to 4,700 others. In addition, 200 of these accidents each year cause derailment of passenger or freight trains, resulting in injury or death to passengers and train crews."

Barge Line Traffic Has Declined

Traffic of the government-owned Inland Waterways Corporation last year was 11.9 per cent under 1941, according to a recent report by Chester C. Thompson, the Barge Line president. His report also stated that the Inland Waterways Corporation was operated at a reported loss of \$798,467.79 in 1942. The 1941 deficit was reported at only \$190,561.77. It is interesting to note that the barge line deficit increases in wartime because, President Thompson says, its traffic and revenues have fallen off.

Started during World War I on the theory that it would provide transportation capacity the railroads were not able to afford, the government-owned and subsidized barge line now is performing less service than in peacetime, while the railroads are performing very much more than they did either in peacetime, or during World War I.

Not Keeping Up With Wear and Tear

War-time traffic is wearing out the railroad plant 25 per cent faster than it is being restored, according to a recent AAR pamphlet advocating amendments to the Internal Revenue Code permitting the accumulation of reserves for deferred maintenance, without having them taxed as net income.

The Deadline Is

Dec. 10

THIS is just to give you fair warning that if you are interested in having your Christmas mail delivered by Christmas day, it should be in the mail no later than Dec. 10 . . . AND THE EARLIER THE BETTER!

Maybe you think early October is no time to be talking about the Christmas mail rush, but it isn't so very early when one considers that, even though his gift-buying is going to be curtailed this year in the interest of appearing intelligent, it is going to take a certain amount of planning. So the purpose of this notice is to remind you that the time to do your shopping is **NOW** and the time to do your mailing is as soon as possible—**BUT NOT LATER THAN DEC. 10.**

As railroaders we don't have to be told why such a deadline is necessary. This closing date applies to both U. S. Mail and parcels to be sent by Railway Express.

C. F. Rank, the road's manager of mail and express, says that if all Milwaukee Road employes will observe the Dec. 10 deadline and impress their friends with the necessity of following suit, it will help tremendously in relieving the Holiday congestion.



The pamphlet points out that "to have a dollar for doing, after the war, work which it would do now if it could, a railroad may find it necessary to set aside not just one dollar but as much as \$5.26, upon which it must immediately pay a tax of \$4.26." It is estimated that deferred roadway maintenance work in 1943, due to war conditions that prevent the railroads from now carrying on a great deal of such work, will amount to \$250,000,000. Maintenance of engines, cars and other equipment is not included in that total, \$185,000,000 of which would

be currently chargeable to operating expenses, if the needed work were done now, under ICC accounting regulations. Instead of being treated as an operating expense though, this deferred maintenance and renewal is regarded as a present net profit on which income taxes must be paid. Under present laws railroad income tax rates run to 81 per cent. For these reasons, an amendment is urged to the Internal Revenue Code recognizing the fact that the cost of maintenance work which cannot be done now, because of war conditions, is not a profit but actually an ordinary and necessary operating expense, which should be deducted from current revenue in determining taxable income whenever funds are set aside, under strict safeguards of the Interstate Commerce Commission, to do the work after the war is over. Such a policy, of course, would be a protection against greatly reduced railroad employment in the post-war period.

T. W. Proctor, Assistant Freight Traffic Manager, Retires



T. W. Proctor

WHEN T. W. Proctor, assistant freight traffic manager, retired on Sept. 15, one of the most colorful figures in the history of our railroad left us. At 75 years of age Mr. Proctor is, or was before retiring, among the oldest active traffic men in the country. He has been railroading for 58 years, the last 51 of them with the Milwaukee Road.

Sixty-three of his immediate associates and oldtime friends on the road got together at the Palmer House, Chicago, for a luncheon on the after-

noon of Sept. 18. During the luncheon Mr. Proctor was presented with a rare gift, one which will create an endless panorama of pleasant memories during the years of his retirement. It was a beautifully-bound album containing the cards of some 250 traffic department representatives, together with greetings, best wishes and other appropriate remarks arising out of friendship. Represented in the album were Milwaukee Road men from New Orleans to Winnipeg and from Boston to San Francisco, many of whom would have been in attendance if travel conditions had been different.

E. W. Soergel, freight traffic manager, acted as toastmaster at the luncheon. The esteem in which Mr. Proctor is held was reflected in the friendly remarks made by Messrs. Scandrett and Gillick, as well as by many other officers of the road who were present.

Born in London, England in 1868 and educated at a college in Belgium, Mr. Proctor came to this country as a young man and began his railroading career with the Burlington, Cedar Rapids & Northern Ry. in 1885, working in various capacities, including that of switchman. In 1892 he entered the service of the Milwaukee Road in the freight claim department and in 1897 was promoted to city freight agent at Minneapolis. Two years later he was appointed traveling

freight agent with headquarters at Kansas City, and in 1900 returned to Chicago as assistant commercial agent. Afterward he held successively the positions of general agent in Chicago and general freight agent until his promotion to the rank of assistant freight traffic manager in 1922. During the first World War he served the government as fuel administrator in the northwest region.

Mr. Proctor plans to spend the greater part of his time at his home in Grays Lake, Ill., near Chicago. He can be certain that he takes with him into retirement the respect, the affection and the very best wishes of the entire Milwaukee Road family.

Harry S. Zane Succeeds T. W. Proctor



Harry S. Zane

HARRY S. ZANE, assistant freight traffic manager, who has been with the Milwaukee Road for 39

Sixty-three of Mr. Proctor's immediate associates assembled at the Palmer House, Chicago, on Sept. 18 to wish him well. Mr. Proctor is seated at the middle of the speaker's table, between E. W. Soergel at his right and H. A. Scandrett at his left.



years, has been chosen to succeed T. W. Proctor, effective Sept. 16.

Mr. Zane, well known to the employes of the road both on line and off, entered our employ in 1904 as a messenger boy in the local freight office in Kansas City. In 1917 he became contracting freight agent (city freight agent) at that point, but this position was abolished when the government took over the railroads during the first World War, and he became general foreman in the Kansas City merchandise warehouse, but resumed as city freight agent at the end of the war. In 1922 he was promoted to the position of traveling freight agent at Kansas City and on Jan. 1, 1926, when the road opened an office in Tulsa, Okla., Mr. Zane was made general agent there. In 1932 he was transferred to Kansas City again as acting general southwestern agent, also retaining supervision over Tulsa. In 1933 he was permanently appointed general southwestern agent, and in 1938 became general northwestern freight agent at Minneapolis. On Mar. 1, 1939 he came to Chicago as assistant freight traffic manager.

Mr. Zane has the best wishes of us all as he takes over his new duties.

R. T. McSweeney, Assistant Freight Traffic Manager



Robert T. McSweeney

ROBERT T. MCSWEENEY, oriental traffic manager and assistant freight traffic manager, succeeds Harry S. Zane and will take charge of the eastern off-line territory for the road.

Mr. McSweeney started in the local freight office, Chicago, as a stenographer in 1910, transferring to the oriental traffic department four years later. He held various positions, and

was appointed export and import agent in 1926. In 1937 he became oriental traffic manager, and in 1940 was given the additional title of assistant freight traffic manager. As assistant freight traffic manager, Mr. McSweeney will retain supervision over the export and import department.

Mr. McSweeney is widely known among exporters and importers both in this country and in the Orient, Australia, New Zealand and the Philippine Islands.

Hibbard, Basil Receive Promotions

AMONG recent appointments made in the traffic department are those of R. E. Hibbard to the position of assistant to chief traffic officer, and F. D. Basil to the position of export and import agent.

Raymond Hibbard, the son of a former Dubuque Division conductor, George R. Hibbard, entered the service of the road in 1918 as a ticket clerk at the Dubuque, Iowa passenger depot, and was appointed chief clerk to the division freight and passenger agent at Dubuque, Iowa, in April, 1921. He continued in that capacity until September, 1922, at which time he transferred to the general freight department at Chicago. He was appointed chief clerk to the vice-president in charge of traffic in July, 1935, and occupied that position until the present appointment, which became effective Sept. 16.

Frank Basil entered the employ of the road in 1922 in the general freight department, transferring to the oriental freight department in 1924. He held various positions between that time and the time of his appointment as export and import agent, which was effective Sept. 16. Mr. Basil assumes foreign department functions relinquished by R. T. McSweeney.

You'll enjoy life more if you just remember that things are never as good or as bad as they seem to be.



R. E. Hibbard



F. D. Basil

Appointments

Freight Traffic Department

T. W. Proctor, assistant freight traffic manager, Chicago, Ill., after more than 51 years of loyal and efficient service with this railroad, retired from active duty at his own request, Sept. 15.

Effective Sept. 16, 1943:

Harry S. Zane, assistant freight traffic manager, succeeds to the duties previously performed by Mr. Proctor.

R. T. McSweeney, assistant freight traffic manager and oriental traffic manager, succeeds to the duties previously performed by Mr. Zane.

F. D. Basil is appointed export and import agent, with office at Chicago, Ill.

Frank Hagendorn is appointed traveling freight and passenger agent, with headquarters at Milwaukee, Wis., succeeding A. Mallum, deceased.

Traffic Department

Effective Sept. 16, 1943:

Raymond E. Hibbard is appointed assistant to chief traffic officer.

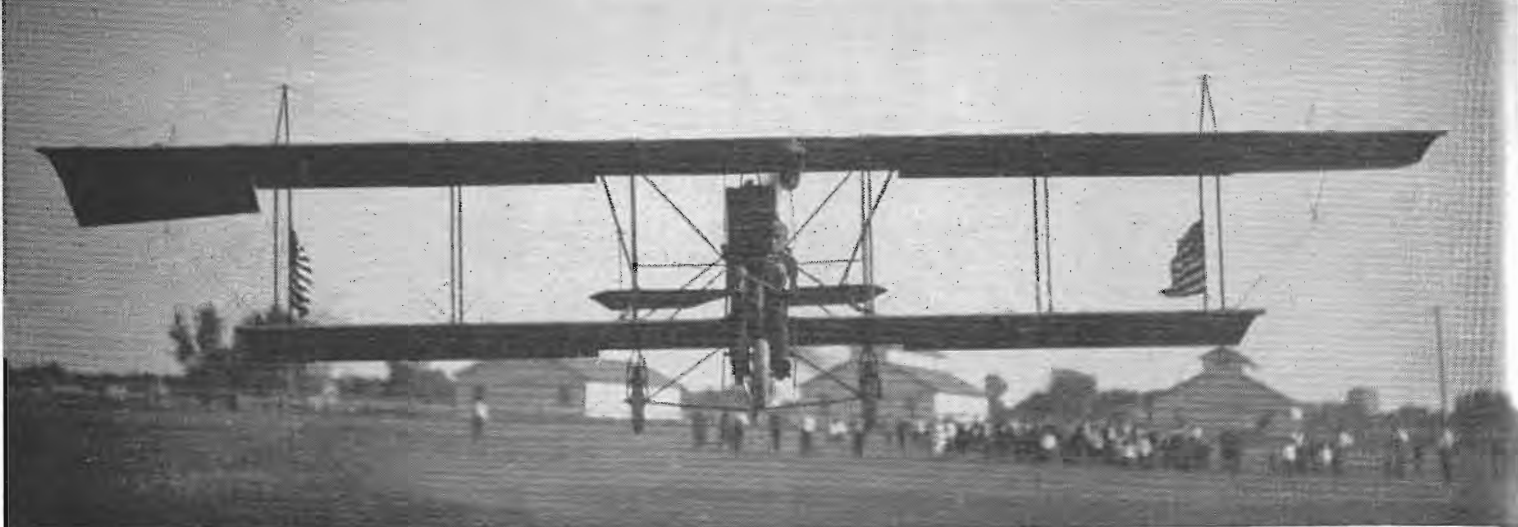
Mechanical Department

Effective Sept. 1, 1943:

W. E. Brautigam is appointed division master mechanic with headquarters at Deer Lodge, Mont. Mr. Brautigam, who has been assistant master mechanic at Deer Lodge for several years, succeeds E. Sears who is retiring after 44 years of railroad service.

Correction

Last month, in the story concerning the retirement of E. H. Soike, reference was made to the late W. P. (Park) Kennedy, former Lines East general chairman of the Brotherhood of Railroad Trainmen. It now seems that Mr. Kennedy is vice president of the B.R.T. and has been since June, 1935. The Milwaukee Magazine regrets having made such a mistake . . . but is delighted to find it was wrong.



A. T. Heine, Milwaukee Road machinist in Minneapolis, and one-time pioneer aviator, is shown at the controls of one of the first airplanes he built. He was the builder and flier of the first airplane in Minnesota. (All pictures illustrating this story are by courtesy of the Minneapolis Daily Times.)

Milwaukee Road Man on the *Flying Trapeze*

☆☆☆

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FROM the *Minneapolis Daily News*: "A. T. Heine, Minneapolis aviator, today declared American aviators could annihilate any Mexican force which might try to prevent U. S. troops from marching to Mexico City.

"Flying at 5,000 feet, Heine claims he can see men on the ground perfectly without a glass, and could clear out dangerous machine gun traps with shells containing 20 pounds of dynamite which explode when they hit the ground. Heine offered his own services to lead an aviation squad and so notified Secretary of War Garrison by letter Tuesday". (Garrison? Say, what is this? Oh, oh! That's what happens when you hoard old papers. Dateline—Apr. 23, 1914!)

Well, maybe our news isn't so up-to-date at that, but let's scan a more recent headline from the *Minneapolis Times* . . . July 19, 1943:

"Pioneer City Flier Yearns for Old Pusher Planes", it says, and continues. 'If I weren't married, I'd like to build another pusher and do some exhibition flying today', says the 61 year old Milwaukee Road machinist, flier of the first airplane to whistle over Minneapolis, and builder of the first plane in Minnesota."

Well, it all adds up to just this—you have to get up early in the morning, and read the newspapers, to keep posted on your neighbors. Fellows have worked next to Heine man and boy for many a year, and not known from his telling it that he is

by **Katherine McBride**
Correspondent, Minneapolis, Minn.

one of the pioneers in aviation, and spent his early days barnstorming around the country, doing exhibition flying in home-made planes.

Heine's first business venture back in the early 1900's was a bike shop on grassy Lake Street, then on the city outskirts, where he did considerable experimenting with cycle motors. An avid follower of the Wright brothers' exploits, Heine studied carefully all aviation booklets he could lay hands to, built model planes, and saved his pennies until he had sufficient funds to enroll in a Chicago aviation school. There in two months he completed the course on plane assembly, and turned to flying those lattice-work biplanes which were the wonder of their day.

Plane Strictly One-Man

To quote an old newspaper clipping:

"As the planes would carry only the pilot, no instructor could accompany the student in the air. Therefore, Heine had to learn first to make short hops while running the plane down the field. This was called 'grass cutting', making hops of only a few feet at a time, increasing the length as skill was attained. The only means the embryo flier had of knowing that the plane was off the ground was by lying on his stomach and peering at the wheels.

"Whenever there was a wind, flying lessons were suspended. Planes

had so little power (25 m.p.h.), and were so unstable that they could not be handled in a breeze of even moderate rate."

Heine polished off his flight schooling at the Curtiss Field in San Diego, where he had one close-call when he struck an air pocket while "air-viewing" a golf match. The plane tilted, throwing him from the seat. A shoulder strap prevented his falling from the plane, and he managed to scramble back into the seat and right the machine. Only his altitude of 800 feet saved him from crashing. From then on, he used a lap strap.

On completing his training, Heine took to building his own planes, the first constructed in the vacated buildings of the Wonderland Amusement Park on Lake Street. He later transferred his workshop to the flying field at Fort Snelling.

In January, 1913, Heine made his first flight over the Twin Cities, heralded by newspaper extras, and huge crowds swarmed to housetops and treetops for a view of this air-borne man and machine. He circled the Minneapolis courthouse three times, with a little flourish over the Milwaukee roundhouse, and returned to the Snelling field, all in 18 minutes.

Storms set Heine back a pretty penny. With contracts signed for flying totaling \$45,000, a wind-storm demolished his two planes at Snelling. He built a new plane and this too was wrecked 30 days later in another storm. He built eight planes in all.

War Ends Flying Career

His only accident occurred in Miles City while stunt flying for a round-up celebration. A sandstorm the night before his performance clogged up the motor, and before it could be completely cleaned, "the show was on". Rising into a stiff wind, the motor stopped dead only 150 feet in the air. With no coasting range, the plane barely missed the cattle pens, tangled with some telephone wires, and overturned, pinning the pilot underneath. Heine went to the hospital for six weeks with four broken ribs.

His flying career ended shortly thereafter, when President Wilson ordered civilian flying suspended during the first World War. By then the pusher plane was being replaced by newer models—some of which Heine himself adopted as they suited his purpose—the covered ribwork, and increased motor power. There was only a slim livelihood in flying, and he took to the machinist trade with the Milwaukee in 1915—where he is still active today.

Heine's interest in flying is keen, and he keeps well posted on modern progress in aviation, occasionally running out to Wold Chamberlain for a chat with the machinists, and a spin with the boys.

"Western Flying", a national aviation magazine, carried an article some time ago by E. Hamilton Lee, United Air Lines captain, which was a glowing tribute to Heine. Lee, reputed to have more logged hours in the air than any other pilot in the



A. T. Heine was the daring young man who clung precariously to the controls of this flying trapeze as it flew around the courthouse in Minneapolis. He flew around the Milwaukee's roundhouse the same day. Date—1912.

world today, first became interested in flying back in 1913 when Heine gave him a ride on a Curtiss pusher biplane, seated on a board placed on the lead wing, with arms hooked around a strut and a support wire. When Heine built his two-place pusher, Lee was one of his first three students.

Heine Prophesied "No More Pushers"

Then student and teacher heard of a new tractor plane being built in Chicago with a motor out front—a radical departure. Heine prophesied well. "Ham", he said, "My guess is that a few years from now there won't be any more pushers. Better learn to fly these new ones." Which Lee did. But for all his training and experience, Lee attributes his long safe record in flying to the lesson learned from Heine back in 1913.

"Never forget", Heine preached, "a plane is a very heavy piece of machinery. When it stops flying, it falls. If anything goes wrong, push the nose down and keep your speed. Your chances to survive are 100 times better if you fly all the way down and land rolling." Lee unraveled many an aviation problem and

tight spot by applying this simple rule learned in a two-seater pusher.

In the strictest sense of the word, this article isn't news. Its origin lies back in the early 1900's. And yet, in this air-minded age we feel certain the Milwaukee family will take considerable interest and pride in knowing one of its members belongs to that army of pioneers who laid the groundwork for today's winged miracles.

An employer was trying to find out from one of his negro workers why he objected so strenuously to working on Saturday night. Said he. "George, you are willing to work on Saturday afternoons, Sunday afternoons, and Sunday nights, when necessary. Now why don't you want to work on Saturday nights?"

"Well, Boss," came the reply, "if you had ever been a colored man on Saturday night you wouldn't ever want to be a white man again as long as you live."



A. T. Heine in 1912, one of the nation's mere handful of aviators.

October, 1943

A. T. Heine in 1943. He is shown inspecting the controls of a Hiawatha locomotive. The locomotive won't fly, exactly, but it will go faster than the airplanes of his flying days.



Credit Unions

On The Milwaukee Road

By Paul R. Haese
Treasurer, Milwaukee Road Credit Union,
Union Depot, Milwaukee, Wis.

THE story of credit unions on the Milwaukee Road is really a story of people, of ourselves working for each other.

It is the story of 16 groups of Milwaukee Road employees who willingly give of their spare time to serve as directors, committeemen and officers in order to give to their fellow employees and themselves an organization of their own whose purpose is to save money for the members and make loans at reasonable rates.

A credit union is organized like a club, with each member having one vote and with officers elected from the membership. It is organized for a particular group, or for a certain community, usually among employees who work together and who are well acquainted with each other. The Hiawatha Credit Union, for instance, serves employees in the Fullerton Avenue office building, Chicago, and the Milwaukee Employees Austin Credit Union, serves all employees in Austin, Minn.

Country's Credit Unions Three Million Strong

There are 10,000 credit unions in the United States with an aggregate membership of more than three million. They are organized into 48 credit union leagues, which are associated in the Credit Union National Association of Madison, Wis. The state leagues and the National Association maintain field men, publications and numerous other services designed to help credit unions in their operations and to assist in the organization of credit unions wherever the need exists.

It is frequently found that one credit union in a city is too unwieldy to serve employees to best advantage. Take, for example, Milwaukee, Wis., with four credit unions—one located at the depot and three at the shops. These serve their own particular groups and although membership may sometimes overlap, the relationship between the groups is always harmonious.

The financial soundness of all credit unions is safeguarded in a number of ways—by incorporation under state and federal law, by a supervisory committee which periodically inspects the books independently of the treasurer, by an annual examination of the books by state or federal authorities, and by bonding the treasurer and all other officers who handle money.

The credit union is used by its members to accumulate their savings and to make loans to each other from their savings. A board of directors elected by the members controls the policies of the group. A treasurer appointed by the directors takes care of the business details. A credit committee elected by the members passes on loan ap-

plications. Each year in an annual meeting the members review the business of the credit union and vote on policies.

Operating Expenses Are Low

Since the credit union is run like a club, with everybody acquainted with nearly everybody else, and with officers serving for the most part without pay, the expenses of doing business are quite low. Consequently, the credit union is an economical source of credit. Interest rates are never higher than 1 per cent per month on unpaid balance, whereas loan compa-

nies charge as high as 3½ per cent per month. Thus, a credit union loan of \$100 paid off in 10 months would cost \$5.50 in interest, while the same loan from a loan company might cost as much as \$19.25.

It is estimated that the credit unions represented in the combined statement shown in connection with this article have saved their members between \$150,000 and \$300,000 in interest charges on the one and one-quarter million loans they have made.

Credit union earnings are used to defray expenses, to set up a reserve fund against uncollectible loans and to pay dividends on savings accounts.

Losses have been remarkably low, averaging about one-tenth of 1 per cent, a fact which can be credited to the feeling of loyalty to the credit union—which is, after all, just so many friends and acquaintances. As an illustration, one of our credit unions which has made loans amounting to \$130,000 has lost \$490 through uncollectible loans. Another one, with total loans of \$25,000, has lost \$10.90. Railroad men are, as a rule very faithful

Milwaukee Road Credit Unions

A Combined Financial Statement

BELOW is a list of the credit unions organized among employees of the Milwaukee Road, together with a combined financial statement.*

Boulevard Credit Union, Chicago, Ill.
Hiawatha Credit Union, Fullerton Avenue, Chicago, Ill.
Milwaukee Road Credit Union, Union Depot, Milwaukee, Wis.
Milwaukee Road Car Department Credit Union, Milwaukee shops, Milwaukee, Wis.
Milwaukee Road Locomotive Credit Union, Milwaukee shops, Milwaukee, Wis.
Illinois Division Credit Union, Savanna, Ill.
Milwaukee Employees Austin Credit Union, Austin, Minn.
Milwaukee Employees La Crosse Credit Union, La Crosse, Wis.
Sioux Falls Milwaukee Employees Credit Union, Sioux Falls, S. D.
South Minneapolis Shops Credit Union, Minneapolis, Minn.
Tomah Milwaukee Road Employees Credit Union, Tomah, Wis.
Milwaukee H&D Federal Credit Union, Aberdeen, S. D.

ASSETS

Loans	\$139,085.91
War Bonds and Investments	63,006.05
Furniture and Fixtures.....	334.75
Cash on Hand.....	48,651.55
	<hr/>
	\$251,078.26

LIABILITIES

Shares	\$226,218.16
Bond Dep. Reserve.....	710.00
Guaranty Fund	17,354.13
Misc. Reserves	138.84
Undivided Profit	6,612.48
Entrance Fees	44.65
	<hr/>
	\$251,078.26

Total membership, 3,648.
Number of borrowers, 1,554.
Total amount of loans made since organization, \$1,275,053.00.

*There are also credit unions at St. Paul roundhouse, at Miles City, Mont., at Madison, Wis., and at the store department in Milwaukee whose figures are not included in this statement.

debt-payers, and there are instances in which loans have been paid back even after they have been charged off as a loss.

Loans for Any Provident or Productive Purpose

Credit union loans are granted for any purpose which is to the member's benefit—any "provident or productive purpose". Common reasons for borrowing include paying off old bills; buying for cash rather than by installment; payment of taxes; medical bills; funeral expenses; home repairs; farm equipment; vacations; wedding expenses; education; giving a friend a helping hand, and so on.

Our credit unions have helped many an employe get started with the road by providing money for the purchase of work clothing and a watch, to pay board and tide him over for a brief time. They have helped employes move their families to different locations, and many a baby has been brought into the world with its hospital and doctor bills paid with credit union money. These funds have been known to buy cows, pigs, seed, and to pay threshing bills. They have, of course, helped further the national dream of owning a home.

Laws vary with regard to the amount a credit union may lend to any one member, but it is common practice for loans up to \$1000 to be made with security, and some credit unions will lend as much as \$300 on the borrower's signature. It is the job of the credit committee to see to it that the borrower does not borrow beyond his ability to repay.

Although every effort is made to bring as many as possible into a credit union, size is not of utmost importance. The Hiawatha Credit Union of Chicago is the largest on the road, having been organized in 1940. It has experienced a rapid growth, now having a membership of 636, and total assets of 75,000. In its four years of operation this credit union has made loans totaling \$275,000. The smallest is the Tomah Milwaukee Road Credit Union at Tomah, Wis., with 70 members; it, too, was organized in 1940. The credit union that serves its members wisely and well is the successful one.

Given efficient leadership, credit unions on the Milwaukee Road are bound to succeed because of the stability of employment and the high character of the road's personnel.

As the Train Went By . . .

The following is quoted from a recent issue of a Minneapolis paper:

"To the Editor: The other day about a dozen of us were waiting to cross the track on one of the five or six railroad crossings most small towns of this size have. We couldn't cross because a long freight had pulled in on the siding and so completely filled it that it had no room to break a coupling and open a crossing. The freight was waiting for the Olympian, crack passenger train of

Support The National War Fund

The National War Fund, organized for the purpose of uniting in one nation-wide drive all of the war-related agencies for United Nations, military, and home front relief, will soon be making its appeal to all of us. In some communities along the Milwaukee Road the War Fund drive and the local Community Chest drive will be combined, whereas in others they will be conducted separately. The following release from the headquarters of the National War Fund should be read with that fact in mind:

THE purpose of the National War Fund is to raise and distribute adequate funds to meet the reasonable requirements of all approved war-related appeals in co-operation with 6,000 local united campaigns throughout the country.

In this way it will be possible to contribute to all war relief and service organizations at one time, in one lump sum—all, that is, except the American Red Cross.

Generally, the National War Fund meets a need that has been realized throughout the country by the thousands of volunteer workers who give their time and money to support these appeals. It will eliminate the confusion in the minds of contributors who in the past have been faced with incessant and innumerable demands upon their generosity.

Through the National War Fund, and concurrent campaigns of organized community chests and local war funds—from Oct. 1 to Dec. 1—funds will be raised for the following activities and war relief agencies:

- *The USO and USO Camp Shows, Inc.*, which provide entertainment and recreational facilities in off-duty hours for our armed forces at home and abroad;

- *The United Seamen's Services,*

which provide similar facilities, and also rest and convalescent homes for the men of the Merchant Marine;

- *U. S. Committee for the Care of European Children*, which makes possible the evacuation of children from bombed-out areas of Europe, and their safe conduct to foster homes;

- *War Prisoners' Aid*, which arranges recreational, educational and religious facilities for war prisoners of all nations;

- *The British War Relief Society, United China Relief, Queen Wilhelmina Fund, Greek War Relief, Polish War Relief, Russian War Relief, United Yugoslav Relief Fund, French Relief Fund, Norwegian Relief, Refugee Relief Trustees, Belgian War Relief, United Czechoslovak Relief Fund, and Friends of Luxembourg, Inc.*, all of which help to meet some of the human needs of war-torn Europe.

A contribution to your local united community war fund will make it possible for agencies of the National War Fund to care for the peoples of devastated Europe, to see that they are fed and clothed, and that they are evacuated from the war area and given the hope and comfort that is the right of all free men.

the Milwaukee Road.

"So there was nothing to do but wait. Some of the boys were sore. Not a few had some choicely worded ideas on how railroads and engineers could keep better schedules. Very few took cognizance of the fact that, due to war hauling, this line was and is running upwards of 20 trains a day on a single track and that the trains must meet somewhere.

"Today it was Stewart, and it was most annoying.

"And then we heard her whistle, drowning out the cuss words of the gathered crowd. She bore down on us with a screech of protesting steel, whistle screaming and trailing a plume of steam and smoke. And as she rocked past we saw the engineer lean from the cab, a smile on his

begrimed face. Then he stretched out his arm and he had his two fingers raised in the V for Victory sign.

"The train was gone. The freight tooted its whistle and began to move. Most of us hung our heads as we got back into our cars. No one said a word. There was nothing to say.

"Stewart, Minn.—Francis J. Burr."

"Queer looking socks you have, one red and the other green."

"Yep, and I have another pair at home just like 'em."

The amount of light that reaches the eye from some distant stars is equivalent to the light coming from a candle six miles away, according to the Better Vision Institute.

★ *Front and Center!* ★



L. to R.: Corp. Bert L. Williams, Pfc. Frank E. Williams, and Corp. Charles J. Williams.

Conductor Fred Williams of Madison, S. D., has three sons in the service of their country: Corp. Bert L. Williams is with an infantry outfit at Camp Roberts, Calif. Pfc. Frank E. Williams, with an engineers battalion, has been somewhere overseas for 18 months. Corp. Charles J. Williams is with an engineers unit in Orlando, Fla.



Harold C. Reinke, U.S.N.

Harold C. Reinke, former B&B carpenter on the I&D Division, is now somewhere overseas with one of the Navy's construction battalions.



Aviation Cadet Arthur B. Erdall

Aviation Cadet Arthur B. Erdall, who was employed two consecutive summers in the district engineer's office, Minneapolis, before entering the service, is now in training at San Antonio, Tex. His father is A. C. Erdall, state solicitor for the road at Minneapolis.



Pvt. Edward A. Reinert

Pvt. Edward A. Reinert, son of Otto Reinert, a veteran rail-roader employed as special accountant in the freight auditor's office, Chicago, is in the Radio Division of the Army. At present he is at the University of Wisconsin.



Pvt. John E. Koetting

Pvt. John E. Koetting, son of Operator E. C. Koetting of Laredo, Mo., is with the 342nd Infantry at a camp in Texas.



Pvt. Edmund J. Mason

Pvt. Edmund J. Mason of Corona, S. D., formerly a section man at that point, has been in the Army since April, 1942, and is somewhere in Australia now. His father, William Mason, is section foreman at Corona.



Corp. John A. Wilson

Corp. John A. Wilson, formerly a fire patrolman on the Coast Division, is with the Marines in the Southwest Pacific.



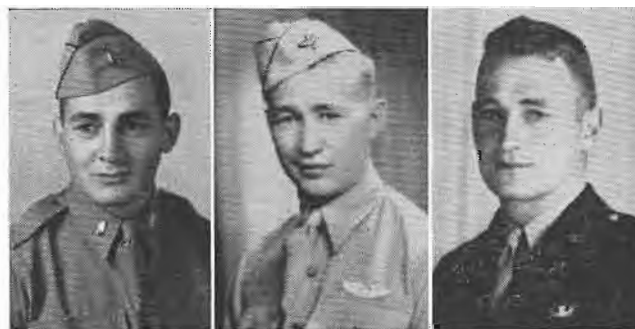
Corp. Vernon Lindahl and his bride

Corp. Vernon Lindahl, formerly of the freight auditor's office, Chicago, is now stationed at Camp Wheeler, Ga. He is shown with his bride just after their wedding in Chicago on May 8.



1st Lt. W. C. Whitham

1st Lt. W. C. Whitham, who made a fine record with the engineering department during the five years he was with the road prior to entering the service last February, is now serving abroad, although it is not known where. His last position with the road was that of instrument man at Aberdeen, S. D.



L. to R.: 2nd Lt. Thomas J. Welles, Staff Sgt. R. J. Welles, and Maj. Edward Welles.

P. N. Welles, a passenger engineer on the west end of the Trans-Missouri Division, has three sons in the armed forces: Staff Sgt. R. J. "Bud" Welles, who was a locomotive fireman on the T. M. Division, is in New Guinea and has been awarded both the Distinguished Flying Cross and the Air Medal. 2nd Lt. Thomas J. Welles is with an engineers outfit, whereabouts undetermined. Maj. Ed Welles is a paratrooper and was among the first American soldiers to set foot on Sicily.



D. N. Lofdahl, U.S.N.

D. N. Lofdahl, pharmacist 3rd class, is on the naval hospital staff at Farragut, Ida. His father, Sig Lofdahl, is a brakeman working out of Montevideo, Minn.



Eugene F. Smith, U.S.N.

Eugene F. Smith, a former trucker at Austin, Minn., and son of warehouse foreman there, recently completed his boot training at Farragut, Ida.



Pvt. Robert G. Ferris

Pvt. Robert G. Ferris, formerly employed as a clerk in the freight office at Madison, Wis., is in training at the Ordnance Unit Training Center, Red River Ordnance Depot, Texarkana, Tex.



Al Main, Jr., U.S.N.

Al Main, Jr., son of Engineer Al Main of Sioux City, Ia., is helping the Navy get in a few hard licks in the South Pacific.



2nd Lt. Jack Maher

2nd Lt. Jack Maher, who was recently graduated from Craig Field, Selma, Ala., is now bound for the South Pacific and his first assignment. He was formerly rate clerk in the freight traffic department, St. Paul.



Edward Olson, U.S.N.

Edward Olson, storekeeper 2/c in the Navy, was back in St. Paul on a furlough recently. He formerly was a car inspector at the St. Paul new yard, and is now stationed at the Naval Air Station at Miami, Fla. As the picture indicates, Ed feels better than anybody.



Pfc. Gerald F. Gallatin

Pfc. Gerald F. Gallatin, son of J. Otto Gallatin, roundhouse foreman of Laredo, Mo., entered the service in March of this year and is now in training with an armored regiment at Camp Campbell, Ky.



L. to R.: Ensign Mercedes Lentz, Mrs. Maxine Woodcock, and Phyllis Lentz.

Conductor Fred Lentz of Mobridge, S. D., has three daughters in the service of their country as nurses: Maxine is at Marine Hospital in Chicago, having been in Marine service since 1938. In 1941 she married P. C. Woodcock, a lieutenant in the Navy. Phyllis is a nurse at the Marine Hospital in Cleveland, Ohio, having been in the service since 1942. Ensign Mercedes Lentz, stationed at Great Lakes Naval Hospital, entered the service in June of this year.



Aviation Cadet Benjamin J. Totushek

Aviation Cadet Benjamin J. Totushek, who was formerly employed as a clerk in the local freight office, Minneapolis, was recently graduated from basic flying training at Merced, Calif., and has gone to Marfa, Tex., for his advanced instruction.



Corp. Robert J. Schultz

Corp. Robert J. Schultz, son of R. A. Schults, air conditioning electrician of Sioux City, Ia., is now attending a radio school at Silver Springs, Md.



Pfc. Louis Reddish

Pfc. Louis Reddish, son of John Reddish, a flagman employed at Davenport, Ia., was shell-shocked while in action in North Africa and has been hospitalized in New York City.



Pvt. Gerald Hollingsworth

Pvt. Gerald Hollingsworth, former carman helper at Minneapolis shops, is with the Infantry at Camp Rucker, Ala.



Pvt. Thomas Lancey

SERVICE CLUB SIDE-LIGHTS

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

Miles City Club Has "Picture Talk"

Milwaukee employees, retired veterans and friends were invited to attend a special meeting of the Miles City Club at the Elks home on Sept. 7. Dr. J. Richard Olson of Billings, Mont., presented a picture on "The America We Defend" and a lecture in connection with it. Games and dancing followed the picture talk, with music furnished by the Milwaukee Road orchestra. The personnel of the program committee included S. W. Nelson, chairman, William Freeland, Tony Biedrzycki, Bing Smith, Arnold Running, A. W. Wickersham, G. E. LaRue, R. P. Jorgenson and H. L. Stamp. R. H. (Dick) Jensen, chairman pro-tem of the club, and his committees are to be complimented on this fine evening's entertainment.

Section Foreman Makes Unique Honor Roll

Tony Spatafore, section foreman, at Mellette, S. D., has created for the James River Valley Service Club one of the most unusual service men's honor rolls to be found anywhere.

Mr. Spatafore used a piece of plywood measuring 36 x 39 inches, on which he worked with a burning needle. Down one side runs a list of 27 names of former employees in the club area who are in service, and down the other side are the names of 15 boys in service whose fathers are employed by the road. Between the two lists is a circular map offering a north polar view of the world. Red, white and blue threads, worked through holes in the plywood, extend from the names to the points on the map where the individuals are stationed. Needless to say, the varicolored threads weaving from either side of the honor roll to all points of the map form a picture which is not only attractive but quite impressive. It affords an immediate and powerful conception of the scope of the war. Pvt. Raymond Baker, whose name is listed at the head of the

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Service Clubs

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group of employe service men, is the only one of the boys who is known to have made the supreme sacrifice. His name is marked by a gold star.

The honor roll has been on tour, appearing in public gathering places at a number of points along the railroad in South Dakota. It recently made the rounds of the Chicago general offices.

ACTIVITIES IN GENERAL

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

Marquette Area Club

It has been the practice of the Marquette Area Club to stage an annual picnic each year for all members in this area. This year the members were somewhat hesitant about undertaking it, because of war conditions but they have been faithful in their Service Club activities in the past year and had received very favorable recognition in their sponsoring a Boy Scout troop that had taken all honors in Northeastern Iowa, and for this faithful service the Milwaukee Road honored these employees by putting on this picnic.

It was a stag affair, held at Buelah Falls, Ia., just outside of Marquette, on Aug. 21. The grounds are no more than a cow pasture, but more than 100 employees turned out and turned the quiet cow pasture into a stadium as they enjoyed a ball game and partook of hot dogs, bologna, cheese and what have you.

The first ball game ended after two or three innings. It was merely a warm up for the real game of the day. The employees of the I & D Division loaded their team with professionals, and some of their friends. The D&I Div. had a few old timers such as Jiggs, Dutch Herron and the famed Mathew boys. The I & D came to bat

first and when darkness fell and the game was called, the D & I Division was trailing in the 4th inning by a score of 98 to 95. There was however, only one down, the bases were loaded and Home Run King Samko was at bat. He played a piccolo solo at each base. It was necessary to use six umpires to see that all decisions were fair. Although there was many a lame muscle, no one complained of not having enough to eat.

Chairman Pillard and his committee, headed by Don Herron and W. P. Trenkled, are to be complimented for their efforts in arranging this picnic. They feel this affair will boost the morale of the men and they in turn will boost the Service Club for many months to come.

Marion-Cedar Rapids Club

An appreciation picnic sponsored by the Milwaukee Road, honoring the members of this club and the employees in this area, was held on the beautiful grounds of the Marion Country Club on Sunday, Aug. 22. Approximately 385 were present.

The picnic dinner was served cafeteria style by the committee. Some of the outstanding diversions were golf, horse shoe pitching, and a soft ball game between the old men and the young men. In the golf game the foursome was Mr. Foster, Mr. Lanning, Mr. Jefferson and Mr. Shernach they were to play nine holes but play had to be discontinued at the fifth hole either because of darkness or the sound of pennies on the boards of one of the tables.

Many favorable comments have been received by the committee for their careful and well planned arrangements for such a large attendance. The committee was proud that this was the largest group which had ever attended a picnic of this club, and from this response they feel confident those attending will assist in building the Service Club attendance at future meetings which will give them more ambition to arrange many worth while activities in the months to come.

Don't be a squanderer—put your money in War Bonds and spend it after the war when prices are lower.

"Why does a woman say she's been shopping when she hasn't bought a thing?"

"Why does a man say he's been fishing when he hasn't caught a thing?"

NOTICE

The help of the Milwaukee Road has been requested in the locating of a man by the name of William Martin, a former employe. He is about 49 years of age, was born in London, England, and took employment with the road after coming to this country quite a number of years ago. Nothing beyond those meager facts is known about him.

His sister, Mrs. D. Crawford, whose address is P. O. Box 1763, Jackson, Tenn., has made the request; any employe who feels he can help Mrs. Crawford locate her brother, will please write directly to her.



C. P. Devereaux, agent at Menominee, Mich., is shown as he tells some of the members of the Menominee River Service Club about the history of the old 45-star American Flag which graces the club's quarters in the depot building.

Safety Shoes

The following tabulation shows the percentage of employees equipped with safety shoes under the jurisdiction of the several officers in the departments listed:

Maintenance of Way Department

Name of Officers	Percent Wearing Safety Shoes	
	Aug. 31, 1943	July 31, 1943
W. Lakoski	81%	82%
K. L. Clark	77%	75%
H. Wuerth	77%	72%
A. Daniels	76%	75%
T. H. Strate	76%	72%
E. W. Bolmgren	73%	69%
R. A. Whiteford	70%	71%
W. F. McDonald	50%	46%
F. M. Sloane	48%	51%
W. E. Ross	45%	46%
V. E. Glosup	42%	38%
C. L. Waterbury	41%	40%
W. E. Ring	39%	39%
E. H. Johnson	31%	35%
T. M. Pajari	22%	21%
TOTALS	59%	58%

Locomotive Department

J. Reinehr	85%	81%
F. O. Fernstorm	75%	74%
L. H. Rabun	73%	73%
A. M. Martinson	71%	77%
J. L. Brossard	63%	63%
W. N. Foster	57%	57%
H. W. Williams	48%	47%
G. Blyberg	47%	47%
W. Henderson	47%	45%
J. Turney	41%	40%
B. Glen	36%	38%
H. E. Nikisch	36%	37%
H. E. Brautigam	28%	24%
TOTALS	58%	58%

Car Department

H. A. Grothe	70%	69%
A. C. Schroeder	58%	57%
M. L. Hynes	46%	45%
H. L. Hewing	43%	42%
W. E. Campbell	38%	38%
TOTALS	56%	56%

Store Department

Store Department points with 10 or more employees:		
W. J. Beckel	100%	100%
L. V. Schwartz	100%	100%
J. V. Anderson	91%	91%
M. J. Schwede	82%	72%
All Other Store Department points with less than 10 employees		
G. A. J. Carr	79%	80%
C. W. Pearce	78%	79%
F. J. Forrest	73%	73%
H. L. Stamp	73%	75%
H. L. Stamp	72%	72%
J. C. MacDonald	69%	62%
A. C. Harris	58%	81%
H. Patton	54%	54%
J. J. Dorsey	27%	27%
TOTALS	76%	78%

Spuds

By Lisle Young

A RAPIDLY growing business which is giving promise of big things is the Certified Seed Potato industry in the Garden City, S. D., area, located on the Madison-Bristol line of the I&SM Division. Harvesting this year produced the biggest yield from the largest acreage in history.

Why the phenomenal growth of the potato industry in this particular locality which produces the finest potatoes and has some of the largest growers in the state? The black, sandy, loam soil, the higher altitude, climate and selection of the best seed stock available makes an ideal combination for potato production. This allows early digging, gets the potatoes to the table market a few weeks before those raised in nearby areas and gets the drop on the seed potato market in the south—Cuba, Florida, Louisiana, Alabama, Arkansas, North and South Carolina, Missouri and Kansas. All routing is via the Milwaukee Road to Sioux City, Omaha or Chicago, from which points the spuds are diverted to points beyond.

Good potatoes have been grown here for many years, but seed stock ran out and some farmers were ready to throw in the sponge. Thanks to the introduction of disease-free seed the industry has developed very rapidly since 1938. An all-important industry when food is so vital, good seed stock produced here and planted in southern areas many times has doubled the southern grower's returns and has enabled him to keep operating.

The successful production by E. A. Fletcher and Ed Christianson and other growers near Garden City has necessitated the construction of three potato storage pits with a capacity of 150,000 bushels; this year a washing and grading plant and warehouse has been built on railroad right-of-way.

At present the plant is a busy place. Truckloads of potatoes taken from the fields are driven up to the door and sacks are emptied into the hopper of the washing and grading machine. Boys, girls, and all men and women of Garden City and community have a hand in the potato industry. The tubers pass down the assembly line, soil is washed off, and they proceed clean and polished, to be sorted into grades—Certified South Dakota Seed, U. S. Commercial Certified Seed, fancy table stock, and culls. The crop is officially inspected at least twice in the field and tuber inspected at time of shipping for any indication of disease which might affect the plant and tuber growth.

E. A. Fletcher, first Certified Seed grower in locality, and Ed Christianson, the two men who own the washing and grading plant, have 800 acres of potatoes this year. Their equipment investment exceeds the \$50,000 mark. The yield from 1200 acres will be washed and graded this fall, which will mean a movement of 150 or more cars. The storage pits on right-of-way and on farms of growers are filled for winter storage. This allows a good spring movement. Fred Mohr, local sta-

(Continued on page 15)

Employed persons in the United States in May, 1943, totaled more than the country's population in 1880.

The annual consumption of salt in the U. S. averages 140 pounds per person.

Iraq—Inside Looking Out

Corp. Lyle Osberg, former Minneapolis switchman, paints an illuminating picture of camp life in Iraq:

"No U.S.O. clubs out here—matter of fact, it's a great privilege to even go to town along the main street, as all the side streets are off limits. Prices are high for food, drink, souvenirs—a dime bottle of ink costs a dollar.

"All we have here is dust storms. A weed is a welcome sight; as I'm stationed in a vast desert. Some spots are irrigated and have gardens and date trees, and by the way, the dates are just starting to get ripe, and will soon be harvested. Date trees are about 20 feet high and look like palm trees.

"The weather here is very hot so we don't work from noon until late in the afternoon—not even the natives.

"We live in mud barracks. The mud has been dried and made into bricks. Glass must be hard to get, 'cause the windows are covered with a sort of celluloid with a string or wire mesh in it. Use burlap in place of screens.

"We sure eat a lot of corn; guess we've had it prepared in every known fashion. The potatoes are mostly that dehydrated form so when they are cooked they are like mashed potatoes—in other words, we live out of a can.

"Pieffer, a boy from the Minneapolis terminal, passed his exam to go to officers school so maybe soon he will leave us.

"My boss is Sarg Leko, another terminal switchman from St. Paul."

Ossie jotted off the above missive while holding the camp mascot, Maggie the Monkey, in his lap!

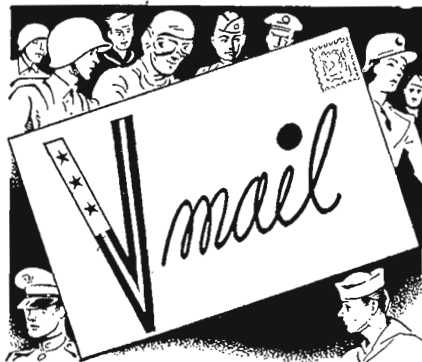
Colonel Ryan Reports



Col. N. A. Ryan

The accompanying picture of Col. N. A. Ryan, deputy chief of transportation in the European theater of operations, and former general manager, Lines West, was taken on July 26. It arrived only recently, accompanied by a brief note which brings us up-to-date on what he is doing to keep busy.

"Things are going along satisfactorily," he writes. "We are very busy with the air war that we are now fighting, but it is going well, and 'Transportation' is doing an outstanding job.



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

"Naturally, I will be very glad to get the thing over with and get home, but have plenty to do, and have found the job very interesting.

"Please remember me to all the gang. I am getting the Magazine regularly."

Whew!

All wear and tear is not confined to the battlefields. Don Kurtz, former River Division fireman, now company clerk with the Army in Hawaii, writes of a 28-mile hike across rocky terrain, starting at 9 a.m. and winding up at 10:30 p.m.

"Mud up to our waists, rain and wind constantly driving at you, strong enough to blow our helmets off our heads (which is what happened to me!). When I arrived in the battery, I had lost one heel and one sole from my shoe. Try walking in that condition for 10 to 15 miles! For food we carried class "C" rations, in cans, consisting of cold beans, stew, biscuits and hard candy. Next morning I felt like someone planted me in plaster of Paris—I was so stiff! That hike was so rugged I walked with a limp for four days!"

Purple Heart Posthumously Awarded

Pvt. Edward Gretzer, formerly a machinist's helper in the car department, Milwaukee shops, has been posthumously awarded the Order of the Purple Heart for bravery in action in North Africa. Private Gretzer, 26, was wounded on Apr. 1 and died Apr. 18 on board the hospital ship that was bringing him home. He was buried in Milwaukee, where his mother and father live.

Keep in touch with your friends in service. If you don't write, you're wrong!

British bombers were over Berlin, the sirens were screaming and people were racing for the shelters.

"Hurry up!" cried the housewife to her spouse.

"I can't find my false teeth," called the befuddled and tardy husband.

"False teeth!" returned the exasperated wife. "What do you think they're dropping—sandwiches?"

Bacon and Eggs a Treat to Returned Flier

A bacon and eggs breakfast in Sydney, Australia, is one of the lasting recollections of Maj. Robert R. Burns, who returned to St. Paul recently for a furlough after 19 months as a Marine Corps fighter pilot in Midway, Hawaii and the Solomon Islands. He is a son of Roy A. Burns, our general agent in St. Paul.

"We got the breakfast of Canadian bacon, eggs and fresh milk on one of our rest trips", Major Burns said. During his service in the Solomons he was squadron commander of a group of Grumman Wildcats which downed 24 Japanese planes without losing a single pilot of their own. The squadron's principal duties were to



Maj. Robert R. Burns

escort bombers and to intercept enemy forces. He spent 500 hours in the air during his service overseas.

By the time this is read Major Burns will likely have returned to active duty.

From the "Land of the Medes and Persians"

The following is quoted from a letter which Sgt. Frank Engebretson, former stenographer in the passenger department, St. Paul, addressed on Aug. 11 to Alice Treherne Herrick, Milwaukee Magazine correspondent in St. Paul. Frank is with a railroad outfit in Iran.

"A letter from Doug Tybering [from the same office in St. Paul] jointly addressed to Leon in Alaska and your correspondent here in the land of the 'Medes and Persians,' as well as the March issue of the Milwaukee Magazine, arriving last evening has put me into such a mood of reminiscing that I can no longer put off writing.

"First of all, my sincere thanks for the Magazine, copies of which I receive quite regularly, if a little late. Your column is still the main attraction for me, and I have read such familiar names as Tybering, Stelling, Sorlien, Nicolai, Lepsche—not to mention my own. You have no idea how heart-warming it was and the friendly pictures it evoked.

"I am favorably located in the northern part of Persia. While the weather here is distinctly on the torrid side, temperature

THE MILWAUKEE MAGAZINE

now well over 100 during the daytime, one doesn't mind the heat so much when out of the direct rays of the sun, as the rare altitude and dryness of the climate proves the truth of that old adage that 'It isn't the heat; it's the humidity.' Nights are hot also and many of the fellows move their cots outside, sandfly bars and all, and sleep where there is a vagrant breeze stirring.

War—with Scenery

"Our location is beautiful . . . at the foot of gorgeous high mountains. A mountain, called Demavend, quite a number of miles away, is positively the loveliest single thing I have ever seen. It rises 19,000 feet, a perfect white cone (being an inactive volcano) and it is still covered with snow. I have also visited the Shah's palaces and seen the famous Peacock Throne, Tamerlane's sword, a rug of pearls with rubies and emeralds worked into it in a rose design. The carpets are, of course, fabulous. I have visited holy cities and gawked at turquoise and gold-domed mosques, so lovely with mosaic and slender minarets rising into the Persian blue sky. Being from Minnesota, I naturally miss rivers and lakes, but I have bathed in ice-cold mountain streams coming down from the snow-fields a thousand feet above, and my body is becoming so tanned I look like a blonde Persian.

"Work is abundant at the office, which is in the railway station. I am acting sergeant major of the office and have charge of the stenographers, file clerks, message centers and runners. Our office is cool, and that is a blessing.

"Food is good, although it is nearly all canned and dehydrated. I say 'nearly' because a month or so ago we, in our company, decided to chip in for fresh potatoes, vegetables and fruit, as well as eggs, so as to have this supplement to our diet. We are allowed by the medics to use anything that can be peeled or pared. We have the reputation of having the best mess, in our own little outfit, of the whole of Persia and parts of Iraq—no little honor.

Night Life—with Curfew

"The people are lazy, as a whole. . . . Women are more often than not veiled, wearing an enveloping cloth over their other clothes and head. The curfew hour for troops is 10 p.m., so our night life is limited. Almost all the cafes have outdoor gardens where it is pleasant to sit and listen to an orchestra play Strauss waltzes and standard American jazz while one sips beer at 60c to 75c a 12 oz. bottle. American or British beer or whiskies are beyond price, for us, whisky running \$15 and up a quart and about \$1.00 a shot. We are only allowed in the cafes marked with signs 'In Bounds.' . . . I have eaten roast gazelle in a very good French restaurant here, and I assure you it was delicious. I would not be surprised, however, if many of the steaks I have eaten should prove to be camel meat. The camel is a frequent sight on the streets—long caravans of them with tinkling bells. Also, tiny toy-faced donkeys, invariably over-burdened, are a common sight.

"Wish I were back with you all again



Sgt. Frank Engebretson

and could go to the ice box and help myself to a nice ice-cold bottle of Coke. We haven't had any Coke since leaving the country.

"Would like to be remembered to all of you. I think of you often. So . . . *c'est la guerre!*

War Expenses Drop

Expenditures for war purposes by the United States Government amounted to \$6,746,000,000 during the month of July. In making this report, the War Production Board said this was \$942,000,000 less than was spent in June, and is the first time since February that monthly war expenditures have decreased from the previous month.

The July daily rate of expenditures was \$249,900,000, compared to \$295,700,000 in June, a decrease of 15 per cent. This is the first decrease in the average daily rate since December, 1942, and the lowest daily rate since January of this year.

From July 1, 1940, through July 31, 1941, the United States government expended \$116,800,000 for war purposes.

Pointers on How to Become Popular

1. Always loan money to your friends without security and never ask them when they expect to pay it back.
2. Never interrupt a person talking and display keen interest in what he is saying. In other words, let him do the talking and you the listening.
3. If a person is telling you of some physical ailment that causes constant pain, don't retaliate by saying that you have arthritis, rheumatism, etc. Keep that to yourself and sympathize with him.
4. If you and your friends are out for the evening, see to it that you foot all the bills. Wrestle with them if they insist on paying. The chances are you will always win.
5. If you are broke, keep away from your "friends."

—Contributed.

"Boy I'm scared! I just got a letter from a man telling me he'd shoot me if I didn't stay away from his wife."

"Well, all you have to do is stay away from his wife."

"Yeah, but he didn't sign his name."

Night Yard Engine

The graveyard goat starts out at twelve
To do her nightly grind,
And clean up work the day crew drops,
Ties up and leaves behind.
The Y.M. leaves his "yellow sheet,"
The foreman reads it through
To get a line on this night's chores;
So let's look with him, too.

"Be sure you turn the cinder pit
First thing, then spot the dock.
You'll find three hoppers on South One
Behind ten gons of rock.
The agent wants the team track switched;
Then come against Track Four,
And weed the empty non-fits out;
There should be eight or more.

"The boss wants two Class A's—
Just handle them with care;
You wabashed one last night and now
The super's in my hair.
Then go on up and pull the rip,
Fill Nine with light repairs,
And bunch the B.O. heavies, too;
Just leave them anywhere.

"Now get together fifteen gons
And twenty O.K. hops
To stock Mine Three; pull in the coat
And block the flats and drops.
Two coal drags going out tonight
Off Two and Five; you've got
To shove 'em to the limit board
If they're here until they rot.

"Make up the timers, north and south,
And get them going quick;
Six, yesterday, was one hour late;
It made the G.M. sick.
Now, do your best, and keep off spot,
And don't commit the crime
Of leaving anything undone;
But mind—no overtime!"

—(Found by Car Agent Dick Hogan
on the bulletin board in the
yard office at Mason City.
Author apparently still at
large)

Having been poor is no shame; but
being ashamed of it is.—Benjamin
Franklin.

Spuds

(Continued from page 13)

tion agent, is a busy man and has his hands full in seeing that customers are satisfied, billings made, and heaters installed during movement in cold weather.

The plant's foreman is Dale Tupper, who supervises the washing, grading, and loading during the 12 hours of operations per day. One hundred twenty-five to 150 individuals work regularly in the plant and fields during the harvest season.

The agricultural and traffic departments at Aberdeen have lent all possible assistance to growers in seeing this development progress.

The Milwaukee Railroad WOMEN'S CLUB

Mobridge Chapter

MRS. SIDNEY HAGAN, *Historian*

"Gee, homemade sandwiches!" This was one of the many enthusiastic exclamations heard from soldiers and sailors when the new Canteen for servicemen riding the Olympian trains was opened at Mobridge on Aug. 6.

Because so many of the servicemen riding these trains, which stop at Mobridge each afternoon and evening, were turned away from the station lunch room due to a shortage of food and help, members of the Mobridge Chapter of The Milwaukee Railroad Women's Club organized a Canteen service, enlisting the aid of other local organizations and clubs, the members of which are also contributing their time to this worthy endeavor. The cooperation of all clubs and the townspeople of Mobridge has been amazing.

Free lunches are served to the servicemen on each Friday and Saturday, the peak travel days of the week. The Canteen has been a great success and the soldiers seem thrilled at the home touches—real homemade sandwiches, homemade cookies and doughnuts and coffee. On the first two days the Canteen was in operation free lunches were served to approximately 400 men. Soldiers and sailors were lined up almost the length of the platform waiting their turn at the waiting room window, where the ladies were serving coffee. Sandwiches, cookies and doughnuts were distributed to the men from baskets carried about the platform.

Aberdeen Chapter

Labor Day night saw Aberdeen Chapter again in session after a three months' rest. What was lacking in numbers was made up for in enthusiasm. Reports for the various activities were given. Our books have been audited and all found to be in good order. Our treasurer reported \$944.49 on hand Sept. 1. We are going to buy six more bonds which will make us twenty-three to date. Our membership prize should arrive soon as our Committee Chairman, Mrs. Walter Klucas, reported 434 voting and 617 contributing memberships on July 28 and 445 voting and 636 contributing August 30. With a total membership of 1,081 we should be the first or second largest club on the system once more as well as fifty dollars richer.

In the absence of Good Cheer Chairman Mrs. Glen Smith, the report of the many cards and cheer gifts was given by Mary Karr. Mrs. Soike reported four relief cases and said all had received attention. The outstanding case was the securing of a brace that enabled one of our children to discard the heavy plaster cast she has worn for three years. The child is now convalescing in California and will go to school this winter.

Our Red Cross activities are many. Mrs. Maketsky is supervising sewing in the club rooms each Wednesday while Mrs. Hatten and Mrs. Hayes have the knitting and crocheting. A new supply of yarn is at

headquarters as well as materials for hospital shirts, so it is hoped many will turn out each week. The women of the Block Leaders Service are working on the Third War Bond sale and the Russian Relief Clothing Collection. Our club rooms are used each week by the Navy Mothers.

The new U. S. O.-Red Cross Canteen has used our rooms as a supply depot and kitchen for their work, but with our own activities we will have to curtail the further use. Mrs. Soike is U. S. O. county chairman and personnel chairman of the Canteen and allowed the use of the rooms during our recess. Some 500 service men are served each day without counting the troop trains passing through. We sent cigarettes to our boys in foreign camps and will again for holiday cheer.

Our Ways and Means activities have been somewhat curtailed by women power shortage, but we hope October will again see them in action with a new chairman and some new workers, as we must earn more to keep up our needs and still lay by a few bonds for post war needs. Aberdeen has lost many members the past few months but all left for better chances in life's work or to serve their country. We have many new members to get acquainted with and hope our Social Committee's plans for an October house warming for both new and old members will be a huge success as anything placed in Mrs. Hartley's hands is. Our newest club member is Mrs. Geo. Benz and we were happy to have her with us at our September meeting.

St. Bernice Chapter

MRS. O. M. KUHN, *Historian*

St. Bernice Chapter has held regular monthly meetings throughout the summer months. August meeting was held Friday the 27th. A pot luck dinner was served to 23 members and families, with Mrs. Ben. Reed and Mrs. Charles McCauley as table committee. The regular business session followed, Mrs. Reed McGinnis, president, presiding. Sunshine Committee reported two cards sent, two personal and three telephone calls made. Penny collection was 84 cents.

Montevideo Chapter

LILLIAN SCHMUTZLER, *Historian*

We met Sept. 3rd for our first meeting after the summer vacation, our President, Mrs. M. P. Ayars, filling the chair. The past Rec. Secty., Gladys Golie, substituted for Mrs. Maloney, who has been ill. Many cards of thanks were read, also an interesting letter from one of our boys in the service overseas. Our Welfare Chairman, Mrs. Helgersen, reported a fine box given to the Russian Relief. Treasurer reported a nice bank balance. It was decided to buy a \$75 War Bond. Mrs. Peterson, Red Cross chairman for this district, gave a talk on the club sponsoring a canteen service for the soldiers going thru on trains No. 15 and No. 16. Our Red Cross chairman, Mrs. May, reports 40 hours of work and 600 bandages made.

Chicago-Fullerton Avenue Chapter

CLARA A. CUSH, *Historian*

Attention, Employees Fullerton Avenue Building

The Women's Club Cafeteria takes pleasure in announcing a donation from its treasury of \$250 to the Employees' Victory Committee.

We are happy to contribute in a small way to the Christmas cheer of the 232 men and women of the Fullerton Avenue Building who are in the service of our country, and to assist the Victory Committee in the splendid work it is doing.

To all of you whose patronage has made this gift possible we extend our sincere thanks.

Our first fall meeting will be held on Tuesday, October 11th in the club rooms. All members are cordially invited to be present. Your attendance is an inspiration in the activities of the club.

Red Cross report for the month of August: Surgical dressings, 3,335; total hours, 343½. Attendance, 69. Sewing—garments completed, 20; total hours, 47; attendance, 10. Knitting—hours worked, 7; no garments completed.

Spokane Chapter

MRS. W. H. HUNTER, *Historian*

June 8 meeting, held in our club rooms in the Union Station at 1:30 p. m., was the last meeting until September. Mrs. Berkey presided, and in reports read were included 196 hours of Red Cross work; 20 knitted garments were completed during the month. The benefit card party given the night of the 6th netted a substantial amount for the treasury. Other reports were sick calls made and good cheer sent.

A program followed presented by Miss Mildred McAuley, program chairman, including anecdotes by Mrs. Berkey from the works of Stephen Leacock, a reading "It Can Be America," by Mrs. Breeden, and selections from Josiah Perkin's scrap book by Miss McAuley. Mrs. T. C. Wurth and Mrs. Nathan Jones were presented in a piano duet arrangement.

On June 15 an indoor picnic sponsored by the Men's Service Club was held in our club rooms. Sharing honors was the Women's Club. Four long tables set with delicious food filled the room, and at 6:30 p. m. members were seated and enjoyed a basket supper furnished by members of the clubs. In charge of tables were Mrs. Clark Allen, president of the Service Club, Mrs. E. R. Berkey, president of the Women's Club, Mmes. A. L. Meeks, Ethel Perry, C. J. Hutchinson, and Harry Miller. Visitors included men in uniform, Mrs. M. Wilson of Othello, and Mr. and Mrs. R. McGee of Miles City. Goodbye was said by Mrs. A. O. Thor and Mrs. C. J. Miles who are moving to Tacoma. Community singing was under the direction of Mrs. Nathan Jones. Mrs. Clark called on several service men for informal talks. War stamps were given as door prizes.

Milwaukee Chapter

MRS. DONALD MCKENNA, *Historian*

A rush order for our local Red Cross has just been completed by the ladies who have faithfully attended our Tuesday class during July and August. The order was 20 pairs of trigger mitts which were sent to the boys in Alaska. Stump socks, sleeveless sweaters and tubular scarfs have also been made. This class also has 3,000 surgical dressings to its credit.

Sunshine Chairman reports nine good cheer and sympathy cards sent, and 26 personal and telephone calls made. Miss Irma Knoll, Recording Secretary, has a fine report on membership ending Aug. 30. Voting, 242; contributing, 831; total, 1073.

Kansas City Chapter

MRS. H. E. SEVEDGE, *Historian*

June meeting, our annual picnic, was held in Budd Park. Thirty-two members and guests enjoyed the Picnic Lunch. Sunshine—Mrs. Cawby reported six cards, 10 telephone calls. Red Cross report—128 hours work by members. The letter of resignation from Mrs. Lord was read and accepted. A lovely bag was presented by Mrs. Afford on behalf of the club to Mr. and Mrs. Lord.

Our September meeting was held at the Y. M. C. A. We opened it at 10 a.m. in order to sew for the Mercy Hospital. Following luncheon at noon, Mr. Harry Harlan, former Secretary of the Northeast Y. M. C. A., gave an interesting talk, which was enjoyed by 23 members present.

We were saddened by the sudden death of J. H. Lord, who left Kansas City in June, accompanied by Mrs. Lord, to accept a position in Mexico, and by the death of Lawrence Boyle, who passed away suddenly on June 24. Sympathy is extended to the families.

Membership Report—101 voting, 147 contributing members. Red Cross Report—200 hours and three blood transfusions.

It was voted to send Christmas boxes to boys in service the same as last year. Two new members were present, Mrs. Scharge and Betty Gebhart.

Othello Chapter

MRS. CHAS. PHILLIPS, *Historian*

A farewell supper was given at Club Rooms Aug. 12, honoring (Daddy) D. C. Clark, a pensioner. This has been his home for a number of years. Pvt. Lang Murdock from Farragut, Idaho, and Mrs. John Gardener were guests from out of town. A pleasant evening was enjoyed.

We appreciate the cooperation extended to us by everyone which made it possible for us to go over the top in membership.

St. Maries Chapter

ANNE HALLEAD, *Historian*

On June 5 our chapter was entertained by the ladies of the Avery Chapter at their club rooms. The feature of the evening was a delightful card party which was much enjoyed by all. Mrs. N. F. Stromberg, of St. Maries Chapter, won high honors and was the recipient of a prize.

July 18 was the occasion of our annual picnic, which was held at Rocky Point, on beautiful Lake Chatcolet. Members brought baskets of many good things to eat and the club furnished ice cream, soft drinks and coffee. The afternoon was spent

in playing games, swimming, boating and swapping yarns. Such a delightful time was had that most of the crowd stayed until late evening and enjoyed a songfest after supper. F. V. Kennedy worked overtime furnishing music on his banjo and at a late hour we departed for our several homes after a grand day.

We have had no regular meetings during June, July and August, but each Wednesday, which is Red Cross day for our club, several of our ladies have spent the day at the Red Cross rooms, turning out much good work.

Tomah Chapter

MRS. WM. DEERING, *Historian*

Our meeting was held Sept. 1 after a vacation of two months. Treasurer reported balance of \$372.73. Good cheer reported 11 cards and two baby blankets were sent out. A motion was made and carried that the club buy a \$100 bond. Our ladies are very busy with Red Cross, U.S.O. and rationing work. Our membership drive went over the top.

Sincere sympathy is extended to Mrs. Pat Sullivan, whose son, Earl, passed away in July. He was also one of our contributing members.

After our meeting the men were invited for a game of cards following which light refreshments were served. Our next meeting will be Oct. 6, opening with a luncheon, of which Mrs. Frank Roberts will be chairman.

Savanna Chapter

MRS. KENNETH J. MCCALL, *Historian*

Mrs. Lloyd Hinsch presided at our June meeting. She read a letter of resignation from Mrs. Gladys Bradley, club president who was forced to retire because of ill health. Mrs. Bradley had filled the position capably and well. It was with reluctance and regret that the members accepted the resignation. Mrs. Lloyd Hinsch will complete the year as president.

Committee reports were: Ways and Means, \$1.28; Good Cheer, \$8.67; Rental, \$14. Reports read at May meeting were Ways and Means, \$1.30; Good Cheer, 75c; Rental, \$38.50.

Mrs. Alta Elder, Milwaukee Club Chairman for Carroll County Red Cross knitting, reports 615 garments completed by 215 workers and 10,100 hours of work devoted to the effort.

Five of our members baked pies to be sent through the Red Cross to the Coast Guard crews on five boats patrolling the Mississippi River in our vicinity. They were Mmes. L. Hinsch, C. Kinney, Bradley, J. Van Bockern and K. McCall.

Meetings were suspended until the second Monday in October. Everyone present felt the club had had a very successful season and looked forward to the resumption of meetings in the Fall.

Minneapolis Chapter

MRS. H. M. HAUSER, *Historian*

While there was a general slowing up during August, the work of the club was carried on. The Red Cross group has had a six-week vacation because of lack of material, but will be resuming work soon. Mrs. Grothe, Chairman, reported 33 hours of surgical dressings for the month.

Good Cheer Chairman, Mrs. Fawcett, reported 11 personal and telephone calls, with 14 families reached, two good cheer cards and one sympathy card. Mrs. Mintz

reported a total of 874 members which represents many hours of work by Mrs. Mintz and her committee. Our treasury was increased by the sum of \$8.93, which was realized from our picnic. Vacation days are over and fall activities are in full swing.

Bensenville Chapter

MRS. WHEELER GAGE, *Historian*

In July we held a special meeting complimenting Mrs. L. H. Rabun who was leaving Bensenville to take up her new home in Savanna and Mrs. Grover Tonner who was leaving for her new home in Aberdeen. The occasion was in the form of a dessert luncheon and handkerchief shower in charge of Mesdames Newcomer, Calligan, Bodenberger and Gage. Mrs. Rabun served the club as treasurer and also as assistant librarian. Members of the board presented Mrs. Rabun with a gift. Both Mrs. Rabun and Mrs. Tonner will be greatly missed for their contributions to the welfare of the club.

Mrs. Newcomer reported 1,837 books on hand, having loaned out 195, with revenue of \$15.37. Wendell Willkie sent the library a copy of his new book "One World". We also were presented with a copy of "Railroading from the Front End".

Mrs. Mears gave a fine report of 37 phone calls, 11 personal calls, 19 cards, three bouquets and one wreath. Thirteen members worked for the Red Cross in August, totaling 119 hours of surgical dressings, 251 hours of knitting and sewing.

Mrs. Gage was elected to fill the office of treasurer for the remainder of the year. Mrs. Capot furnished the entertainment in the form of a game, "Help Your Neighbor", giving nice prizes and lots of fun. A door prize was awarded.

Meeting was held at the club house June 2, with Mrs. Calligan, president, presiding. A pot-luck picnic style luncheon was served, which was followed by business session. An interesting talk on flood conditions in the vicinity of Beardstown was given by Lynn Corkhill's mother of Beardstown, who was visiting her son and his wife. The remainder of the afternoon was spent playing bingo.

New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

Although no meetings of our Chapter were held during the summer we were very active as the following report will indicate. During June there were 14 personal and phone calls made, 10 messages and cards sent, eight families reached. Ways and Means profit was \$2.95. We went over the top in membership, with 69 voting and 58 contributing members. We completed 20 surgical dressings and six blouses, and five gifts were given to boys in military service. Fourteen served as hostesses at the U. S. O. center at Camp Williams, giving 36 hours of work.

During July there were 18 personal and phone calls made, six sympathy cards sent and one gift given to a soldier entering the service. Ways and Means profit was \$2.96. Twelve surgical dressings were made and four garments completed. Four members acted as hostesses and helped serve 100 soldiers at the U. S. O. center.

Sixty-five dozen cookies were also sent by members to these soldiers. Twenty-four hours of work were given to the Red Cross, and 23 hours to U. S. O. work. On July 13th a club picnic was held at the



The Janesville (Wis.) Chapter has recently erected an impressive honor roll on the club house lawn, bearing the names of all the former employees and sons of employees who have left Janesville and entered the armed forces.

The top picture shows the members of the Honor Roll Committee. They are, from l. to r.: Mrs. A. M. Boucher, chairman; Mrs. B. C. Sommerfeldt, president of the chapter, Mrs. Francis Wiskie, Mrs. William Jackson, and Miss Etta Lindskog, secretary general of the Women's Club, who was a guest of the chapter.

The bottom picture shows some of the members of the chapter who have sons in military service. They are, l. to r.: Mrs. James Fox, wife of fireman (two sons in service—S. Sgt. Thomas Fox, Colorado Springs, Colo., and Corp. Joseph Fox, Camp Polk, La.); Mrs. F. W. Bennett, wife of machinist helper (one son, Francis Bennett, U.S.N., at Lawrence College, Appleton, Wis.); Mrs. Elmer Higgins, wife of engineer (one son, Sgt. Francis Higgins, Hawaii); Mrs. Thomas Heagney, wife of conductor (two sons, Pvt. Francis Heagney, Camp Polk, La., and Eugene Heagney, U.S.N., Camp Farragut, Idaho); Mrs. J. Church, wife of retired engineer (one son, Warren E. Church, U.S.N., New Orleans, La.); Mrs. P. J. Wallace, wife of blacksmith (one son, Pfc. John Wallace, Marine Base, San Diego, Calif.); Mrs. Thomas Murphy, wife of conductor (one son, Richard Murphy, Marine Corps, University of Michigan); Mrs. Louis Treat, wife of machinist helper (one son, Pvt. Clement Treat, Fort Jackson, S. C.).

home of Mrs. John Gronowski. Twenty-six members and seven children were present. On July 22nd a party was held at home of Mrs. Shabatka, thirty-four members and four guests present.

During August there were 12 personal and phone calls made and four cards sent. Ways and Means profit was 27 cents. Two blouses and one pair of pajamas were completed. Six members were hostesses at the U. S. O. center. Three members helped serve 180 soldiers at the U. S. O. on Aug. 29 and donated food amounting to \$4; also 20 dozen cookies. Twenty hours of work were given.

On Sept. 14 a meeting was held at the home of Mrs. J. Shabatka. The reports of the Secretary and Treasurer were read and approved. Auditing report was read. A motion was made and carried to remember all our railroad boys and girls in service with Xmas gifts; also to have a penny party to raise the necessary money for these gifts. Luncheon was served to 30 members and three guests by Mmes. J. Shabatka, Wm. Becker, W. Carter, W. Scott, H. Hanover and G. Oakes.

Janesville Chapter

MRS. C. A. DRAWHEIM, *Historian*

Mrs. P. J. Wallace was elected president of our club at a meeting Tuesday afternoon, Sept. 7. She succeeds Mrs. B. C. Sommerfeldt, who is moving to Arizona. A purse and a corsage were presented to Mrs. Sommerfeldt. The club will miss her but we wish her health and happiness in her new home. A corsage was also presented to our guest of honor, Miss Etta Lindskog, secretary general of the railroad club. A very interesting talk was given by Miss Lindskog. A one o'clock luncheon was prepared by Mrs. James Fox, Mrs. Francis Bennett and Mrs. John Davey. The dining room committee consisted of Mrs. A. M. Boucher, as chairman, assisted by Mrs. Walter Seitz, Mrs. Elmer Higgins, Mrs. Francis Wiskie and Mrs. Earl Messerschmidt. The long tables were beautifully decorated with garden flowers.

Our membership chairman, Mrs. Wiskie, reported a total membership of 389 and going over the top in both total and voting membership. Red Cross Chairman Mrs.

Ryan reported 118 hours spent by members on surgical dressings. Good Cheer Chairman Mrs. Wallace reported \$4.75 spent, Ways and Means, \$1.85, families reached four, personal and phone calls 14, cards sent, eight.

Meeting was held Aug. 3, Mrs. P. J. Wallace presided in absence of Mrs. Sommerfeldt. A very enjoyable afternoon was spent at a lawn party given by Mrs. Howard Haffery. Cards were played at 12 tables and refreshments were served. Good Cheer reported 19 personal and phone calls made. Ten Good Cheer and sympathy cards sent. Ways and Means card party, \$8.35. Two more \$25.00 War Bonds were bought in July.

Avery Chapter

MRS. E. F. HUSABOE, *Historian*

Ways and Means Committee suggested to the club that we have some "Galloping Teas" this summer and charge each member 10 cents, but we found they were not very successful as many of our members were out of town. We hope to continue them this fall. We entertained the St. Maries Club the 5th of June. A 1:30 Luncheon was enjoyed by 35 members and guests, after which pinocle was played.

A few words of praise at this time should be given for two of our members and daughters of two of our members who have so faithfully watered all passenger trains during the summer months. They surely have done their bit for "Victory."

At our Sept. 1st meeting Red Cross Chairman Mrs. C. C. Hugel reported 304 hours work for the summer months. Members and friends extend their sympathy to the family of Clark Norquist, who passed away in Seattle in August.

Terre Haute Chapter

MRS. A. E. WRIGHT, *Historian*

We were happy to have with us at our first meeting of the fall on the evening of Sept. 16, our Secretary General, Miss Etta Lindskog, and Mrs. Reed McGinnis, president, and Mrs. Reed, a member, of St. Bernice Chapter, as well as a large number of our voting and contributing members and their children.

About 75 or 100 members and guests, seated at two long tables, beautifully decorated with flowers, enjoyed a bountiful and appetizing pot luck dinner served by the committee in charge, the many fine vegetables from the home gardens of members doing away with the worry about ration points. Lovely corsage bouquets were presented to Miss Lindskog and Mrs. Geo. Huffman, our president.

Immediately following the dinner the meeting was called to order by Mrs. Huffman. Reports of officers and chairmen were given, and a membership of 295 reported. Miss Lindskog followed with a talk on the work of other chapters, urging us to do all that we can in Red Cross and other war work, and congratulated our chapter on the splendid showing it has always made. Motion was passed that our chapter take over the serving at the U. S. O. on a Sunday in the near future, and a committee was appointed by Mrs. Huffman to handle this activity. Mrs. Huffman called on Mrs. McGinnis, who expressed her pleasure at being present and extended an invitation to Terre Haute members to visit St. Bernice Chapter.

After a delightful evening the meeting adjourned.

Milwaukee Division

Superintendent's Office and "C. & N."

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

This is the first attempt in an effort to revive a column for the employees of the Milwaukee Division. You can help it along by submitting to the correspondent for your district any items of interest. We would especially like to have pictures of employees and sons and daughters of employees in the armed services, together with information concerning connection with the Milwaukee Road, date of entry into military service, location, and branch of service.

Of first interest these days is news of our boys in service, especially those across the seas. Those known to your correspondent (and undoubtedly there are many others about which he has no information) are C. B. Brunner, operator, Ripon, somewhere in Italy, attached to a railway battalion; M. W. Whitty, clerk, Horicon, somewhere in Iran with a railway battalion; L. J. Campbell, agent, Woodland, in India with the Army Medical Corps; Raymond Lemke, clerk, Beloit, with a railway battalion in North Africa; M. A. Cross, roadmaster's clerk, Milwaukee, somewhere in Australia; Frank Harkins, conductor, first district, in England with the Engineering Corps; W. J. Caveny, brakeman, first district, somewhere in North Africa with a railway battalion.

Speaking of old-timers, we have an outstanding example on the first district in Conductor Charles Albright. Charlie was 80 years old on Sept. 22, but is one of the most active men on the division. He is now running on Trains 27 and 10, where the work is plenty heavy, but he just takes it in his stride. He is quite a hunter and fisherman and is looking forward to a big duck season at Fox Lake this fall.

We were saddened to learn of the death on Aug. 20 of Frank Lumber, for many years agent at Inzaleside. Our sympathy is extended to his family.

How many realize the important part the industries located on the Milwaukee Division play in the war effort? We serve industries engaged in the manufacture of everything from heavy tanks and gun carriages to the small parts that make the detonators of bombs and shells, to say nothing of the large number of canning factories and food processing plants which play a large part in our drive toward victory. We can help by giving these industries the best service possible, in accordance with our Milwaukee Road tradition.

Employees who have recently departed to serve their country are J. J. Schwantes, agent and relief dispatcher, third district, now with a railway shop battalion, New Orleans; and Elwood Bartlett, clerk in the district engineer's office, Milwaukee, whose wood engravings enhanced several covers of the Milwaukee Magazine, now in the Navy at Great Lakes. Best of luck to them.

We welcome to the Milwaukee Road family Joyce Grothe, file clerk in the su-

perintendent's office, succeeding Leo Strapazon, now in the freight office at Racine.

Mrs. James Conway, whose husband is busy running down Japs in the Pacific with the Navy, is the new stenographer in the division engineer's office.

After an absence of several years Lois Phillips is back with us as roadmaster's and chief carpenter's clerk.

William Polk, instrument man in the division engineer's office, has returned to the fold after an absence of several years in the engineering department at Chicago and Terre Haute. Another new face is that of George A. Weber, instrumentman, who came to us from the Santa Fe Railroad. They replace Francis Jones and Fred Lincoln, who have taken positions in Mr. Middleton's office in Chicago.

J. H. Chambers, chief clerk, recently visited at Fort Riley, Kan., where his son, James, is serving as first lieutenant in the Army Medical Corps. He reports travel in that area very heavy, having found out the hard way by riding a bench in the baggage car for a considerable distance across the dusty plains of Kansas.

That well-known bird with the long legs paid a visit at the home of Roadmaster Frank Herlehy on Aug. 16 and left a little bundle they are calling Kathleen, much to the delight of older sister Susan. Congratulations!

One of the best ways there is to show the boys serving in the armed forces that we are behind them all the way is to donate a pint of blood to the Red Cross. There is no great sacrifice involved on your part and—who knows?—it may be the means of saving the life of your son or friend in the service. Your correspondent will be glad to give first-hand information, or call your local Red Cross chapter.

Old Line

Hazel Whitty, Correspondent
 Ticket Clerk, Horicon, Wis.

"Old Line" may not sound very modern, but that is what we who work on the

Milwaukee Division third district like to call our part of the railroad. This column will carry the news about the Old Line and the people who work on it—provided you all keep me supplied with news tips.

We recently had a train crew consisting of a father and two sons working on Nos. 67 and 74. They were John Muntner, Sr., conductor, and sons John, Jr., and Norman, brakeman.

Charles Beinert, operator at Waupun, Wis., retired on Aug. 31 after 42 years with the road. He will make his home with one of his two sons in the South.

Thomas Whittingham, section foreman who lived near Fox Lake, Wis., passed away recently. He was born in England in 1861 and came to this country when three years old. He worked for the road as track laborer and section foreman for 20 years prior to retiring about 15 years ago.

Engineer Patrick H. Lyons died at his home in Horicon, Wis., on Sept. 5. He began working for the road in 1890, firing for his brother John on the Brandon-Markesan run, and retired in 1940. Besides his wife, he leaves six daughters and three sons, one sister and two brothers, John and Michael, both veteran locomotive engineers working out of Milwaukee.

Engineer A. P. Beecher of Horicon recently learned that Harold, one of his four sons in the armed forces, was wounded in the Sicilian campaign. The boy's platoon was under continuous fire for two hours and 15 minutes but he succeeded in keeping them from harm until a shell fragment struck his arm. He has been awarded the Purple Heart.

A bricklayer working on top of a high building carelessly dropped a brick which landed on the head of his Negro helper below.

"You-all bettah be careful up dere," the helper shouted up. "You done made me bite mah tongue."



The Milwaukee Road's Training School for Agents and Telegraphers at Miles City, Mont., is going great guns now, four months after opening. Created for the purpose of training telegraph operators to fill the positions vacated by men who have gone to war, the school has a current enrollment of 18. Four graduates are already at work—in McLaughlin, S. D., Shawmut, Mont., Mildred, Mont., and Sumatra, Mont. At the rear, standing, is R. T. Wilson, the instructor. Mr. Wilson, a veteran of 38 years in both operating and agency positions on the system, has been employed in Miles City for the past 21 years. (Photo by courtesy of the Miles City Star.)



This exhibit, presented by our Milwaukee shops apprentices, was displayed at the Wisconsin State Fair in Milwaukee in August. It was part of a general display participated in by many Wisconsin concerns at the invitation of the Industrial Commission of Wisconsin. Our particular exhibit showed examples of the work done by apprentices in 13 crafts, as shown in the picture.

Milwaukee Shops

Davies Yard

J. J. Steele
Correspondent



Mathew Hudy, father of Harry Hudy, passed away Aug. 20 after a brief illness. Mr. Hudy had been with the road for the last 30 years. We wish to extend our deepest sympathy to the bereaved family.

Ed Nowakowski's name has been added to our Honor Roll. Ed was inducted into the Army on Sept. 21.

Carl Stark, father of Bill Stark, chief inspector of the Milwaukee Terminal, passed away Aug. 18 at 89 years of age.

Fred Ramer has been looking dejected these days and he has every reason to appear that way. Fred's pedigreed German pointer has been missing for several weeks and up to this writing Fred has not located his dog. Joe Kies has offered Fred one of his prize canaries to appease his feeling of lonesomeness, but Fred has declined the offer, but seriously, we do hope that Fred is successful in locating his dog.

Congratulations to Mr. and Mrs. Rudy Bruggen on the arrival of a baby boy Sept. 9.

Store Department

Earl L. Solverson
Correspondent

Ray Ramer of Section H is the proud father of a baby girl born on Aug. 28.

Pvt. Raymond Krueger, formerly employed in the iron house, located at Camp Clairbourne, La., recently visited the shops and billeted with his Uncle Leonard Kerlin, a chauffeur.

Melvin Derong, formerly of our stationery dept., has been promoted from cap-

tain to major at Camp Livingston, La. He is with the Field Artillery.

Mary (Pat) Manning made a trip to the west coast during the past summer and met a fellow in the armed forces who caused her to leave Milw. shops and to secure employment in Asst. General Storekeeper J. C. MacDonald's office at Tacoma, Wash. No doubt, the wedding bells will soon be ringing. Good luck, Pat.

Buck Ormson, assigned to the Navy, wrote to Art Metzen that he took part in the Sicilian invasion and found it both exciting and interesting. Knowing Buck, as we do, he will be looking for more action.

Harding R. Johnson, formerly storekeeper at Perry, Ia., is now the division storekeeper of the Madison, Superior, and Milwaukee Divisions, with headquarters at Milw. shops.

Bob Metzfeld writes from Fort Bliss, Tex., that he misses the good old Milwaukee brew.

Harold Leack has been transferred to Treasure Island Base (San Francisco, Calif.), and is enjoying the "movie" atmosphere.

Robert Duenow recently left Section G for military duty. We hope he will bring this war to an end PDQ.

Adam Olkiewicz feels like an old Vet after 10 months in the army. His wife is moving to Fort Belvoir or near Washington to be with him.

Joe McLean returned to work Sept. 15 after serving a year in the Army in World War No. 2, and also served many months in War No. 1. Joe is in tip-top physical condition after all the conditioning received at Roswell, N. M. Joe has one son in the Army and another in a defense plant.

Car Department

Myrtle Zunker, Correspondent

As always, we open our column with a tribute to our servicemen because they are first in our thoughts. However, this month special honor is given to Paul Wernich, first lieutenant in the Army Air Corps, who worked as an apprentice in the freight shop before enlisting in January, 1941. I have told you before how Paul has brought honor to his name by his heroic deeds, having received an air medal and three oak leaf clusters signifying he had won the medal three times after the first award. On Aug. 4 our bombers went out over Naples in one of the raids that brought about the capitulation of the Italians. Paul's "Little Butch" was one of those bombers, but it failed to return when the raid was over and after his name on our honor roll we must write "missing in action." While we know things like this happen every day, somehow knowing and liking Paul as well as we all did when he worked here with us, brings the matter close to us.

Since last month we have said "so long" and "good luck" to the following boys who have donned the khaki or the Navy blue:

Ervan Beigelman, Robert Eirschele, James Feldhusen, Stephen Clemens, Fred Schultz, Marvin Stark.

Clinton Vander Linden, apprentice in the freight shop, has enlisted in the Army Air Corps and is awaiting his call.

At last the silence has been broken and we've heard from our friend Dick Bauch. What's more, he wants to hear from us. It seems that even in far away Iceland the boys enjoy railroad news.

Charlie Kreil brought his son home on furlough from the Merchant Marine to see the shop. Or was it for the shop to

see him? A little pride on your part is certainly pardonable, Charlie.

Stanley Gralewicz visited the boys one day and we have heard that since his return to camp he has been made a staff sergeant.

John Beno from the machine shop and Earl Jackson from the blacksmith shop were also home on furlough and visited their working pals.

Lt. Sig Gralewicz reports that his company has won two ribbons and was judged best in a recent Army Day. He says he's going to make the Milwaukee Road proud of its 757th Battalion. Good luck, Siggie, you've made a good start. Lt. Ralph Midgley seconds Siggie's statement and we know they'll both make good.

On Sept. 9, Frank Olecki completed his carman apprenticeship and became a full-fledged carman. He is the first one to graduate in this craft for a long time and the carmen welcome him into their ranks.

Janet Sjogren decided to go back to her book learnin' and left us on Sept. 8. In her place we welcome Audrey Guschl, daughter of Sky. Present indications are that she won't need the recommendation of being Sky's daughter in order to win a place in everyone's affections. She'll do all right on her own.

With the start of the fall school term, our young summer workers are leaving us. However, many of them are going to give up those Saturday afternoon football games in order to work and try to help fill the gap left by our boys in the Services. It's a good job you kids are doing and I hope they schedule most of the games for Friday nights.

Well, fellows, let's get on the "Bond Wagon." You know the Third War Loan drive is on and it's up to all of us to make it a success. Work safely, a day's pay lost due to an injury is that much money wasted which you could have applied on a bond.

How about blood donations? Remember that with the widening of our operations, more than ever our blood is needed to save the lives of the boys fighting for us. Don't wait until next week, that may be too late.

Locomotive Department

Louis E. Bednar

The two sons of General Foreman Al Tellefsen joined the armed forces recently. Elmer the Navy and Norman the Army.

Apprentice John Dolan joined the Merchant Marine.

Richard Andrews, stenographer from Mr. Koop's office, joined Uncle Sam and is now located at Jefferson Barracks, Mo.

Sgt. Arno Bartz, formerly of the shop superintendent's office, is now secretary to an Army colonel in Australia.

We extend sympathy to the family of Boiler Inspector Hugh Fuller of the roundhouse who passed away recently. Hugh will be missed by many of his friends.

Steve Kunkel, machinist, retired after 35 years of loyal service. You have our best wishes for a long, well-earned vacation.

We wish to extend our deepest sympathy to the families of the following members of the Milwaukee Road who passed away recently:

Henry Sharp, engineer, passed away Aug. 23 with 45 years of service.

Louis P. Rhine, machinist, retired in 1937, passed away Aug. 17 with 54 years service.

George Gibson, turntable operator at the roundhouse, passed away Sept. 7. They

(Continued on page 25)

THE MILWAUKEE MAGAZINE

Number of Traffic Tips Reported by Traffic Tip Supervisors on the Divisions Shown Below During the Month of August, 1943

Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees	Division	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Seattle General	21	6	15.0	Kansas City Division	13	5	2.1
Iowa & S. Minn.	24	63	9.7	Milwaukee Division	26	2	2.0
Dubuque & Illinois	99	16	8.1	Trans-Missouri	15	3	1.7
Hastings & Dakota	78	4	6.5	Rocky Mountain	17	—	1.7
Superior Division	36	5	6.2	Iowa Division	25	2	1.6
Iowa & Dakota Div.	51	2	3.3	La Crosse & River	27	2	1.3
Chicago Terminals	7	74	2.8	Milwaukee Terminals	43	2	1.0
Madison Division	19	—	2.7	Twin City Terminals	20	5	1.0
Coast Division	21	9	2.6	Miscellaneous	5	1	0.4
Chicago General	48	6	2.4	Idaho Division	—	—	—
Terre Haute	3	20	2.1				
TOTALS					598	227	2.7

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
Chicago General Offices					Chicago Terminals Division				
Anderson, Ida	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Arenstein, A.L.	Statistician	Chicago, Ill.	3	4
Barnett, H.W.	Frt. Clm. Head Clerk	Chicago, Ill.	5	1	Bishop, W.	Asst. Agent	Galewood, Ill.		4
Benda, J.	Clerk, Frt. Aud. Off.	Chicago, Ill.	1		Boeck, H.F.	Chief Clerk	Galewood, Ill.		3
Bodecker, C.W.	Asst. Bur. Head	Chicago, Ill.	1		Borman, H.A.	Rate Clerk	Galewood, Ill.		3
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.	2	2	Brown, H.	Rate Clerk	Galewood, Ill.		1
Buckman, H.D.	Head Acctnt., Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Ensor, A.	Rate Clerk	Galewood, Ill.		2
Butler, J.S.	Ret. Accountant	Chicago, Ill.	1		Hjort, A.E.	Lampman	Chicago, Ill.		4
Clavey, G.	Frt. Clm. Dept.	Chicago, Ill.	1		Hoffman, R.J.	Clerk	Chicago, Ill.		1
Dolan, W.R.	Dist. Adjuster	Chicago, Ill.	1		Kerwin, John J.	Rate Clerk	Galewood, Ill.		3
Donovan, Annabelle	Secy., Frt. Clm. Dept.	Chicago, Ill.	1		Kucera, Miles	Car Order Clerk	Chicago, Ill.		26
Doody, G.M.	Purch. Dept.	Chicago, Ill.	1		Le Mire, O.E.	Rate Clerk	Galewood, Ill.		17
Dougherty, C.R.	Asst. to C.O.O. Office	Chicago, Ill.	1	1	Oeftering, J.J.	Rate Clerk	Galewood, Ill.		1
Dowling, J.E.	Clk. Frt. Traffic	Chicago, Ill.	1		Reiman, B.	Rate Clerk	Galewood, Ill.		1
Enthof, William	Frt. Clm. Dept.	Chicago, Ill.	1		Sittler, H.E.	Trainmaster	Chicago, Ill.	1	3
Fortier, Henry	Real Estate	Chicago, Ill.	1		Thirsk, Olive	Stenographer	Chicago, Ill.	1	5
Fuscone, Joe	Mail Clerk	Chicago, Ill.	1		Weber, Wm.F.	Police Dept.	Chicago, Ill.		
Graves, Vila	Asst. Secretary	Chicago, Ill.	2	2	Willison, H.	Asst. Chf. Clk.	Galewood, Ill.	7	74
Quinter, Helen	Real Estate Dept.	Chicago, Ill.	1						
Hamm, J.A.	Frt. Clm. Revisor	Chicago, Ill.	1		Coast Division				
Isaacs, Nathan	Chf. Clk. to GA	Chicago, Ill.	2		Berven, Ivar	Bal. Sheet Clk.	Tacoma, Wash.	1	3
Krause, A.F.	Clk. Frt. Traffic	Chicago, Ill.	1		Bryan, James F.	Dem. Clerk	Tacoma, Wash.		
Kuhn, M. Loretta	Secy. to Asst. to PA	Chicago, Ill.	2		Burpee, M.R.	Yard Brakeman	Seattle, Wash.	1	
Loderhose, G.W.	Frt. Clm. Agent	Chicago, Ill.	1		Coble, W.H.	Freight Agent	Lynden, Wash.	4	1
Lodge, Ruth	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		DeGuire, C.E.	Clerk	Tacoma, Wash.		1
Melzer, R.E.	Frt. Service Insp.	Chicago, Ill.	1		Goldsbrough, W.C.	Clerk	Seattle, Wash.	1	
Miller, Irene	Law Dept.	Chicago, Ill.	1		Kaeding, A.W.	Car Dept.	Tacoma, Wash.	1	
Mioton, R.J.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		King, E.N.	Swing Clerk	Seattle, Wash.	1	
Mongeluzzo, S.	Clk., Transp. Dept.	Chicago, Ill.	1		Knott, Mrs. K.L.	Wife of Cond.	Everett, Wash.	1	
Murray, E.L.	Supvr. Payroll Taxes	Chicago, Ill.	1		Kord, Leo F.	Asst. Chf. Clk.	Seattle, Wash.	1	
Oberg, Erma	Steno-Clk. Engr.	Chicago, Ill.	1		Norton, A.W.	Carman	Tacoma, Wash.	1	1
Rank, Chas. N.	Advertising Dept.	Chicago, Ill.	1		Norwood, T.E.	Asst. Chf. Clerk	Tacoma, Wash.	1	
Rennebaum, E.A.	Gen. Frt. Traffic	Chicago, Ill.	1		Olson, A.W.	Asst. Supt., Dining Car	Tacoma, Wash.		1
Spars, R.F.	Asst. Engineer	Chicago, Ill.	2		Phelps, Ruth	Steno-Clerk	Tacoma, Wash.	1	
Stevens, A.F.	Frt. Aud. Office	Chicago, Ill.	1		Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1	1
Thelander, L.R.	Asst. Staty. Buyer	Chicago, Ill.	1		Rusch, H.	Stenographer	Tacoma, Wash.	3	
Turner, Clarence	Aud. Expend. Off.	Chicago, Ill.	1		Sandberg, C.L.	Clerk	Tacoma, Wash.		1
Weber, R.W.	Clerk	Chicago, Ill.	1		Stockton, G.A.	Blacksmith	Tacoma, Wash.	3	
Welch, J.B.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Wright, J.A.	Asst. Foreman	Tacoma, Wash.	1	
Will, E.R.	Rate Clerk	Chicago, Ill.	1					21	9
Williams, Mrs.	Wife of Tax Commsnr.	Chicago, Ill.	1		Dubuque and Illinois Division				
Floyd	Asst. to Gen. Supt. Transp.	Chicago, Ill.	1		Artus, George	Conductor	Dubuque, Ia.	1	
Winter, C.H.		Chicago, Ill.	1	6	Brandt, J.	Storehelper	Dubuque, Ia.	1	
			48		Brennan, George	Station Foreman	Waukon, Iowa	1	1
					Crawford, E.J.	Chf. Dispatcher	Dubuque, Ia.	1	
					Detlig, R.	Asst. Foreman	Davenport, Ia.		1
					Felder, A.	Operator	Guttenberg, Ia.	8	
					Fisher, J.H.	Car Foreman	Savanna, Ill.	4	
					Greener, G.J.	Conductor	Preston, Minn.	2	
					Hacker, F.	Laborer	Dubuque, Ia.	1	
					Hall, Gladis M.	Clerk	Savanna, Ill.	2	
					Ickes, J.F.	Chief Clerk	Dubuque, Ia.	2	
					Kelsey, T.E.	Conductor	Marquette, Ia.	1	
					Krafft, Carl A.	Storehelper	Savanna, Ill.	1	
					Kuhn, A.M.	Carman	Savanna, Ill.	1	
					Kurt, Francis	Clerk	Waukon, Ia.	17	9
					Luchterhand, Emil	Helper	Dubuque, Ia.	1	
					Lulen, James	Car Dept.	Savanna, Ill.	1	

(Continued on page 22)

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Dubuque and Illinois Division—continued					Ottom, Claus	Sec. Laborer	Lennox, S.D.	2	
Lyttle, John	Signal Dept.	Savanna, Ill.	1		Paullin, F.E.	Clerk	Mitchell, S.D.	2	
McCree, R.A.	Instrumentman	Savanna, Ill.	4		Rimegar, Robert	Sec. Laborer	Pukwana, S.D.	1	
Meyers, L.	Baggage	Savanna, Ill.	1		Serakos, Chris	Laborer	Mason City, Ia.	2	
Millar, Lucille	Clerk	Dubuque, Ia.	4		Sizer, R.E.	Trainmaster	Mason City, Ia.	1	
Newell, Roy G.	Pipefitter	Savanna, Ill.	1		Todd, E.C.	Roundhouse Frmn.	Sioux Falls, S.D.	1	
Piltz, J.	Millman	Dubuque, Ia.	2		Wallis, C.	Engineer	Mitchell, S.D.	1	
Pullen, Chas. A.	Roundhouse Clk.	Dubuque, Ia.	1		West, Mrs. Phillip	Wife of B&B			
Reibel, Paul	Carman	Savanna, Ill.	1		Employee		Mitchell, S.D.	2	
Ryczek, Frank	Car Inspector	Nahant, Ia.	1		Baggage		Mason City, Ia.	5	
Schmidel, George	Freight Office	Savanna, Ill.	2					51	2
Schwartz, L.V.	Dist. Storekeeper	Savanna, Ill.	2	3					
Sorenson, Hans	Ret. Carman	Savanna, Ill.	3						
Stafford, Wm. A.	Clerk, Ft. Traffic	Dubuque, Ia.	4						
Thompson, L.E.	Laborer	Dubuque, Ia.	3						
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	4						
Whitney, Walter	Janitor	Savanna, Ill.	1						
Withhart, F.M.	Baggage	Savanna, Ill.	19	2					
			99	16					
Hastings and Dakota Division					Iowa and Southern Minnesota Division				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	12		Beatty, V.L.	Stenographer	Austin, Minn.	3	
Astradson, Oscar	Sec. Foreman	Edgeley, N.D.	5	2	Dosey, E.H.	Cashier	Bloomington, Minn.		51
Bradbury, E.M.	Steno. to DMM	Aberdeen, S.D.	1		Finnegan, A.W.	Agent	Grafton, Ia.	1	
Brown, Myrtle	Time Reviser	Aberdeen, S.D.	5		Gerard, C.S.	Car Shop Laborer	Austin, Minn.	1	
Burnette, Stan	Rdmstr's Clerk	Aberdeen, S.D.	1		Glynn, H.L.	B. & B. Carpenter	Spring Valley, Minn.	2	
Clark, K.L.	Div. Engineer	Aberdeen, S.D.	1		Hayes, Albert	Operator	Albert Lea, Minn.	2	
Hartwell, C.M.	Stenographer	Aberdeen, S.D.	5		Healey, J.S.	Sec. Foreman	Austin, Minn.	1	
Hopp, Pearl	Secy. to Supt.	Aberdeen, S.D.	32		Johnson, Chas.	Agent-Operator	Sherburn, Minn.	3	1
Huger, R.F.	Operator	Bristol, S.D.	1		Johnson, Roy W.	Cashier	Fairmont, Minn.	1	
Jones, E.N.	Police Dept.	Aberdeen, S.D.	2		Jorgensen, Erle	Clerk	Austin, Minn.	1	
Karr, L.J.	Foreman, Store	Aberdeen, S.D.	1		Luskow, F.	Roadmaster	Austin, Minn.	1	
Keenan, J.S.	Dept.	Aberdeen, S.D.	1		Majusiak, S.A.	Sec. Foreman	Medford, Minn.	1	1
Lieb, Geo. L.	Chf. Dispatcher	Aberdeen, S.D.	1		Malek, Mrs. A.F.	Wife of Agent	Bryant, S.D.	1	
Menzia, Anton	Operator	Ortonville, Minn.	3	2	McDaniel, Mrs. F.R.	Wife of Agent	Fountain, Minn.	1	
Mohn, Norman	Lumberman	Aberdeen, S.D.	1		Olson, Elling	Fireman	Austin, Minn.	1	
Moriarty, W.J.	Tapeman	Aberdeen, S.D.	5		Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
Murphy, W.H.	Chf. Store Dept.	Aberdeen, S.D.	2		Peterson, R.A.	Agent-Operator	Winnebago, Minn.	1	5
Patterson, Patricia	Chf. Clk. to DMM	Aberdeen, S.D.	2		Peterson, V.A.	Clerk	Pipestone, Minn.	2	
Sabin, Mrs. R.O.	Clerk-Steno.	Aberdeen, S.D.	1		Samuel, G.C.	Agent	Lansing, Minn.	1	
Spatafore, Joe	Wife of Agent	Aberdeen, S.D.	1		Severson, Lloyd W.	Yard Clerk	Austin, Minn.	1	
Weeks, G.D.	Yard Foreman	Aberdeen, S.D.	1		Slupe, John	Loco. Engineer	Austin, Minn.	1	
	Instrumentman	Aberdeen, S.D.	1		Trichter, W.E.	Chief Carpenter	Austin, Minn.	1	2
			78	4	Wahlm, Wm. G.	Agent	Matawan, Minn.	2	
					Wood, G.L.	Car Foreman	Austin, Minn.		63
								24	
Iowa Division					Kansas City Division				
Abel, Arshen	Carman Helper	Council Bluffs, Ia.	1		Alsdorf, F.L.	Boilermaker	Ottumwa, Ia.	1	
Britt, Homer	Switchman	Council Bluffs, Ia.	2		Davis, Norbert	Machinist	Ottumwa, Ia.	2	
Bruce, F.O.	Rate Clk. & Opr.	Council Bluffs, Ia.	1		Gohmann, K.M.	Steno.-Clerk	Ottumwa, Ia.	4	1
Carmichael, J.A.	Ret. Pass. Brake-		2		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.	1	1
	man	Monticello, Ia.	1		Henson, Clyde	Sec. Foreman	North English, Ia.	1	
Davis, E.E.	Chief Clerk	Omaha, Neb.	1		O'Brien, Ed	Ret. Engineer	Ottumwa, Ia.	1	
Failor, W.E.	Rdmstr's Clerk	Marion, Ia.	1		Pearson, Hilma	Clerk	Ottumwa, Ia.	2	
Griffin, R.R.	Station	Panama, Ia.	1		Reynolds, M.W.	Agt. Telegrapher	Hayesville, Ia.	1	1
Hewitt, L.G.	Clk. Supt's Off.	Marion, Iowa	2		Riley, Mrs. C.W.	Abs. Clerk	Ottumwa, Ia.	1	
Hoes, Frank	Mech. Dept.	Perry, Ia.	1		Stern, S.H.	Instrumentman	Ottumwa, Ia.	1	
Holsinger, F.G.	Brakeman	Marion, Ia.	1		Taylor, Merwen	Steno-Clerk	Ottumwa, Ia.	1	
Lange, L.R.	Div. Storekeeper	Marion, Ia.	1		Torrence, Albert	Mech. Dept.	Ottumwa, Ia.	1	
Long, Carl	Coal Shed		1					13	5
McGuire, Alice	Laborer	Tama, Ia.	1	1					
McGuire, J.B.	B. & B. Clerk	Marion, Ia.	1						
Murphy, H.J.	Operator	Oxford Jct., Ia.	1						
O'Brien, W.J.	Trmmstr's Clerk	Marion, Ia.	1						
Schoech, E.	Solicitor	Des Moines, Ia.	1						
Schonberg, Carl	Roadmaster	Marion, Ia.	1	1					
Sorensen, Jack	Lead Carman	Council Bluffs, Ia.	1						
Wailes, J.	Cashier-Clerk	Council Bluffs, Ia.	1						
Waln, R.A.	Helper	Manning, Ia.	1						
Ziehlike, O.H.	Sig. Maintainer	Paralta, Ia.	3						
Zobl, V.F.	Sig. Maintainer	Oxford Jct., Ia.	1						
	Switching Clerk	Cedar Rapids, Ia.	1						
			25	2					
Iowa and Dakota Division					La Crosse and River Division				
Alberts, Gerald	Sec. Laborer	Pukwana, S.D.	1		Behling, Edwin	Car Dept.	La Crosse, Wis.	1	
Anderson, E.E.	Sec. Foreman	Delmont, S.D.	7		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Baker, C.L.	Carman Helper	Sioux City, Ia.	1		Dreese, L.A.	Freight Office	Hastings, Minn.	1	1
Buehler, George	Car Dept.	Mason City, Ia.	1		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Burnett, M.L.	Trmmstr's Clk.	Mason City, Ia.	1		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Collings, L.H.	Lead Carman	Sioux City, Ia.	1		Heath, Grover	Car Dept.	Wausau, Wis.	1	
Costello, Rev. J.	Clergyman	Parker, S.D.	1		Karow, Mrs. Daisy	Exp. Clk. & Steno.	Winona, Minn.	2	
DeSomery, L.J.	Instrumentman	Mason City, Ia.	1		Meckes, C.F.	Switch Foreman	Watertown, Wis.	1	
Engman, Harry, V.	Maint. of Way	Mitchell, S.D.	1		Metrie, Mrs. Tom	Wife of Maint.		1	
Entwistle, John	Car Inspector	Mitchell, S.D.	1			of Employee	La Crosse, Wis.	1	
Foster, W.	Sec. Foreman	Avon, S.D.	1		Moberg, Walter	Engineer	Minneapolis, Minn.	1	
Friend, E.H.	Car Inspector	Mason City, Ia.	3		Nienow, Richard	Car Dept.	Wausau, Wis.	3	
Hoelker, Emil	Sec. Laborer	Pukwana, S.D.	1		Olson, F.S.	Rodman	La Crosse, Wis.	2	
Holmes, W.R.	Rate Clerk	Sioux City, Ia.	1	1	Owecke, Harry	Rate Clerk	Winona, Minn.	2	
Kemerling, Mrs. D.	Wife of Loco.				Rhude, A.G.	Rodman	La Crosse, Wis.	1	
A.	Fireman	Rapid City, S.D.	1		Ruder, G.	Warehouse Frmn.	Merrill, Wis.	1	
Kemp, Colonel	Flagman	Sioux City	3		Schaad, Gregory	Trucker	Merrill, Wis.	1	1
Lambert, K.S.	Agent	Mt. Vernon, S.D.	2		Slade, F.	Warehouseman	Tomah, Wis.	2	
Leibold, J.H.	Conductor	Mason City, Ia.	1		Smith, Chas.	Lieut. of Police	La Crosse, Wis.	2	
McGuire, J.W.	Ret. Conductor	Mason City, Ia.	1		Vaught, E.J.	Agent	Hubbilton, Wis.	1	
Moran, C. Grace	Stenographer	Mason City, Ia.	1		Wheeler, Morton	Bill Clerk	Winona, Minn.	2	
Nelson, A.A.	Carman	Sioux City, Ia.	1		Wilhelm, R.L.	Police Dept.	La Crosse, Wis.	1	
O'Brien, J.F.	Rate Clerk	Sioux City, Ia.	1	1				27	2
Oeschger, C.E.	Storekeeper	Sioux City, Ia.	1						
Osthoff, A.H.	Chf. Clerk	Sioux City, Ia.	1						
Off Line Offices and Miscellaneous Group					Marony, R.J.	N.Y. Fiscal Rep.	New York, N.Y.	2	
					Welch, J.W.	Asst. Secy.	New York, N.Y.	3	1
								5	1
Madison Division									
Bergman, August	Car Repairer	Janesville, Wis.	1						
Blethen, W.W.	Stenographer	Madison, Wis.	1						
Coleman, James	Ret. Clerk	Madison, Wis.	10						
Eller, B.L.	Agent	Palmyra, Wis.	1						
Glenn, W.H.	Ex. Flagman	Madison, Wis.	1						
Harrington, Leo	Check Clerk	Madison, Wis.	1						
Howard, E.M.	Stn. Helper	Darlington, Wis.	1						
Romelfanger, John	Car Clerk	Madison, Wis.	2						
Young, A.E.	Operator	Lone Rock, Wis.	1						
			19	0					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Milwaukee Division					Long, R.B. McGalliard, S.O.				
Brasure, E.C.	Traffic Dept.	Rockford, Ill.	2			Right of Way Agt.	Seattle, Wash.	1	
Brown, V.	Section Laborer	Mayville, Wis.	1			Investigator,	Seattle, Wash.	1	
Dawes, L.	Engineer	Rockford, Ill.	2		Meyer, N.A.	Supt., Transp.	Seattle, Wash.	2	
Lentz, Delmar	Laborer	Horicon, Wis.	1		Naramore, H.S.	Asst. Chf. Surgeon	Seattle, Wash.	1	
Mahnke, A.	Sec. Foreman	Mayville, Wis.	1		Reynolds, C.W.	Chf. Clerk	Seattle, Wash.	1	
Mahoney, Clara	Clerk	Rockford, Ill.		1	Sievers, H.D.	Chief Clerk	Seattle, Wash.	1	
Melcher, Mrs. T.E.	Wife of Agent	Knowles, Wis.	1		Strassman, J.N.	Auditor	Seattle, Wash.		6
Moffatt, Mrs. W.F.	Wife of Steno.	Milwaukee, Wis.	1		Wilhelm, J.M.	Adjuster-Chf. Clk.	Seattle, Wash.	1	
Noel, M.E.	Roadmaster	Horicon, Wis.	1					21	6
Olson, A.H.	Roadmaster	Horicon, Wis.	10		Superior Division				
Owen, George	Switchman	Racine, Wis.	1		Anderson, R.C.	Brakeman	Green Bay, Wis.	5	
Parker, A.L.	Tel. Operator	Oshkosh, Wis.	1		Antilla, Fanny	Wife of Agent	Sagola, Mich.	3	
Schmid, Joe	Sec. Laborer	Iron Ridge, Wis.	1		Bartomeallo, L.	M.M.T.Co. Driver	Iron Mountain, Mich.		1
Schmidt, John	Sec. Foreman	Pardeeville, Wis.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.	1	1
Weginger, J.	Sec. Foreman	Delavan, Wis.	1		Fencil, J.	Trainman	Green Bay, Wis.	1	
Wickler, C.E.	Agent	Delavan, Wis.		1	Gotto, Forence	Cashier	Green Bay, Wis.	1	
Willers, John	Sec. Foreman	Horicon, Wis.	1		Grebe, Otto	Trainman	Green Bay, Wis.	1	
			26	2	Hall, R.D.	Instrumentman	Green Bay, Wis.	1	
Milwaukee Terminals and Shops					Herman, M.B.	File Clerk & Steno.	Green Bay, Wis.	2	
Bach, Henry	Machinist	Milwaukee, Wis.	1		Johnson, Julia	Clk. Supt's Off.	Green Bay, Wis.	1	
Beck, John	Inspector	Milwaukee, Wis.	1		Kramer, H.	Chief Clerk	Green Bay, Wis.	1	
Belond, H.	AAR Inspector	Milwaukee, Wis.	4		Lande, C.	Switchman	Green Bay, Wis.	1	
Bilty, G.J.	Car Foreman	Milwaukee, Wis.	1		La Haye, E.J.	Car Inspector	Green Bay, Wis.	1	
Campbell, J.R.	Clerk, SMP Off.	Milwaukee, Wis.	1		La Veau, F.J.	Agent	Republic, Mich.	4	
Carpenter, E.	Steno. & Bill	Milwaukee, Wis.			Matthews, H.K.	Supt's Steno.	Green Bay, Wis.	2	
	Mach. Opr.	Milwaukee, Wis.	1		McGregor, Earl	M.M.T.Co. Driver	Green Bay, Wis.	1	1
Cozley, John	Switchman	Milwaukee, Wis.	1		Miskimins, R.R.	M.M.T.Co. Mgr.	Green Bay, Wis.		1
Esser, L.M.	Secy. to GSK	Milwaukee, Wis.	2		Nabbefeld, P.J.	Gen. Clerk	Appleton, Wis.	1	
Fischer, Joseph	Tinsmith	Milwaukee, Wis.	3		Philips, J.B.	Time Reviser	Green Bay, Wis.	1	
Foster, E.J.	Station Force	Milwaukee, Wis.		1	Reeves, E.S.	Sig. Maintainer	Green Bay, Wis.	2	
Freihoefer, Wm. J.	Pass, Truck Shop	Milwaukee, Wis.	1		Schampers, A.O.	Laborer	Green Bay, Wis.	1	
Hopkins, W.	Perish. Frt. Insp.	Milwaukee, Wis.	1		Spore, W.	Driver, M.M.T.Co.	Milwaukee, Wis.		1
Jaeger, C.O.	AAR Clerk	Milwaukee, Wis.	1		Tierney, W.H.	Yardmaster	Green Bay, Wis.	1	
Janzen, R.W.	Mach. Helper	Milwaukee, Wis.	2		Trigloff, B.	Clerk	Iron Mountain, Mich.	1	
Jendusa, F.	Car Inspector	Milwaukee, Wis.	1		Vicaux, F.X.	Operator	Green Bay, Wis.	1	
Kaun, E.A.	Clerk	Milwaukee, Wis.	2		Weiland, P.J.	Trainmaster	Green Bay, Wis.	1	
Kelly, E.A.	Clk, SMP Off.	Milwaukee, Wis.	1		Willman, R.E.	Agent	Forest Jct., Wis.	1	
Kizourek, James	Chf. Rec. & Inv. Clk.	Milwaukee, Wis.	1					36	5
Koepp, Edwin	Upholsterer	Milwaukee, Wis.			Terre Haute Division				
	Helper	Milwaukee, Wis.	1		Austin, A.H.	Car Dept.	Terre Haute, Ind.	1	
Kurth, Michael	Asst. Foreman	Milwaukee, Wis.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		20
Matous, Kenneth	Store Dept.	Milwaukee, Wis.	1		Lucas, Orville W.	Car Dept.	Terre Haute, Ind.	2	
Niver, H.	Cabinet Maker	Milwaukee, Wis.						3	20
	Foreman	Milwaukee, Wis.	1		Trans-Missouri Division				
Roessger, G.H.	Chief Yd. Clerk	Milwaukee, Wis.	1		Althaus, A.J.	Machinist	Miles City, Mont.	1	
Rome, Joseph	Pass, Truck Dept.	Milwaukee, Wis.	1		Dangubeck, Mrs. D.	Wife of Sec. Foreman	Thunder Hawk, S.D.	1	
Schram, George	Blacksmith	Milwaukee, Wis.	1		Geelhart, H.M.	Roadmaster	Roundup, Mont.	1	
Stark, Willard	Clerk-Steno.	Milwaukee, Wis.	1		Heim, H.	Engineer	Miles City, Mont.	1	
Tooney, H.R.	Stock Clerk	Milwaukee, Wis.	1		Lathrop, Herb	Loco. Carpenter	Miles City, Mont.	1	
Tyler, Albert	Frt. Car Shop	Milwaukee, Wis.	1		McCourt, E.T.	Stenographer	Miles City, Mont.	2	
Valesano, Joseph	Checker	Milwaukee, Wis.	1		Meakens, H.M.	Police Dept.	Mobridge, S.D.	1	
Voth, June	Daughter of Chf. Clk.	Milwaukee, Wis.	1		Nugent, Tom	Warehouse Frmn.	Miles City, Mont.		2
				1	Nugent, Mrs. Tom	Wife of Whse. Foreman	Miles City, Mont.	1	
Waldman, John	Staty. Store-keeper	Milwaukee, Wis.	1		Strom, Chas. J.	Car Dept.	Miles City, Mont.	1	
Wellnitz, Robert	Loco. Elec. Shop	Milwaukee, Wis.	1		Sweeney, H.J.	Working Foreman	Marmarth, N.D.	2	
Zirbel, Walter	Triple Valve Repair	Milwaukee, Wis.	1		Tooke, Frank	Fireman	Miles City, Mont.		1
Zunker, Myrtle	Pers. Steno	Milwaukee, Wis.	3		Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	3	
			43	2				15	3
Rocky Mountain Division					Twin City Terminals Division				
Bertram, Henry	Warehouse Frmn.	Lewistown, Mont.	1		Anderson, J.V.	Asst. Gen. Stkpr.	Minneapolis, Minn.	1	
Bleichner, Betty	Clerk-Steno.	Butte, Mont.	2		Anderson, John O.	Coach Yard	Minneapolis, Minn.	1	
Ellingson, John	Elec. Welder	Lewistown, Mont.	1		Campbell, H.R.	Car Dept.	St. Paul, Minn.	2	
Finkbinder, S.W.	Carman	Lewistown, Mont.	1		Ceiky, William	Police Dept.	St. Paul, Minn.	1	
Haanes, O.H.	Roadmaster	Lewistown, Mont.	1		Corcoran, Frank	Supt's Office	Minneapolis, Minn.		2
Kester, Guy	Gen. Clerk	Lewistown, Mont.	1		Creighton, W.J.	Stockman	Minneapolis, Minn.	2	2
Morgan, Isabelle M.	Stenographer	Butte, Montana	1		Crouch, Walter	Ret. Engineer	Minneapolis, Minn.	1	
Mundt, E.H.	Car Foreman	Lewistown, Mont.	2		Cunningham, J.E.	Loco. Engr.	Minneapolis, Minn.	1	
Newbury, Mabel	Clerk	Lewistown, Mont.	1		Jacobsen, Gene	Clerk, Frt. Off.	Minneapolis, Minn.	1	
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1		Madvig, H.J.	Carpenter	Minneapolis, Minn.	1	
Reuther, Ann	Rate Clerk	Lewistown, Mont.	1		McBride, K.A.	Pers. Steno.	Minneapolis, Minn.	1	
Spears, Martin	Section Man	Lewistown, Mont.	1		McCool, Alex	Dispo. Clerk	St. Paul, Minn.	1	
Spring, S.G.	Engineer	Lewistown, Mont.	1		Moloney, John	Police Dept.	Minneapolis, Minn.	1	
Thompson, W.J.	Operator	Lewistown, Mont.	1		Neumann, William	Car Dept.	St. Paul, Minn.	2	
Waite, M.	Telegraph Dept.	Alberton, Mont.	1		Reinhardt, R.A.	Staty. Fireman	Minneapolis, Minn.	3	
			17	0	Rothmund, A.C.	Cashier	St. Paul, Minn.		1
Seattle General Offices					Tingsted, Fred	Cutter	Minneapolis, Minn.	1	
Barkley, A.H.	Office of Asst. to Trustee	Seattle, Wash.	2					20	5
Bennett, Alice	Stenographer	Seattle, Wash.	1		If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.				
Boydston, M.	Tax Rep.	Seattle, Wash.	3						
Britt, Nettie	Stenographer	Seattle, Wash.	1						
Calhoon, M.L.	Asst. Engineer	Seattle, Wash.	1						
Cumming, J.R.	Asst. Tax Commr.	Seattle, Wash.	1						
Grier, J.F.	Asst. Real Estate Agent	Seattle, Wash.	1						
Hardman, L.	Stenographer	Seattle, Wash.	1						
La Fortune, Valerie	Steno., City Tkt. Off.	Seattle, Wash.	1						
Laughon, A.J.	Ret. Solicitor	Seattle, Wash.	1						

RETIREMENTS

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

CHICAGO GENERAL OFFICES

Layman, C. W. Clerk, Frt. Aud. Off. Chicago, Ill.
Sefton, W. H. Clerk, Frt. Aud. Off. Chicago, Ill.
Taylor, J. J. Laundry Manager Chicago, Ill.

CHICAGO TERMINALS

Ames, I. R. Switchman Chicago, Ill.
Banash, J. Carman Chicago, Ill.
Donohue, L. E. Switchman Chicago, Ill.
Emerson, C. L. Master Mechanic Chicago, Ill.
Franz, P. G. Switchman Bensenville, Ill.
Lytle, S. J. Switchman Galewood, Ill.

COAST DIVISION

Champer, E. W. Lineman Othello, Wash.
Micklethwait, H. Loco. Engineer Tacoma, Wash.
Peterson, A. Section Laborer Maytown, Wash.

DUBUQUE & ILLINOIS DIVISION

Lorenz, H. A. Loco. Engineer Savanna, Ill.

HASTINGS AND DAKOTA DIVISION

Adamson, G. P. Loco. Engineer Minneapolis, Minn.
Soike, E. H. Gen'l Yardmaster Aberdeen, S. D.

IOWA DIVISION

Colburn, F. Switchman Council Bluffs, Iowa
Cummings, F. G. Conductor Perry, Iowa
Cunningham, D. P. Loco. Engineer Perry, Iowa
Heinzelman, J. H. Loco. Engineer Perry, Iowa
Johnson, F. Brakeman Perry, Iowa
Krasche, H. C. Agent Perry, Iowa
Miller, J. O. Machinist Cedar Rapids, Iowa
Scown, E. S. Blacksmith Marion, Iowa
Souhrada, M. Section Foreman Oxford Jct., Iowa

IOWA AND DAKOTA DIVISION

Allen, S. E. Loco. Engineer Mason City, Iowa
Houser, W. H. Loco. Engineer Sioux City, Iowa
Lux, W. A. Machinist Sioux City, Iowa
Nichols, G. A. Switchman Mason City, Iowa

IOWA AND SOUTH MINNESOTA DIVISION

Bloomfield, J. H. Carpenter Helper Austin, Minn.

KANSAS CITY DIVISION

Epperson, J. C. B&B Foreman Kansas City, Mo.

LA CROSSE AND RIVER DIVISION

Christenson, Ole Carman La Crosse, Wis.
Hawkins, H. H. Carman Helper La Crosse, Wis.
Hultine, J. A. Loco. Engineer Minneapolis, Minn.
Paradis, L. Loco. Engineer Wis. Rapids, Wis.
Robertshaw, J. C. Loco. Engineer Portage, Wis.
Stray, H. O. Section Laborer Oconomowoc, Wis.
Westcott, E. A. Conductor New Lisbon, Wis.

MILWAUKEE DIVISION

Franz, L. J. Yard Clerk Beloit, Wis.

MILWAUKEE TERMINALS

Cruise, G. P. Machinist Milwaukee, Wis.
Dombrowski, W. S. Painter Milwaukee, Wis.
Gregoire, J. V. Moulder, Foundry Milwaukee, Wis.
Hardtke, C. M. Machinist Milwaukee, Wis.
Knuth, O. W. Sheet Metal Worker Milwaukee, Wis.
Kraszka, T. Blacksmith Milwaukee, Wis.
Kunkel, S. E. Machinist Milwaukee, Wis.
Matulich, J. A. Boilermaker Helper Milwaukee, Wis.
Rintelmann, C. B. Stencil Cutter Milwaukee, Wis.
Stankiewicz, A. M. Blacksmith Helper Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Carver, E. M. Perish. Frt. Insp. Harlowton, Mont.
Clark, J. C. Frt. Brakeman Alberton, Mont.
Farmer, W. T. Loco. Engineer Deer Lodge, Mont.
Lindley, J. G. Carman Deer Lodge, Mont.
McAndrews, G. F. Section Laborer Lombard, Mont.

SUPERIOR DIVISION

Sant Amour, F. A. Conductor Green Bay, Wis.

TERRE HAUTE DIVISION

Church, J. Carman W. Clinton, Ind.

TRANS-MISSOURI DIVISION

Bednar, F. W. Agent Dupree, S. D.
Wagner, G. E. Loco. Engineer Melstone, Mont.

TWIN CITY TERMINALS

Holmes, C. Yard Conductor St. Paul, Minn.

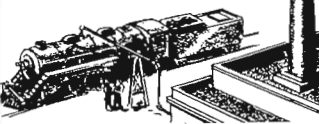
Rail oddities



A REMARKABLE 8-FOOT OPERATING MODEL OF A MODERN RAILROAD LOCOMOTIVE HAS BEEN COMPLETED BY JOHN F. LINDSEY OF CHICAGO AFTER 10,000 HOURS OF LABOR DURING THE PAST NINE YEARS. MADE ENTIRELY BY HAND, COMPLETE IN ALL DETAILS, THE MODEL WORKS UNDER 250 POUNDS STEAM PRESSURE WITH ALL CONTROLS OPERATED FROM THE CAB. IT IS VALUED AT \$30,000.



RAILROADS NOW EMPLOY ABOUT 100,000 WOMEN AND GIRLS - FOUR TIMES AS MANY AS BEFORE THE WAR. NOT ALL AS STEENOGRAPHERS AND PHONE OPERATORS BY A LONG SHOT. MANY WORK IN ROUND-HOUSES, SHOPS, FREIGHT HOUSES, FREIGHT YARDS, AT FUEL STATIONS AND ON TRAINS.



WHEN MECHANICAL DIFFICULTIES THREATENED THE PUBLIC WATER SUPPLY OF THE CITY OF PHOENIX, ARIZONA RECENTLY, THE GRAND TRUNK RAILWAY PROMPTLY CAME TO THE RESCUE BY LENDING A STEAM LOCOMOTIVE TO OPERATE THE WATER PUMPS DURING THE EMERGENCY.

ASSOCIATION OF AMERICAN RAILROADS (14)

GOOD WAY TO BLOW UP THE HOUSE, TOO!



I KNOW IT'S SILLY, BUT I HAVEN'T DONE IT FOR SO LONG--!!

SPENDING

PURCHASING POWER (GOOD WAR BOND MATERIAL)

ALEXANDER FOR OWI

(Continued from page 20)

will be missed by their buddies and co-workers.

The following men have left their workbenches to join the services of Uncle Sam. Chas. Winters, machinist apprentice—Navy.

Norbert Rusk, machinist apprentice—Coast Guard.

Henry Pichalski, machinist apprentice—Navy.

Sailor Gordon Pynn on duty along the west coast was given an eight-day leave, some of which he wished to spend at Milwaukee. Time and distance is not much of a barrier to him when he has an army bomber at his disposal. Gordon has many stories of his adventures. He looks fine and says he feels just as well.

We had a surprise visit from Ray O'Brien of the roundhouse office. Ray obtained his first leave after seven months of service. From all appearances, army life is doing him a lot of good. We are willing to bet Ray can run first base in better time than in bygone days.

The old saying that you can't keep a good man down is firmly believed by Fred Williams, chief caller, and George Flood, clerk at the roundhouse office. Fred has been ill for a number of months and George for several weeks. Glad to see you back on the job, fellows.

Chicago General Offices

Auditor of Expenditure's Office

Bernie Williams, Correspondent

We welcome back Dorothy Sodman after her long convalescing period to the B&V bureau and extend all the best of luck to Earl Marsh of the general bureau to get back in the pink. . . . Frank Morrissey Jr. of the B&V bureau is another summer sick-leaver. . . . Jessie Douglas and Jane Bohrn are a pair of timekeepers who are missed. . . . We hope for an early return for each. . . . Caroline Carlson of the typing bureau is on the sick list this month.

Sgt. and Mrs. Henry F. Harter, of Truax Field, Madison, Wis., happily announced the arrival of Lynn Elizabeth Harter on Aug. 23. Mother and daughter are both fine. Congratulations, Dorrie and Hank!

Wedding bells are doing their share of ringing this month. . . . Anna Mae Padden of the typing bureau, visited a certain southern Army camp recently and came back a changed person entirely. In fact, she was Mrs. Robert Schmidt upon her return. Best of luck from all of us, too. . . . Eleanor List of the war bond bureau has added duties these days, carrying around that hunk of diamond. . . . The glitter has spread to Butch Forster's builders' bureau where Virginia Belzer is doing the same. These gals do all right by themselves. Of course, a couple of guys did all right by themselves, too.

Sgt. Bill Sahlor was in to see us early in the month on his way home to Minneapolis on furlough. Bill's looking swell.

Bob Brock also dropped in for a chat on his furlough from Angel Island, Calif. The same day, Tommy Green, who resigned recently, came back to see his old pals and to tell them he is now part of the U. S. Navy. So finally—"Lucky Strike" Green has really gone to war.

Ted Hartz, ass't, bureau of the audit section, has transferred to Minneapolis and will work in Mr. Bagnell's office there. Ted and family are going back where they came from, and they're certainly taking all of our good wishes with them. What

is Mr. Bagnell's gain is our loss.

The girls' kegeling conference will begin before very long now and the hair will be flying at least one night a week. The league should go along fine—at least there won't be any manpower shortage to worry about.

Freight Traffic Dept.

Wesley S. McKee
Correspondent

We won't dwell too much on the recent changes in our department as they are fully covered elsewhere in this issue. However, will say we all feel Mr. Proctor is going on a well-deserved vacation and I am pleased that my friend of many years' standing, Frank Basil, has been promoted to export and import agent. Messrs. Zane, McSweeney, Hibbard and Basil are assured of our good wishes and support.

Pfc. Russ Mau writes he was in a slight accident and thought he would lose a whole finger, but his luck held out, it was only a fracture.

It has been rumored that one of our co-workers in the transportation department, Jim Nolan by name, a chicken farmer



F. E. Douglas, Fifty Year Veteran, Retires



Fred E. Douglas

WHEN Fred Douglas, city freight agent, Chicago, retired and took his departure from the general agent's office on Sept. 15, it was with the satisfaction of knowing that the 50 years he had spent with the Milwaukee Road had earned for him the respect and affection of a great many people.

All 50 years of his railroading career were spent in Chicago. He began as a messenger boy in February, 1888 and came up through a number of positions to that of city freight agent in July, 1925, which position he held continuously until his retirement. The span of years through which he was associated with the road is really 55, but there was a brief period following the first World War during which he was otherwise employed.

Mr. Douglas' many associates in traffic circles join in wishing him good health and contentment in his rest at his home in Glenview, Ill.

(poultry type), recently slew a couple of bantam roosters and sold them as dressed pheasants. Wait 'til the OPA hears about that.

Syd Gracer of the same department has some lovely hens too, and he has become so attached to them that it will take about a "fin" apiece to make him part with his feathered chums. No wonder these guys buy new homes.

He has three or four good excuses for it, and you can take your choice, but one thing you have to admit, it certainly was a beautiful "shiner" that Art Berry was "sporting" for a while.

Passenger Traffic Department

E. R. Will, Correspondent

Capt. Fred Priester of the rate dept, made an appearance in the offices on Sept. 9 on what he believed to be his last furlough for the duration. That tell-tale A. P. O. has been attached to his address. Fred was his usual quiet self, but we managed to get a few words out of him. In a more serious mood, he wondered at the optimism of civilians who believe the war to be practically over. Sounds as if we better get behind the Third War Loan. It was recalled that Fred has been in service for 29 months, or longer than U. S. participation in the last war. Priester hinted that he may take a crack at developing South America after the war.

Speaking of a captain and recalling the last presidential campaign dig, "I want to be a captain," we have it on good authority that Alec Marxen, former city passenger agent, has added a bar on each shoulder, or is it one to his collar, and he still is stationed at Washington, D. C.

The family of Art Dreutz of the advertising dept. wrote him to look up a certain party in Hawaii. On Sept. 15 they received a reply that he was now sweltering in the heat of Australia. Art had spent 14 months in the Hawaiian Islands.

T. P. A. Chet Dille has relieved L. J. Buckley and Gene Hammer at Camp Grant, giving the latter time for well-earned vacations.

As a follow-up to last month's announcement of Bill Marsh's marriage was the surprise visit to the city and general offices of the blushing bridegroom. Bill or Clyde, whatever you prefer, has left the dreaded M. P. service and is attached to the Air Corps at Brookley Field, Mobile, Ala.

After returning to his P. C. boat at San Francisco, Clyde Deacon received his rating, petty officer 3rd class.

Warren, 8-month old son of Earl Kubicek, city passenger agent, made his initial visit with proud father to the offices where papa labors by the sweat of his brow to give him the finer things in life.

Inactivity is beginning to get Lt. John Dunne, rate clerk, down. He spends his whole day just swimming in the Mediterranean and drinking Italian *vino* and apparently he has recovered from his mysterious injury.

The Chicago Passenger Club opened its bowling season at Adams and Wabash Recreation, Tuesday, Sept. 14, and Charlie Rank upheld the name of the Milw. Rd. with a 547 series, high for the night. This scribe wonders who was responsible for spelling the team's name *Hawathas*. What would the little brave of Gitchie Gumees say about that?

Heard on a BBC broadcast: "While the United States Navy drinks whiskey and the British Navy prefers rum, the Italian Navy sticks to port."

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

In the past month, two more fellows have entered the service; namely, Chuck Essig and Art Ferando. "Good luck, fellows!" Our honor roll now boasts 64 men and one gal.



On his rounds, Mr. Stork dropped in on the Nudo and Sergott families and left a boy with the former and a girl with the latter.

That dashing young Lothario, Bob Rinaldi, was seen coming out of the hardware store across the street with a wash tub and a clothes line. It has also been reported he bought a home in Wheaton.

Frank Zapotocky's bureau whipped up a birthday cake and placed 50 candles on it. The whole office sang "Happy Birthday" and Frank proceeded to blow out the candles in one puff. Boy, what lungs!

Art Heine left us to take up duties as private secretary to C. A. Peterson, assistant comptroller. Nice going, Art.

Emil (Zola) Leska, formerly of Tabor, S. D., is going back to pay the town a visit and try to convince the little gal he left behind to come to the big city.

Remember, folks, the Third War Bond Drive is on. Buy all you can and often.

Purchasing Department

Lurena Whidden, Correspondent



Jean Baker Krause, Mr. Hanover's secretary, is leaving the first of October after 13 years of faithful service with the Milwaukee Road. Next month we will be able to report on the farewell party which was to be given her and Jayne Schultz on Sept. 20. Jayne departs soon for Hunter College, New York, where she will become a WAVE.

The whole office force was sorry to hear that C. W. Anderson has been forced to take a leave of absence because of illness. We hope that the rest cure will be as short as possible to restore him to perfect health and to this department.

This correspondent appeared one day wearing a ring, but the event was soon over-shadowed by the news that Jean Conte had set her wedding date for Sept. 18. By the time you read this, Jean will be Mrs. Marvin Gullang, wife of a second class seaman who is stationed at Great Lakes.

We had a nice letter from Frieda Henning a few weeks ago. She mentioned Bertha Sexton's visit during the latter's vacation, and also had this interesting piece of news: "For the benefit of you girls, and so that you will all envy me, I must tell you what happened yesterday. It was Les's day off, and we were driving in Beverly Hills, when who should pass us but Bing Crosby. Well, we stepped on it and passed him and, of course, I had to turn around to get a better look at him. Well, he's as nonchalant as he is in the movies. When he saw me looking at him, he waved at me. Boy, was I thrilled!" Oh, Frieda, did you wave back?

Bob Nordin FC 3/c writes from Bremerton, Wash., "I still take my liberties in Seattle—a rather nice town, but for me, Chi—at least they keep the sidewalks out all night." He was a little peeved because

he missed a bus one night, since they don't run after 2 a.m., so he had to walk six miles at 4:30 in the morning in order not to over-stay his leave. "Man, was I a sad sack when I got back to the base." He's had a couple of letters from John, whom he considers "hitting on all fours" and describes Charlie's, Don's and Bob's letters as "a matter of 'Paradise Lost'—'Paradise Found'." As for Washington, he says, "This Northwest is really beautiful if you want to get away from the rest of the world."

Pfc. Don Russo was about to leave for two months more of maneuvers when he last wrote to us from Fort Lewis, Wash. "Did I tell you that I was transferred to the kitchen? That's right; I am now a cook (glory be), and all I do is eat. But I don't get fat; there's too much work to be done." He sent us a copy of his camp newspaper, which was very interesting.

Pvt. Bob Reiter, Camp Claiborne, La., is such a good letter-writer that it's hard to keep up with him. On Aug. 14, he wrote that the Army was teaching him a lot of new things, such as washing clothes, ironing and sewing, and "believe it or not," he likes it. His letter of Aug. 29, vividly described the advanced basic training he had just finished and contained the news that he was appointed "Acting Sergeant." He wanted Bob, Don and John to know that his pack wasn't dragging behind his back, and that he keeps up with the "Speed Demons." In his latest letter he says that he is now an army administration clerk, about which he is very happy. "I am stationed in the military personnel office for 10 weeks of 'technical training' after which I will graduate and be assigned a railroad unit as an A.A.C." He expects to get a rating with his assignment and perhaps a furlough. His duties are now typing and bookkeeping and he works eight hours a day in a "beautiful office" with a ride to and fro. Not bad, Bob. Keep up the good work.

Pfc. Charles Gooding, still somewhere in New Guinea, wrote to us on Aug. 23, describing their open air theatre. They have movies twice a week and sometimes U.S.O. shows in between. Little Jack Little had been there, but was "interrupted by unwelcome visitors; so we turned out all the lights and pretended we weren't home. It might have been rude, but they are such a noisy bunch."

Freight Auditor's Office

J. A. Strohmeyer, Correspondent



Wm. Prehler, review bureau tomato commando, reports his 80 tomato plants on a 20 by 20 ft. plot, have to date produced about nine bushels and at least one more bushel is expected. His wife cold packed 30 quarts, made 30 pints of chili sauce and 12 bottles of ketchup. Friends and visitors have each been supplied with 10 or 12 large specimens. Bill says this big yield of mulch babies is due in part to good advice and counsel from Al. H. Payne, AFOC files first floor.

We're all glad to see Helen Green back at work in Walter Helwig's bureau after a six months leave.

Congratulations to Jakie Jacobson, rate bureau, who recently became the father by adoption of a nine-pound bright-eyed boy about five weeks old named Warren. The baby is gaining in weight and Jake

is losing. We all extend the good wish that sonny boy will bring them much happiness.

Mary Girone, estimated earnings bureau, reports that Jean Campbell Greenwood, formerly employed in local and interline balance bureau, became the mother of a baby on Aug. 19, who has been named Richard.

Jean Flanagan, revising bureau has resigned to enter nurse's training.

Ruth Richmond, W. B. filing bureau, plans to enter Wright Junior College soon, where she expects to pursue a musical career.

New girls in W. B. filing bureau are: Helen Iwan, Gertrude Lalowski, Lauretta Wallace, Lorraine Kwiathowski, Gertrude Gindorf. Just watch them advance!

Walt. Hammel, interline, has received a Jap battle flag from Walter Jr., captured at Guadalcanal. Walter Sr. spends his evenings trying to decipher ideographs inscribed on it.

Marty Griebnau, S/2/C, is now on the high seas.

Pvt. Homer Linder has been heard from. He sent a card to his friend Tim Wood, from Camp Adair, Ore.

Larry Pulsinski, switching bureau, left for the Navy last week. He gave us the usual glad hand and thanks for our customary gift which pleased him very much.

Pfc. Bill Kirscher, Norfolk, Va., Army base, writes about the hot weather, much work; he is grateful for the welcome received while here on visit, and says also that he enjoys the office news in the Milwaukee Magazine.

Lengthy letter from Pvt. Don Kloss, Camp Butner, N. C., tells all about training and especially about training trip to Prince Edward Woods in Virginia.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

"See here, Marie, it seems to me
Your copy needs variety,
I've noticed this, the same old guys
Get all the notoriety
And if it's any news to you
I'd like to say, I work here, too.

"George Tovey's old Missouri home,
Bill's mustache in it's glory,
That stuff is getting pretty thin
We'd like a different story.
And though it's not a thing to me,
Why all the fuss for A. V. G.?

"And Stamm and Lynch and 'Gee Gee'
Smith
And likewise Howard A.
Don't get me wrong, I like these guys
But change your rondelay."
So here he is, we've made it big:
Step right up, folks, and meet GEORGE FIGG.

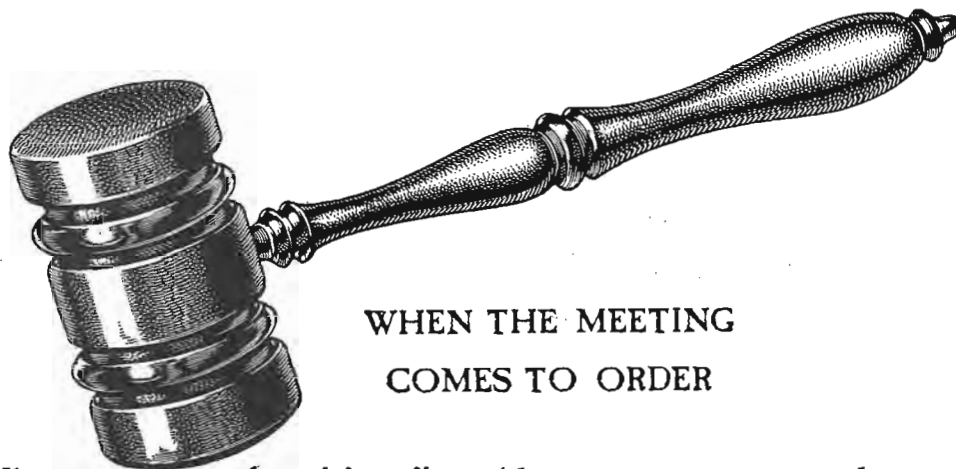
An open letter to Corp. Howard Ather-ton—Freddy Brink would like to know more about that 160 degrees heat wave at Indio, Calif. The "Daily News Almanac," says Freddy, lists the highest temperature ever recorded as 136.4 degrees at Azizia in southern Tunisia.

On Aug. 28, Mr. and Mrs. Alvin Payne were passengers on the "Arrow" to Omaha, to visit Pvt. Howard Payne, a student in the Automotive Engineering School at Fort Crook, Neb.

The polio epidemic claimed as one of its victims, little Myron Goodstein, who is now improved and convalescing at Mercy Hospital.

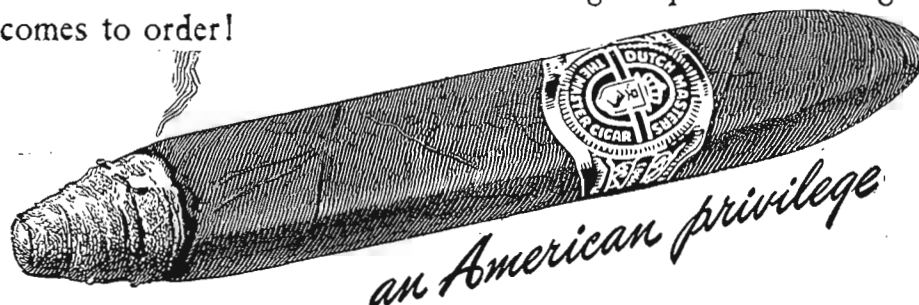
Another hospital case, Mrs. Fred Brink,

THE MILWAUKEE MAGAZINE



WHEN THE MEETING COMES TO ORDER

Wherever men gather, it's a fine old custom to pass around the Dutch Masters before talking business. Tempers soften and arguments seem to vanish, as the mellow aroma of truly great tobacco fills the room. Gentlemen, light up—the meeting comes to order!



an American privilege

DUTCH MASTERS CIGARS

is feeling fine, thank you, after undergoing a serious operation.

Mr. and Mrs. Arthur C. La Rue rounded out 25 years of married life on Aug. 31, with a gathering of the clan La Rue. The ever gallant Arthur and his Hazel were toasted in non-alcoholic beverages served with wedding cake, and a handsome gift of silver will remind them of this happy event for years to come.

The Navy was in town the week of Sept. 16, when both Bob Dillon and Jim Lynch favored us with a visit. Bob was en route to Radio School and Jim to his new post on the East Coast. Upholding the Lynch tradition of high scholastic standards, Jim graduated with honors from the University of Chicago Radio School as a third class officer.

A word about Jim Tully who, due to ill health, retired in September, after a long career in railroad work. Since March, 1925, Jim was employed as rate clerk under Dean Jerry Ginaine, a post for which he was well suited, by his previous experience in the traffic department. We'll miss his genial personality and ability, to say nothing of the barbed shafts of his caustic wit which kept us constantly on our toes. I'm thinking we won't soon be forgetting himself, the Fighting Irishman.

Customer (to headwaiter): "Did the waiter who took my order leave any family?"

October, 1943

Car Accountant's Office

Harry M. Trickett
Correspondent

Grace Enders submitted to surgery at St. Elizabeth's Hospital early in September, and expects to leave the hospital soon and convalesce at home.

Pvt. Nowakowski visited the office on Aug. 28 and appears in excellent condition, having gained 17 pounds since induction. He has been transferred to Camp Gruber, Okla.

Honora Size became the bride of Corp. Kenneth Miller on Sept. 7 at a very pretty church wedding, and her four brothers, who are in the service, acted as ushers.

On Sept. 4, Rose Parker was married, changing her name to Gorman. She received an Irish linen table cloth and napkins from the office, and in appreciation for the gift, passed candy.

Harry Kester's son, whose name is also Harry, was in service in the S. W. Pacific and has returned to the States, having been given a medical discharge.

Pvt. Stanley Scott wrote on Aug. 11 that he would like to be back in Chicago, also that he anticipated a furlough soon.

Pvt. Warren Gearhart of the 88th Glider Infantry at Ft. Meade, S. D., visited the



office on Sept. 15. He has gained 20 pounds, is in excellent physical condition, and has just been promoted to P.F.C.

Did you back the invasion of Italy with Bonds? Our boys need equipment, ammunition, clothing, food, etc., and your investment will assist in providing them with every necessity for a quicker Victory.

LaCrosse & River Division

First District

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

On Sept. 7 the lake district commuters on the "Cannon Ball Special"—or trains, 12 and 23 to you—presented Train Conductor Art Levens with a 100 dollar War Bond and each of the brakemen, Elmer Manthey and Lucien Hull, and the engineer, Al Muriset, received \$10 in cash in recognition of the good service the patrons receive on these trains. Presentation speech was made by Mr. Vilter of the Vilter Corp.

On Sept. 14 at Portage a testimonial dinner was given in honor of two veterans, Engineers John Robertshaw and Charles Prieve, who recently retired. Charlie was unable to attend due to sickness. About 100 vets attended with their wives to make the evening a complete success.

Engineer Riley Heberlein claims the biggest whitebass of the season and gave

Rudy Rost a couple that just fit in a creel. Anyway, Rudy says they fit his frying pan and tasted good but Riley wouldn't let on where he caught them.

Superior Division

J. B. Philips
Correspondent

Superintendent's Office
Green Bay, Wis.

Francis X. Spartz, agent at Plymouth, Wis., died on Sept. 11. He had been agent at Plymouth for some time and was very much liked by everyone. Our sympathy goes to the family.

Engineer Stanley (Spike) Johnston was seriously taken ill a short time ago, and spent some time in the hospital. However, we understand he is recovering and back home. Hope to see him on the job soon.

The boys' gang putting ballast under track was disbanded Sept. 4 as most of them had to return to school. They did a very fine job, and Supt. Buechler promised them a treat if they obtained a certain objective, which they did. They were all treated to ice cream on Saturday noon at Mr. Buechler's expense and they enjoyed it very much. For a newly recruited bunch of boys they worked splendidly with hardly any injuries, and much credit is due their immediate supervisors and the teachers who worked with them all through the summer months.

Our new perishable freight inspector is Larry Danielson from Milwaukee. He has taken the place vacated by Roy Devries who decided to return to his old home town at Hollandale, Minn., and to his farm.

Agent H. G. Hoover of Stambaugh, Mich. is retiring on pension and plans to live in California.

George B. Smith, who had his training as a train dispatcher on the Superior Division has left to work in the same capacity at Miles City, Mont. Best of luck, George.

We are going to have a new turntable at Green Bay, and are in hopes we will be getting some of the bigger power, especially to handle our fast passenger service.

John Helgerson, a carman at Green Bay, passed away suddenly in September.

The Superior Division was honored to have one of its own shown on the cover of the September issue of the Magazine. Everyone who knows Miss Ethyl Hermanson, operator at Plymouth, Wis., recognized her at a glance, of course, and was delighted to see that she rated so much consideration.

I&SM Division

East End

H. J. Swank, Division
Editor

Superintendent's Office
Austin, Minn.

Our sincere sympathy is extended to the bereaved relatives of Leon Comeau, engineer, 2nd district, whose death occurred in the hospital at Rochester, Sept. 1. Leon had been working for the Milwaukee Road since 1901, and will be greatly missed by his fellow employees.

A few more of our boys who recently answered the call to the colors were: Harold Q. Cochlin, switchman, Navy; Gerhard

Rislov, fireman, Merchant Marine.

Paul Larkoski, son of Roadmaster Joe Larkoski, is taking training as an Air Corps pilot at Iowa City.

Walt "Boomer" Cambern, yard conductor, Austin, was taken to St. Olaf Hospital for treatment Sept. 8, and is getting along as well as can be expected. Our best wishes for a speedy recovery.

Lt. Jeanne McGovern, daughter of Chief Clerk L. L. McGovern, who has been stationed at Durham, N. C., in charge of W.A.C. recruiting, has been promoted to 1st lieutenant and transferred to the recruiting office at Columbia, S. D.

Kathleen McGovern left Sept. 9 for Seattle where she will be employed as clerk by the company.

First District

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

It is with deep regret that we learn of the death of one of our former fellow workers. P. J. Carolan, retired telegrapher, M a r r e t h, passed away on July 2. P. J. started his career at Northfield.

Sherman Rowe, agent, Nundas, is reported to be a "newlywed" but have been unable to find out who is the lucky bride. We wish you happiness and smooth sailing, Sherman.

Lester Tonsager, section laborer, Northfield, has been off work for the past few weeks due to a couple of bum legs. Les says those old legs better get well before pheasant season rolls around or there's going to be war in camp.

Can any of you 3d trickers match this one?

Along about two o'clock every morning, a young lady raps at my office door and walks right in and makes herself at home. She's very quiet and sedate until I reach for my dinner pail. Boy, there's more commotion then than ringing a dinner bell down on the farm during threshing. She doesn't care for coffee as it keeps her awake at night. Like most young ladies, she's very fond of sweets and anything else I have to offer. Between the two of us, we make short work of the lunch hour. She waits very patiently till I go home and she even has the gall to walk me right up to my front door. (Wait till my wife reads this.) As yet, haven't been able to find out her 'phone number nor do I have any luck finding out her name, but am hoping she will continue her nocturnal visits until hunting season rolls around so I can make some use of her talents and make her pay for some of this grub she talks me out of.

We are happy to report that Engineer John Anderson and Foreman Bremer are both doing nicely and will soon be released from the hospital. Both were injured in an unfortunate accident a few weeks ago.

There's news along the grapevine that we may lose two or three of our "single" operators to Uncle Sam in the near future. Looks like they will have to start running our division by remote control if they keep taking away our telegraphers. We're down to bed-rock now.

Colonel (after reviewing troops): "Hang it all! What's the idea of parading all the big men in front of the little men?"

Lieutenant: "It's the sergeant's fault. He used to run a fruit store."

Madison Area

Jim Gregerson
Correspondent
Warehouse Foreman
Madison, S. D.



Sorry to have missed last month. Guess I was in a farmer's barley field about the time of the dead line. Boy, that is a hard way to earn a living.

Oscar Wilson has had word that the rating of chief petty officer has been conferred on his son Dale. Dale, only 21 years old, is the youngest man in the Navy to get this rating.

A. D. "Red" Walker, clerk in the local office, has enlisted in the Seabees, and has gone to Camp Perry, Va., for training.

Pfc. Lowell Bast, son of Ben Bast, warehouse foreman, was home recently on furlough from Camp Joseph Robinson, Ark.

Brakeman Don Rath stopped in a few days ago while here on furlough. Don has been in Alaska but is now training men in a camp in Calif. He is now big and burly enough to wear those sergeant stripes.

Sgt. Robert Letcher, son of Engineer Lefty Letcher, made a surprise visit to his parents recently. Enlisting in Feb., 1941, he has spent considerable time overseas. Bob has had combat duty against the Japs. His outfit has received three presidential citations.

Friends of Felix Vidal, former engineer, might be interested to know that his son, Col. F. L. "Pick" Vidal, has been transferred to Colorado Springs, where he is to set up a new fighter command for the air force. Since graduation from West Point, Pick has been stationed at Mitchell Field, N. Y., in charge of east coast air defense.

Paul Redfield, brakeman, and now in the armed services, was home on furlough recently and while here took unto himself a bride. Congratulations, Paul.

H&D Division

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

Last month I called attention to the claim of Jimmy Keenan being the youngest employee wearing a 40-year button. Jimmy is now in the process of getting his "ears knocked down." River Division Engineer H. M. Anderson claims the distinction, entering service Apr. 16, 1903, at the age of 13 years 8 months and 4 days. But so far Supt. of Transportation Norman Meyer at Seattle takes the lead with an entrance date of Mar. 2, 1902, at the age of 12 years 10 months and 12 days. Begins to look as though Jimmy wasn't so young as a railroad employee at age 14, after all.

On Aug. 20 a soldier arrived in Aberdeen en route to the bedside of his dying son. When he received word about his son, he was given leave from his unit in the Aleutians and his pals flew him to Seattle where he caught our Olympian train. At Aberdeen he missed his connection and when our congenial ticket clerk, Bill Geer, heard of it he got in touch with the C&NW and they agreed to hold their Omaha train at Huron until Bill could drive him down there. They made the connection at Huron, and the soldier was thus enabled to meet his folks at Omaha who were driving in from the country.

In commenting on this incident the papers said:

"It all goes to show that railway

THE MILWAUKEE MAGAZINE

officials and their companies still see the human side of the story."

This was mighty good work, Bill. I am sure it gave you real satisfaction and is a fine example for all of us to follow in developing friendships for the railroads that will be real assets to them when the war is over.

Further along the lines of assisting in the war effort and at the same time making friends for the railroad, I just received the following letter from Christ H. Lutz, farmer living near Java, S. D.

"Overheard some talks at Java about a section crew in Iowa that went out and shocked 12 acres of oats for a farmer.

"Well, I have a better one. The Java section crew of the Milwaukee came out to my place and shocked 180 acres of wheat, oats, barley, and flax and it only took them four evenings to do it. I am not well and could get no help so I asked the section foreman and they were out the next evening and many thanks to the crew because I would never have had my crop shocked.

"Would like to see this letter printed in your railroad magazine."

On Aug. 28, P. W. (Pat) Holloran, our well known and admired agent at Groton, passed away following a short illness. His many friends were shocked to hear of his death and their sympathy is extended to his survivors.

Pat entered the service of the Milwaukee Railroad, Apr. 1, 1903, and served continuously in station service since that date, the last 32 years as agent at Groton. He is survived by his wife and five sons.

On Aug. 22 another veteran of the H&D Divn., Engineer Cecil T. McBride, passed away suddenly at Montevideo. He had been in continuous service for 32 years and made many friends. He is survived by his wife, one son, and three daughters.

Operating Department

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

Our sympathy is extended to the family of Pat Holloran, agent, Groton, S. D., who recently passed away after a brief illness. Pat had given years of loyal service to the Milwaukee and his many friends all over the division will miss him.

Louis Mack, operator, and son of Louis Mack, carman at Aberdeen, is in a serious condition following a car accident in which several bones in his neck were broken. Sincere hope for a speedy recovery is extended by all.

Albert Hoppenstedt, agent at Brownton, Minn., has retired after 31 years of efficient service. Best wishes for a long and happy retirement.

Francis J. Marx is now the pumper at Bristol, S. D.

Rocky Mountain Division

Main Line

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

Back in the days when we headed this column "Motoring on the Milwaukee, Up and Down Hill on the Rocky Mountain Division", there was a chief train dispatcher by the good old name of Mike Welch. MJW. . . . at Lewistown, Mont. The other day he again appeared in our city, enroute to Butte, and as soon as the work is finished that makes train dispatchers' offices what they are, he will again be chief train dispatcher at Lewis-

town . . . greetings to MJW who has been away from here for some years . . . assigned to the same job at Mobridge . . . A set of dispatchers will soon be put on in Lewistown where they are badly needed during all this rush of business and that will also greatly help our main line dispatchers, who have plenty of work down here to take care of.

Mr. and Mrs. Alvin Warnke are the proud parents of a son, born in Bozeman Sept. 7. They also have a daughter.

Boardman Matt Voss was taken ill the first of September and is now in the hospital in Bozeman where he is doing as well as can be expected. William Merrill is taking Mr. Voss's place.

We hear a familiar voice at Avery on second. . . . George Buckingham Baker, as JPP used to call him, agent at Superior, can't stay at Superior—no sir, the Mrs. is agent there now, and GBB is second trick at Avery because regular Operator Harrigan is on the sick list. . . . If there is anything I would like to see, it's all the other women folks getting right down to work, too. . . .

E. Sears, who has been master mechanic at Deer Lodge for 27 years, has retired on pension and W. E. Brantigan was appointed master mechanic in his place. . . . Mr. Sears and his nice wife have gone to their farm in Michigan, and a banquet given in their honor at Deer Lodge was attended by every one who could possibly get there. The good wishes of the Rocky Mountain Division go with Mr. and Mrs. Sears to their new home. Mr. Brantigan has been assistant to Mr. Sears for many years and is well known on the division . . .

Mary Ella Steel arrived in Deer Lodge Sept. 16. She is the first child of Conductor Charles and Mrs. Steel of this city.

Long ago Trainmaster John Ross lived in Three Forks. He died the day his son John was born. The evening of Sept. 12 a fine looking young officer in overseas cap stepped off No. 16 at our station. It was young John, enroute on furlough to visit his mother in Michigan.

George Pitman and Mrs. Pitman of Winnett have gone to Rochester where Mr. Pitman will go through the clinic. Mr. Pitman has bid in the agency at Grass Range recently vacated by Howard (Robert Taylor) Ullery, who is working second at Butte yard while Jimmy Searls is away a few weeks.

Engineer Shaw and wife came back from their home in California for a few days visit with R. M. Division folks. Mr. Shaw has a nice position near San Francisco, where he has a son living, and likes California almost as well as Montana.

Madison Division

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

Miss Lorraine Tiedemann, clerk, Madison freight office, has enlisted in the Marines and expects to leave shortly for service.

Miss Ruth A. Conlin, OS&D Clerk, Madison freight office, is sporting a very pretty diamond ring. The lucky fellow is Technical Sgt. Robert Ferris, who is somewhere in the British Isles. Up until the time Bob enlisted he was employed as clerk in the freight office.

Pvt. Emil Tekale, former brakeman on Madison Division, is spending a short furlough at his home in Madison. Pvt. Tekale has been stationed in Alaska for the past year.

B&B Carpenter and Mrs. Wm. Statz

announce the arrival of a baby daughter on Aug. 22.

Telegrapher Eugene J. Bowar recently enlisted in the Army and is taking his basic training at New Orleans, La.

Crossing Flagman Ray Schwartz passed away at a Madison hospital on Aug. 22 after a short illness. We extend our sincere sympathy to Mrs. Schwartz, his mother and the sisters and brothers who survive him.

Retired Section Foreman John J. Klassy, of New Glarus, passed away at his home on Sept. 8. Mr. Klassy retired in 1930 after 46 years of service with the Milwaukee.

Two farmers met on a country road and pulled up their teams.

"Si," said Josh, "I've got a mule with distemper. What did you give that one of yours when he had it?"

"Turpentine. Giddap!"

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too."

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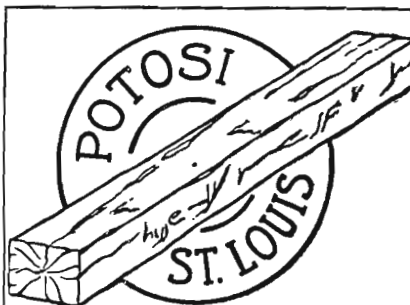
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Milwaukee Terminals

George A. Steuer, Division Editor
Superintendent's Office

Muskego Yard

Grace Johnson, Correspondent

Never a dull moment in the Milwaukee Terminals. If it isn't a four-unit diesel going out, it's a circus coming in. Speaking of the circus, everyone is agreed that Cliff Hale is some engineer when it comes to organizing elephants; we heard him asking one of them what he had in his trunk. Seeing how Cliff got along with them, J. J. Schuh went over and asked the same elephant to put in a good word for him with the pink-clad lady who rides astride his head in the parade. J. J. beamed when the elephant nodded, and he worried no more about his standing with the lady, since an elephant never forgets.

Getting the circus pulled in and unloaded was tougher by far on the bystanders than on those doing the work. We went down to get some color for this writeup but by the time the trains actually rolled in, most of the color looked slightly drained from all faces, and in that cold grey dawn, none could look too good even with eight hours of sleep behind them. Dorothy Bertha, our speedking messenger girl, was on deck, however, looking more chipper than most of us by the dawn's early light.

We are glad to welcome back Lloyd Christensen, train clerk, who is back to work after a long siege of illness.

Sgt. Greg Schueller was in to say hello this week. He says the Army is O.K., but he still likes railroading.

Gene Swinsky, who left us for the Navy in June, was in to give his old haunts the once-over. He looks ship-shape but hasn't seen the ships yet.

We are all expecting to run around here singin' "Mammy!", ala Al Jolson when they get going on our stock-piling of coal, which is any day now. "Beyond the black horizon" may well be our theme song, and Teddy Hanstad will have to start stock-piling soap for us.

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

Richard J. Steuer, Correspondent

North Milwaukee Flash—Chestnut Street Station saved from being isolated from the rest of the world—beer shipments saved from being stranded—many with great thirsts are thankful.

On Sept. 9, at 12:28 p.m., Chief Clerk Elmer Keller of the North Milwaukee force came out of the depot and when turning the corner of the building, discovered that the bridge over 32nd street was afire. Snatching a fire extinguisher, and enlisting the aid of Trainmaster Cliff Hale, the pair covered the 100 yard dash in one-half of nothing flat. Their mighty effort, no doubt, saved the span from further destruction, thereby permitting commerce to flow smoothly and steadily to and from the world's greatest source of the amber fluid.

Bill Clerk, Larry Janus, "received the call" and is now in training at Camp Grant, Ill. When he left, the office lost its best poker player and fashion plate, besides its chief bill clerk and switching clerk. His duties will be handled by Miss Dolores Kowalski, who slides over to the right side of the table and the new type-

writer. A newcomer to the Chestnut Street office, Miss Elizabeth Landeck, is filling Dolores' position of bill and expense clerk. Miss Landeck clerked at North Milwaukee prior to her new assignment.

There never was as much commotion as was experienced when a rush order for a pre-cooled refrigerator car was received just before closing time one evening last month. Seems that Superintendent Ed Bannon, Yardmaster Buck Leaman and Traffic Manager Art Shead, of the Pabst Brewing Co. were enjoying themselves in the Wisconsin North Woods, and their luck was of great proportions, necessitating the aforementioned pre-cooled car. However neither hide nor hair of this car has been seen in the Milwaukee terminal, and it appears as though someone has put something over on the boys at the office. Mention of carloads reminds this writer of the load of potatoes shipped by Ted Wojtasiak from his Antigo, Wis. farm which also did not arrive, as promised.

Best of wishes and good health are extended to Mel Waterman, and his wife of two weeks, the former Miss Charlene Walker. The young couple was married Sept. 18, at St. Rose's Church and will make their home in Milwaukee.

Sympathy is extended to Yard Clerk Ed McGrath on the death of his father the past month. The Senior McGrath served the Milwaukee Road faithfully for many years at the Fowler Street warehouse.

Fowler Street Station

We wish to extend our sympathy to the families of Alfred St. John and Edward J. McGrath who recently passed away. Both have been with the Milwaukee Road for a good many years and have served faithfully. They will be missed by their fellow workers.

Mike Doolan has been on the sick list for three weeks and has been confined to the St. Mary's Hospital where he is convalescing. The last report received was quite favorable. We're all plugging for you, Mike, for a speedy recovery and an early return to your desk.

We wish to announce the arrival of a bouncing baby boy at the Fred Coerper home. Fred recently spent a ten day furlough at home. He is stationed in Aberdeen, Md., administration department in the proving grounds.

We had a visitor from Farragut, Ida. None other than Gene Swinsky who sincerely hopes to become a first class store keeper very shortly. He couldn't find enough adjectives to praise the cooking in Uncle Sam's Navy.

Mahlon Gilbert, stationed at Rockford, Ill., came in to see the gang but especially to see the little gal he gave a ring to a short time ago.

William L. Flynn, formerly employed at House 7 and 11, showed up in Milwaukee on his furlough in grand style sporting the uniform of a 2nd lieutenant. Bill was graduated from Brooks Field, Tex., On Aug. 31 and received his wings that day. He will be stationed at Liberal, Kans., for further flying instruction on the big B-19's and 24's.

Margie Hagberg took a trip to see her husband at Farragut, Ida., and is still raving about the beautiful scenery one could see traveling on the Milwaukee Road Olympian between Milwaukee and Spokane.

Our blond bomber, Miss Walters, who has been moved into the house 7 freight office due to the remodeling of the office, has been carrying her comptometer back

THE MILWAUKEE MAGAZINE

and forth daily to develop her wrists for the famous game of golf.

Old Dan Cupid has played a lot of funny pranks but he is surely working overtime these days. He has made three direct hits in the local freight office. Namely: Miss June Paulsen, who beams when she displays that sparkler given to her by James Waterman, who is working for the Santa Fe Railroad at Winslow, Ariz. Jim is on leave of absence from the Milwaukee Road. Dorothy Bertha is also wearing a ring which must be at least 70 or 80 points, but up to the present writing we have been unsuccessful in securing the lucky boy's name. Last, but not least, is your own correspondent, Nola Mallas, who became Mrs. William Pantazis on Sept. 5, at 7 p.m. We extend to them our heartiest congratulations for a long and happy married life.

Newcomers to the billing department are Virginia Knollton, Ellen Andryszczyk, and Betty Torsrud.

Wish at this time to remind the employees at the local office to write their friends and relatives and former co-workers in service. This stimulates their morale. How do you stand on the Third War Loan drive? Have you done your part? If not, do so today. Buy a share in your country.

Chicago Terminals

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

James Dennis Burke, who has been the first trick train director in Chicago Terminal for a good many years, has taken the pension. Jim was just a mere lad of 16 when he first entered the employ of the Milwaukee Railroad back in 1890. From that time he worked his way up as engine foreman and yardmaster, and served as train director during the last 35 years of his employment.

On Aug. 15, he completed 53 years of service with the Milwaukee and at that time was number one man on the seniority list. He's going out at 69, at which age he can look back on a long and honorable career with the railroad.

For the present, Jim and Mrs. Burke are living in Dixon, Ill., with one of their sons, Rev. James Burke, who is Catholic Chaplain of the State Hospital at that location.

The Burkes have five sons; Lt. George J., of the U. S. Army; Leslie of Chicago, Arthur of Glenview, Rev. James of Dixon, and Lt. Jerome of the U. S. Navy, who have also presented Jim with eight grandchildren.

On Sept. 2 Jim was presented with a two-suiter traveling bag from his host of friends in Chicago Terminals, all of whom sincerely wish him many years of enjoyment as a pensioner.

Western Avenue

T. A. Finan
Correspondent
Care of Yardmaster

Our division engineer's new grandchild is a girl, born Sept. 12 to Mr. Strate's daughter, Edith, wife of Lt. C. O. Schramm of the U. S. Navy.

It was a boy for Ellen and Omer Denz on Sept. 13. He is assistant chief car-penter at Western Avenue.

The new feminine touch to the division engineer's office staff is Mrs. John Russo, wife of one of our engineers, who is helping out for the duration.



Welcome to Miss Helen Russo, appointed stenographer to E. Blair and Miss Loretta Fritz, stenographer to E. Lahiff, at the store department.

We regret the death on Sept. 12 of retired Switchman John McGowan. John spent almost 50 years in Chicago Terminals as a switchman and yardmaster. Our deepest sympathy to his bereaved family.

Julius Worth, electrician, car department, is the proud father of a son born in September.

Carman Mike Schultz has returned to work in the coach yard after a year's absence due to injuries.

Jacob Duy, carman at Union Depot, passed away on Sept. 1. Mr. Duy was a veteran employee, having been employed here since 1917.

L. Janicki has enlisted in the Railway Battalion and is now stationed in New Orleans.

A. W. Hauser, car painter at Western Avenue, passed away in September after a long fight against tuberculosis.

L. Potts of the car dept. became an employee of Uncle Sam in September.

Mr. and Mrs. H. VanWert celebrated their 50th anniversary on Sept. 10. Harry is well known by the Milwaukee employees, having entered the service in 1892 and retired on pension in Feb., 1940.

We extend our best wishes to Mr. and Mrs. VanWert and hope for many more years of happiness together.

We received a letter from a former employee who is now on active duty overseas, telling us that he is receiving the Magazine. If you have the address of any former employees in service, contact me and the Magazine will be forwarded to them.

Galewood Freight Station

Louis J. Ippolito
Correspondent
Freight Office



The entry clerk desk has been named the Selective Service Desk. All checkers who relieve the regular entry clerk are now in service. First to go was Dominick Zappia, stationed in Texas. Uncle Sam has kept him busy but he finally received a furlough and was given a hearty welcome by his friends on the platform.

Sam Bartosik, another of the entry clerks, has finished his boot training at Great Lakes, and has been shipped to Deland, Fla.

Mike Demetro is still at Great Lakes, and we hope to see him if and when he receives his furlough.

The last to enter the service, Robert Blohm, Jr., was inducted Aug. 31. After a short vacation, he will start his march to victory. Being the son of Timekeeper Robert Blohm, Sr., we know he will make a fine soldier.

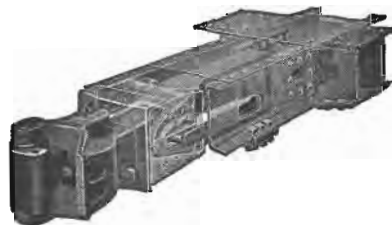
Archie Sinclair is the new relief entry clerk, and he is doing a mighty fine job.

Corp. William Zunker, home on a three day pass from Camp Shelby, Miss., stopped off at Galewood to say "hello" to his friends.

Corp. Clarence McPrang, while on a furlough, spent a few hours visiting the folks. He looked trim and told the boys how Uncle Sam's Army clipped a few added pounds he had accumulated as a biller. Having finished his basic training, Clarence is now stationed at Walterboro, S. C., waiting his sailing orders.

Pvt. Anthony Detuno, all around check clerk from Galewood, Union Street, and

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Kinzie Street, writes that he is in the Medical Regt. at Camp Blanding, Fla.

John Wagner, ass't foreman, recently received a letter from Louis Kiselica, former caller and stower now serving in the Navy, that the training he received at Galewood has helped to get him two ratings in the Navy. He states that life in New Caledonia is pretty dull and that he would welcome a few letters from the boys.

Miss Beatrice Bishop, car record clerk has been flashing a beautiful diamond engagement ring sent to her by her boy friend and heart throb, Wallace West, who is serving with the Navy.

A baby boy, Larry, entered the household of Mr. and Mrs. Pugeseck, Sept. 11. Mother and baby are doing fine.

Ezra V. Kiley, pensioned employe from Healy, passed away Sept. 6 after a lingering illness. Our deepest sympathy to his family.

Retirement of James Burke, trainmaster from Galewood, is being reported by Howard Lawrence, correspondent from Bensenville.

Carl Stark, car order clerk, has been promoted to chief clerk in the assistant superintendent's office. His position is being filled by Art Karr, second train clerk, Galewood.

Hello and welcome to Miss Helen O'Connor, secretary to Barney Pobloske.

At this time your scribe wishes to thank Miss Eleanor Mollnhauer, for her valuable help in securing news from our platform.

Kansas City Division

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

The first Milwaukee Railroad train was brought from Marion into Ottumwa on July 6, 1884, which was called to the attention of the Ottumwa public through the Courier recently when retired Engineer J. T. Sweeney was passing through the city and was interviewed by one of their reporters. Mr. Sweeney was the engineer who pulled this first train, the engine of which weighed 25 tons and could pull six loaded cars up Rutledge hill when the track was good. Cars in those days carried only 15 tons. Mr. Sweeney is now a resident of Manhattan, Kans.

Retired Engineer Glore of Chillicothe was confined to the Ottumwa hospital for a few days in early September to have a cataract removed from his right eye; he had a similar operation on his left eye several years ago, and now gets about without the use of his cane.

After many months of supervising the building of the railroad to the Naval Air Station in Ottumwa, J. A. Ferrell has resumed the foremanship of the section crew at west yard. During his absence Russell G. Scott did a good job as acting foreman.

Third Trick Operator Glen Martin has moved his family to Ottumwa. Before they left Lucerne, the people of the community gave them a surprise party. Mr. Martin was leader of the 4-H club, largest baby beef project in Missouri in 1942 when it was headed by him.

Norbert E. Davis, machinist apprentice, is now fireman 1/C at some base in Northern Africa. He was assigned to a mine sweeper, which was sunk.

The week-end of Sept. 11 was spent in Ottumwa with her family by WAVE Kathryn Chambers, now SK 3/C at the Northwestern University Midshipmen School, where she is head of the payroll department. She is the daughter of Yard Conductor D. E. Chambers.

Our new B&B foreman is Arthur Hows-

man, headquarters at Chillicothe, Mo., who succeeds Jesse Epperson, recently retired. Mr. Epperson will continue living in Kansas City for the present. He had served the Milwaukee since Apr. 1, 1903.

After suffering for months with a heart ailment, retired Switchman J. M. Neylon died at his home in Ottumwa on Sept. 9; burial was in Ottumwa. Previous to his retirement he had been an employe of the Milwaukee for 30 years. His only survivor is his twin sister, Mrs. Agnes McNamara, to whom we extend sympathy.

After 45 years of service as telegraph operator, S. A. Allen retired on Sept. 1 as operator at Hayesville. His railroad career began with the Santa Fe on Nov. 12, 1898, and on Mar. 2, 1904, he entered the service of the Milwaukee as night operator at Ardon, Ia. Mr. and Mrs. Allen moved to their home at Linby on Oct. 1.

Av. Chief Hollis L. Coker, M. M. and family returned to Alameda, Calif., after visiting with relatives in Ottumwa. Chief Coker was in active service at Pearl Harbor and recently returned from the Solomon Islands. He expects to be assigned to shore duty at Alameda. His brother, Ensign Howard Coker, who was in bomber service in the Aleutian area, has been officially reported as missing since July 14, 1942. Both are the sons of Lineman R. J. Coker. Electrician C. V. Nowviok of west yard roundhouse advises he has been informed that his son, Thomas William, electrician 1/C, has been missing since June 4. He was in submarine service in the South Pacific and had been in the Navy almost five years.

Former store department employee, Roy M. Hypes, who has been attending the Army radio school in Kansas City, has been transferred to an advanced radio school at Camp Davis, N. C.

From Machinist D. H. Roarty comes word that his son Robert has been promoted to the grade of sergeant (T-4) at Ft. Benning, Ga. His brother Bernard, a sergeant in the Army Air Corps, is in the Aleutian Islands.

Corp. Paul J. Graham has been transferred from Seymour Johnson Field, N. C., to Ypsilanti, Mich., for further training. Before enlisting in the Army Air Corps he was material clerk on Simmons Steel Gang No. 1.

Mrs. Kenneth E. Brees of Sewal, has left for Easton, Pa., to join her husband, who is in the Army Air Corps and is now stationed at Powell Hall, Lafayette College, where his air crew cadet training will continue for about three months. His wife is the former Mavis Moore, daughter of Agent S. E. Moore of Sewal. Kenneth was a telegraph operator before going into the Air Corps.

Hugh Smith, son of Conductor H. B. Smith, has returned to Camp Crowder, Mo., after a 10-day furlough spent at his home. He was recently promoted to private F/C in the military police.

Pvt. Stanley C. Nelson, who returned to Texas after spending a 20-day furlough with his wife and mother in Ottumwa, has been transferred to Greensboro, N. C., for aviation cadet training.

Two sons of Machinist Fred Alsdorf are in military training, Albert received his wings as a second lieutenant (bombardier) in the Army Air Corps at Big Springs, Tex., and has been transferred to Clovis, N. M., for further training, while Pfc. Julius Alsdorf is in the radio communications service of the Army Air Corps at Scott Field, Ill. Mrs. Albert Alsdorf, daughter of Conductor Bert McGraw, has returned from Big Springs to Ottumwa to remain with her parents.

Pvt. James H. Reed was inducted into the Army recently and is now stationed with a medical battalion at Camp Barkley, Tex.; his brother, Staff Sgt. John D. Reed, Jr., is stationed at Camp Clovis, N. M., with the Air Corps. Both are sons of Engineer John D. Reed.

Engineer J. W. McGuffey had as a house guest his nephew, Lt. Darrell E. McGuffey, who is instructor in the Army Advanced Flying School at Douglas, Ariz. He spent a 12-day furlough in Ottumwa.

A very responsible position has been given to Miss Hazel Ayers, daughter of Locomotive Engineer H. L. Ayers, who was appointed assistant director of first aid and water safety with the Red Cross in Omaha. She received her instructor's rating in first aid prior to her graduation from the University of Iowa in April and she attended the Red Cross water safety zone school at Ft. Dodge, where she received her instructor's rating in water safety and, also, received the same rating in accident prevention for instructors at Camp Mitigiva, Woodward, Ia., where she was a member of the teaching staff. Miss Ayers will organize the water safety program for Douglas County, Neb., as well as the city of Omaha, in her new position. Her sister, Violet, has been attached to Camp Lejeune, New River, N. C. She is a member of the Marine Corps Women's Reserve and is assigned to the quarter-masters school.

Among our section employees to enter military service was G. J. Bryson, Williamsburg, inducted into the Army; John R. Cooper of Liberty to the Navy; Fireman Beryl J. Kosman and Donald E. Kosman to the Army; Brakeman Melvin Richard Deemy enlisted in the Navy and Brakeman Billy F. Bates qualified for training as an aviation cadet. Eddie McGuire, son of Train Dispatcher E. McGuire, left for the Army on Sept. 16. Eddie had ambitions of becoming an MD, and had one year at Iowa University.

D & I Division

Second District

Lucille Millar
Correspondent
Dubuque Shops



The sympathy of the entire division is extended to Locomotive Engineer Emil Dally on the sudden death of his wife on Sept. 5.

Switchman Bob Whelan and wife have been made very happy over the arrival of a baby daughter on Sept. 3.

Loco. Engr. Frank (Sunny) Widman and Mrs. Cora Eichhorn were united in marriage at a very beautiful spot—Eagle Point Park in Dubuque—on Sept. 3.

Julius (Penny) Sprengelmeyer has again joined the ranks of our railroad and is now employed as yard clerk at Dubuque Shops.

Leo O'Neil, Jr., has been spending his furlough with his parents in Dubuque, and returns to Camp Swift, Tex., next week. Leo claims that all of the songs they sing about Texas are true.

Conductor T. P. O'Neill is recovering at his home after having been hospitalized for some time. Our wishes for a quick come-back T.P.!

To our list of locomotive firemen on this division, the names of Kenneth Carney, Ramond Manahland and Chester Beneis

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have been added. Good luck, boys, and remember *Safety First!*

Our new switchmen, who are teaching the "old fellows" the game, are E. W. Rusch and L. C. Montag.

We are now in the midst of the Third War Loan drive—some of us go back in memory to a different war and "Liberty Bond Drives." We helped a lot of boys come back from over-seas by supporting the drives 25 years ago, and we're going to do the same thing this time. A convoy of Army trucks passed through our city recently—manned by "our boys"—everyone of them with his eye on the road ahead—and, from the expression on their faces, on the goal ahead.

Let's do everything in our power to make their goal our goal. We can, you know, by buying *War Bonds!*

First District

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

We find our retired employees quite active in social life these days with retired Fireman and Mrs. Fred M. Briggs, of Sabula, Ia., celebrating their 50th wedding anniversary on Sept. 14 with open house, and retired Iowa Div. Conductor W. I. Roche being feted by his daughter on his 75th birthday on Sept. 11.

Brakeman and Mrs. Eugene Daley, Savanna, announce the birth of a daughter on Sept. 6.

From around the world with the Army and Navy, Army visitors at the office during August and September were:

Lieut. Col. W. J. Hotchkiss, who was assisting Mrs. Hotchkiss in settling her home in Savanna for the duration; Lieut. Col. F. King, and Cadet Marvin Hawkins, former operator on 1st District. . . . Furloughes arriving Savanna for short visits with their parents: Pvt. Edw. Shafer, Jr., from Eugene, Ore., son of Machinist and Mrs. Ed. Shafer; Pvt. Stanley Crist from Fort Jackson, S. C., son of Iowa Div. Conductor and Mrs. Harry Crist; Pvt. Robt. Casselberry, from Camp Carson, Colo., son of Engineer and Mrs. Harry Casselberry; Pfc. Lawrence Hiher from Atlanta, Ga., son of Machinist and Mrs. A. Hiher; Pvt. Jean Brossard; U. S. Coast Guard Robert Kelsey, son of Roadmaster and Mrs. N. F. Kelsey; Tech. Sergt. Max Kreuder from San Angelo, Tex., son of Machinist John and Mrs. Kreuder.

Thomas Rabun, air cadet and son of Div. Master Mechanic and Mrs. L. H. Rabun, Savanna, passed the test and is now a bombardier, at present located in San Antonio, Tex.

Corp. Allan Eaton, son of freight house Foreman and Mrs. Russell Eaton, Savanna, after landing a short while ago in England, has now been transferred to Iceland.

Corp. Franklin Daley now located in Sicily, keeps in touch with the force in the superintendent's office at Savanna, also the agent's office. At present his letters do not contain the usual interesting bits

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but he says he will have plenty to tell us when he returns.

Prisoners of War are: Flight Officer Donald D. Casselberry, son of Engineer and Mrs. Harry Casselberry, Savanna, who first received word that he was "missing in action" in Sicily since July 7, but later it was definitely found that he is a prisoner of the German government. . . . Lt. R. Currens, son-in-law of Engineer Perry Castle, is a prisoner in Zentsuji War Prison Camp, Japan. His last letter to the family in Savanna said he was looking forward to his first mail from home and stated they were raising rabbits in camp and he is a member of one of the feed gathering parties who are allowed to go outside the camp periodically to gather leaves and grass for the rabbits.

Sergt. Robert (Morris) Brown, son of the late Conductor King Brown, reported missing in action since the fall of Corregidor in May, 1942, is a prisoner of war. Enlisting in the Army at the age of 18, the 31-year-old sergeant was assigned to Corregidor in 1938.

With the Third War Loan Drive now on, the following excerpt from a letter written by a former Savanna boy, now a U. S. Coast Guardsman, seems quite a fitting ending to the "News of the Day"—

"Just remember—someone's got to take a trench.

Someone's got to sink a ship,

Someone's got to bomb Berlin and Tokyo; and,

Someone's got to buy War Bonds—
THAT'S YOU!"

Iowa Division

Iowa Middle and West

News from the Milwaukee boys in the service during the last month includes the announcement of the marriage at College Station, Tex., of Ray Walrath, brakeman, now in the air service, to Ardys Carter.

Pvt. Edward Bennett was home on furlough before being moved to Hondo, Tex., to enter the aviation school. Tech. Sgt. Frederick Marshall of Camp Crowder was home for a visit with his wife and his parents. Air Cadet Edward Fitzgerald flew up from San Antonio, Tex., for a visit with his wife and his parents.

Aviation Student Oliver Nead was home from Manhattan, Kans., to visit his parents and his wife, who is now employed at the store department. Frank Hoes Jr., with the permanent party at the Miami Beach Air Field, was home for a visit with his parents. Corp. Fred Starliper came home from Camp Pickett, Va., to spend a few days with his

parents, Engineer and Mrs. George Starliper. Lt. E. P. Johnson and wife visited the latter's mother, Mrs. John Conway, while enroute to the Supply Depot at Ogden, Utah, a new assignment. Sgt. Robert Dibern of Scott Field visited relatives in Perry and Sgt. Jack Davis of the Army Medical Corps came home from Missouri for a visit.

Floyd Lutze, Jr., who is stationed at Camp Edwards, Mass., was home for a visit with his parents and his grandfather, Charles Sinclair. Kenneth Fey, son of Engineer Charles Ott, has been promoted to staff sergeant at Blytheville, Ark., where he is chief tower operator. Kenneth was in the Merchant Marine for several years. William Koch, son of Engineer Gus Koch, got his Silver Wings as an aerial gunner at Kingman, Ariz., in September.

Recent enlistments included Ray Cross and Bill Lafferty in the Army and Glenn Theulen and Clarence Nicholson in the Navy.

Edward Jordan who worked in the car department at Perry before his retirement, died on Sept. 10.

Conductor Lloyd Peel had an enforced vacation in August and September. He had some severe poisoning in his hands thought to have resulted from wearing a pair of pigskin mittens which had not been properly cured.

Ben Day is the new lineman at Perry who will be in charge of maintenance, while Howard Millard is in charge of a line crew.

Edward Fitzgerald, a switchman at Perry yard, while enroute to work one morning in September picked up a train order which had been copied by his cousin Alex Miller, who is employed on the Canadian National Railway in British Columbia. The order evidently had been dropped in a box car which came to the Iowa Division and blew out while at Perry. The order was dated Aug. 6 of this year and was picked up less than a month later.

New additions to the Milwaukee family during the last month include a daughter born to Brakeman and Mrs. Robert McDonald on Sept. 3. A daughter born to Fireman and Mrs. Merlin Bowles on Sept. 8; a son born to Pvt. Edward Bennett and wife. Pvt. Bennett is at the Hondo, Tex., Air base; and a daughter born to Lt. and Mrs. Jack Kuhl at Baton Rouge, La. The little miss is a great granddaughter of retired Conductor M. F. Burnham.

The sick list during the last month included three members of the John Wagner family. Patricia was the first to take sick. John then got pneumonia and before he was well, Mrs. Wagner took sick.

Coast Division

Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen
Correspondent
Local Freight Office



We are sorry to report the death of our good friend, Ray Lunger, at River Falls, Wis., on Aug. 4. Ray came to us about a year ago and was assigned to a position as demurrage clerk and later to that of team track man. During the year he was with us, he won a wide circle of friends and will be very much missed by his Milwaukee friends and the public as well. Our sympathy goes out to his wife and son.

Corp. J. E. Hart, who up to the time

THE MILWAUKEE MAGAZINE

he went into the service was employed in the cashier's office, and who recently suffered a broken heel while in training, has been returned to Brooke General Hospital, Fort Sam Houston, Tex. J. E. was a recent visitor in Seattle.

A baby girl (Mildred) was born to Mrs. Morton Bonney in the Maynard Hospital about the middle of August. Mr. Bonney is one of our inbound revising clerks. Mother and daughter doing well.

Every now and then we hear from our friend, Pfc. John T. Hogan, the Irisher, from away down in Australia. Johnnie is longing to be back in the Seattle yard office getting 264 lined up to leave on time.

We are glad to announce the marriage of Miss Loretta Elizabeth Holmberg of Seattle to George E. Bahl, also of Seattle, at Bremerton, Wash., on Aug. 10. George is in the naval air service and is stationed at Pasco, Wash. George is a former employee of the local freight office and a son of J. F. Bahl, our western general passenger agent.

Mrs. Juliana Hannesson left for her old home in North Dakota on Aug. 30, where she is to meet her son who is in the Naval Radio Service and now stationed in Washington, D. C. Mrs. Hannesson will remain away but a short time, after which she will return to her position as warehouse checker. Mrs. Hannesson and Mrs. M. F. Ballerman are the first women warehouse checkers the Milwaukee has put on in Seattle and they are doing a splendid job of it.

Tacoma

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



Miss Shirley Moxness, daughter of Roadmaster Moxness, who has been on the freight house list this last summer, was recently married to Lt. Blanchard and has now left for California to be with her husband.

The picnic of the local freight office employees took place on Aug. 22, at Ray Powels' ranch on Lake Tanwax, under the direction of Ivar Bervin. It was about the jolliest affair held here this summer and everybody present reports a fine time. Ray Powels has the loveliest kind of place out there and Mrs. Powels was a very gracious hostess to the local office crowd who came out under the guidance of Agent Ray Grummel, who takes a kind of proprietary interest in the ranch since his recent experience with a bear in the woods nearby. The Powels ranch has three row-boats and a power boat, and these were kept busy. When interest lagged, the genial proprietor went out and shooed the deer that were grazing in the grass on the shores of the lake; by actual count there were 29 of them and they were so tame that the ladies made pets of them.

The lunch counter at the passenger station is under the management of a new couple since Sept. 1: Mr. and Mrs. Freeman of North Dakota. They seem to take hold of things in fine shape and we wish them well.

Roy Kidd, division freight agent at Aberdeen, Wash., has been appointed export and import agent at Seattle and took charge of his new duties Sept. 1. His many friends wish him all the success on his promotion. His successor at Aberdeen is Al Gist from Spokane.

Miss Ingrid Mann is working the first trick at the Milwaukee P B X; Mrs. Ada Kancianich, the regular operator, gave

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birth to a baby girl on Sept. 4. We offer our best wishes.

O. D. Latto is now agent at Chehalis, M. E. Britt having been assigned to other duties.

Glen Graham, who recently lost his father by death, came the nearest thing in the world to losing his little daughter, about 3 months old. Mrs. Graham had set some lard on the stove to melt and had run out to get something from the garden; she came back to find the lard on fire and the baby black in the face from the fumes. The frantic mother, unable to restore the infant's respiration, called the fire department for a pulmotor; the firemen worked for nearly an hour before the child breathed again. Fortunately, the accident did not injure the baby permanently.

Lester Prescott is the successful bidder on the assistant B. O. inspector's job (assistant to Tom Dolle), but he was taken quite ill just before taking over and it will be sometime before he can take over. We hope that he will soon recover.

Mrs. Mary McDonald was recently married to Mr. Eddings, a former clergyman. Mrs. McDonald-Eddings is a laborer at the roundhouse.

R. F. Wagner is now working as telegraph operator at the yard, Tacoma; he came out here from Sanborn, Ia.

Miss Dona Walraven is working at the local office as a new expense clerk and Miss Edna Albrecht is relieving Miss Beverly Carlson; Miss Carlson has gone to New York City to be married to some bold and handsome warrior. We tender our very best wishes.

M. A. Doan is now an assistant demurrage clerk at the local office. He is an agent of 27 years' experience at Fedora, S. D., and other points in Iowa and Southern Minnesota.

Rosella Knepper, Lucile Taylor, Mrs. C. P. Shaffer and W. C. Baker are new yard clerks; let's hope we may keep them a while.

We do not remember whether we noticed W. C. Eshelman's return to the Coast last month, but it would not be fair to



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overlook his return to go to work in the yard office. He was transferred to Chicago with the rest of the district accountant's office crew, but the Coast had his heart and he came back. Let's hope it may be for good.

P. L. Cowling, former switching clerk, has now enlisted in the Engineers of the Army. Congratulations and good luck! And another one is Eddie Alleman, son of the late lamented Billie Alleman and Mrs. Alleman, formerly of the local office staff; he has joined the Navy and was "initiated" Sept. 3. Best wishes!

Al Roesch and wife of the superintendent's office have been to Washington, D. C., to see their son, Winston, a member of the Occupation Police Force organized by the Army.

Monty Howard, the genial yardmaster at the yard, had a peculiar accident the other day while driving to Seattle. For some reason he jacked up the car on one side. While doing so, he accidentally dropped his glasses on the cement. His heart skipped a jump while he watched them falling, but they did not break! Monty could hardly believe such luck, but bent over to pick them up when, bang! the handle of the jack flew out and down, right across the glasses and smashed them into smithereens. His expressions were rather unparliamentary, but the harm was done and he had to get a new pair.

Walter Jennings, now loading foreman at the store department, is certainly entitled to a certificate of merit for driving. He handled a truck for 21 years, in good weather and bad, by day and night, around town and over the Cascade Mountains and never had an accident or collision of any kind. That is a record that very few could equal and we congratulate Walter Jennings on his performance.

Liza: "The nerve of dat lady, offerin' me \$8.00 a week to do her wash."

Sambo: "What does she think you all is, a college graduate?"

Seattle Terminals

*Lois C. Moseley
Correspondent, Office of
Assistant Superintendent*



The yard office lament for the month is "breaking up that old gang o' mine," for the old place "ain't what she used to be," since everyone went gallivanting off to the freight office. Ex-Chief Yard Clerk Joe Nordquist has been promoted to supervising clerk over the car desk, switching, demurrage, reclaims and interchange and has moved to his new quarters at the freight office. Ex-Car Supervisor J. S. Cole will take up the position of chief yard clerk, making his headquarters at the yard office. Those departed to the freight office are: Fay Fox, chief interchange clerk; Miss Blanche Jackson, interchange clerk; Jack Webb, zone report clerk; Roy Anderson, chief reclaim clerk; Jewell Campbell, Miss Ellen Pike, Mrs. Marie Hose, reclaim clerks; Miss Audrey Bush, reclaim clerk and stenographer; Robert Henderson, reclaim clerk; V. A. Meagher, general clerk; Mrs. Adele Carpenter, tracer clerk; Mrs. Pearl DeLaBar, tracer clerk. We hope you will all be very comfortable in your newly decorated surroundings and, boy, do we ever miss your personalities down hyar.

Another yardmaster personality seen very frequently lately is that of the Texas "sleight of hand" swingaroo, Coy Carter. He has been taking Frank Hanley's place, who has been reporting off sick. We have enjoyed Mr. Carter's management in yardmastering, his singing and the maestro's many cagey tricks. Another addition to the social elite of Seattle Terminals—ah, yes.

We are sorry to learn that Yard Brake-man R. C. Horning from Watertown, S. D., is detained there due to the serious illness of a young son. We sincerely hope for a speedy recovery for your son, Mr. Horning, and your quick return to Seattle.

Bowling got off to a good start for the Milwaukee Leaguers. The first meeting and play-off was held Sept. 13. Now is the time for all you bowlers to sing out if you are interested in joining the teams. The supervisors will be glad to find a place for you and the rest of us will try to get out there to root for you now and then, pressing business permitting.

Military Personnel

We have word from our own Elsie Young, actively engaged in the services of the Spars. She is now at Washington, D. C., and enjoying her new life very much. Miss Young worked in the Seattle yard as interchange checker.

Pvt. Danny Cartwright, serving in the Military Police, came strutting into the yard office the other day, looking like a million. He and the Army are getting along with each other just fine.

Pvt. J. T. Hogan writes a line of encouragement to the folks back home and says that the Land of the Kangaroos is mighty comfortable. He is getting a little eager to receive more mail from all you readers. Won't you drop the boys a line. If you do not know the addresses, please come into the office or give me a call and I will be glad to give you my latest information.

You cannot prevent the birds of sorrow from flying over your head, but you can prevent them from building nests in your hair.

THE MILWAUKEE MAGAZINE



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CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

I&D Division

Marquette-Sanborn

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

The new faces one sees around Mason City nowadays can be attributed to either the engineering department or the superintendent's office. We have given up all hope of accounting for the former, but in the superintendent's office we are able to account for Lillian Beadell, originally from Austin and now of Mason City, sitting in on the file clerk's position. Mildred Oeschger has left the office to keep the home fires burning on her own hearth and Lillian has taken her place.

Rumor has it that Rodman McGinnis has said "good-bye" to the engineering department and now can be addressed care of the government engineers in Alaska. He feels he can stand anything after the long winter in Iowa.

Harry Ervin, yard conductor at Mason City, has been promised a trip through a new submarine now awaiting commission at Manitowoc, Wis. if and when he can get there to see it. It is a new submarine to be staffed by the company of which his son Lyle is a member. Breaking the routine of the past three years, Lyle was able to make another trip home during the first part of September.

Biggest News Scoop from Mason City Store Dept. Don Suelflow has bought a home minus a roof and induced six co-workers to re-roof in blue after hours for the treats, thereby helping to relieve the critical manpower situation.

Sympathy is extended to the family of Charles U. Poshusta, engineer at Mason City, who died Sept. 4.

Sanborn-Rapid City

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



We understand that Switchman John Tice has become quite a chicken raiser. John claims to have the tallest chickens in the state, due no doubt, to the continued feeding of growing mash.

Trainman V. Close of Sanborn received the thrill of his life when he picked up his billfold, with a considerable amount of cash, while switching at Canton. He had lost it the night previous while coming through Canton.

The pheasant season is in full swing—and no shot gun shells.

The platform at the local passenger station has been extended several yards at

each end and will greatly increase the efficiency in the working of the passenger trains.

Yard Foreman Fred Schirmer passed the cigars when he became the grandpa of twins, which were born to his daughter.

Former Conductor George Slagle enjoyed a good season at the local lawn bowling club. George went to the finals in the tournament but the oldtimers beat him out of the cup.

Conductor Claude Smith of Sanborn has returned to his duties after several months vacationing at his cottage at Lake Okobji. Fish stories are the main topic.

Sympathy is extended to Engineer Luke of Sanborn, whose wife passed away after a lingering illness.

B&B Carpenter Chas. Brannigan met with accidental death when he fell off a truck. We extend our sympathy to his family.

Sioux City and Western Branch Lines

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

Down at Ute, Ia., the shortage of men does not seem to bother the farmers very much when a good patriotic section crew is at hand. During the harvesting season, Section Foreman Spray Malone and his gang of six men worked all day on the section, and then in the evening, by way of recreation, went out on nearby farms, shocking over 250 acres of grain and pulling weeds out of 80 acres of soy beans.

Operator George B. Smith, who has been working as train dispatcher at Green Bay, has gone to Lines West to look over a train dispatcher job.

Max Cline, for several years clerk at the roundhouse at Sioux City, has been appointed ticket clerk at the Sioux City passenger station.

A daughter was born to Mr. and Mrs. Martin Conway at Sioux City on Sept. 12.

Joe Lancot, former fireman on this division, now in the Army, was assigned as instructor at one of the Army Air bases at Sioux City.

The reason this column was missing from last month's issue was due to the fact that your correspondent was camping out in an oxygen tent at the Methodist Hospital in Sioux City at the time the news was due.

Pfc. Albion W. McMaster, stenographer in the office of the D.F. & P.A. at Sioux City and now with the U.S. Marines at San Diego, recently returned to Sioux City on a furlough to visit his new daughter, born in Sioux City during July.

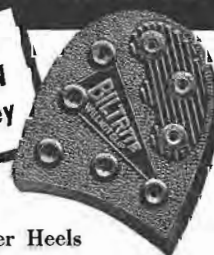
Ray Hoff, formerly helper at Tripp, S. D., is now baggage helper at the Sioux City passenger depot. Will H. Wright, formerly of the freight house, is also a new member of the baggage room crew,

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Milwaukee, Wisconsin

and Emil Popper, former roadmaster's clerk and yard clerk, has been appointed baggage agent at Sioux City.

Mrs. Joe Griller, who has been helping out in the office of the division freight and passenger agent for some time, returned to her old job of keeping house for Joe on Oct. 1, being relieved by Mrs. Tom Ericson, formerly Margaret Murphey, and daughter of Conductor Earl Murphey.

Word has been received of the death of Conductor Wess Kitterman on Aug. 5, the cause of death being pneumonia. Mr. Kitterman had been on leave of absence for several years due to poor health.

Wilbur Liston, carman at Sioux City car shops for 25 years, died at Sioux City on Aug. 26.

Brakeman Jack Stine, now a pilot in the Army Air Force, was married at Victoria, Tex., to Miss Henrietta Feyder of Sioux City some time during August.

Sioux Falls Line

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



Engine Foreman John L. Conser had the good fortune to welcome home his son, Harold, from the Army on a furlough, and the misfortune of losing his father the latter part of August.

Evelyn Feyder replaces telephone and information clerk, Arlene Remme, who left us after becoming the bride of Lt. Howard Brown, formerly of Sioux Falls.

Elmer and Dick Bahr of Sioux Falls had their brother, Corp. Bahr of the Field Artillery, visit them recently.

George Christopolis, section foreman, has received word from his son Chris that the young man has won his wings in aviation and is a commanding officer of a unit.

Twin City Terminals

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

Sept. 3, marked the retirement of Joseph P. Roers as assistant general yardmaster at Minneapolis after a continuous service of 50 years.

Mr. Roers' service with the Milwaukee Road commenced at South Minneapolis as a yard clerk in the spring of 1893. On June 27, 1897, he transferred to switching service, being promoted to yardmaster in September, 1909, an assistant general yardmaster in March, 1927, filling the latter position until his retirement at his own request on Sept. 3.

Joe Roers received his training under General Yardmaster John O'Brien of hallowed memory, and anyone who knew John O'Brien will agree that he was without doubt one of the most capable yardmen

THE MILWAUKEE MAGAZINE

that ever lived. He had an uncanny method of handling men and cars, particularly the "wayward brothers" and "problem children" and it is not surprising that Yardmaster J. P. Roers gained a lot of valuable training in this respect under the able leadership of John O'Brien. On the evening of Sept. 15 about 75 of Mr. Roers' railroad friends tendered him a farewell party and presented him with a \$50 War Bond.

Effective Sept. 1, Dr. O. W. Yoerg was appointed company surgeon in charge of the Minneapolis area with offices in Room 1853 Medical Arts Building located at Nicollet Avenue and Ninth Street, Minneapolis. Dr. Yoerg is no stranger to local Milwaukee Road employees as he has been successfully administering to their medical requirements for the past 32 years, during which period he has been associated with Dr. W. E. Rochford.

The Twin City Terminals and Duluth Division launched their Third War Loan Campaign with a large and enthusiastic rally on Sept. 13, but the complete results were not known when this was written.

With approximately 12 per cent of our employes now in the armed service of their country, many of them in actual combat, we MUST back them up to the limit and hasten the day of victory.

"Of all inventions, the alphabet and the printing press alone excepted, those inventions that abridge distances have done most for civilization."—Lord Macaulay.

Sandy (entering Edinburgh garden): "Have ye a nice cucumber?"

Gardener: "Aye, here's one. That will be five pence."

Sandy: "Too much. Have ye no one for tuppence?"

Gardener: "Ye can hae this for tuppence."

Sandy: "All richt, here's the tuppence. But don't cut it off; I'll be calling for it in about a fortnight."

Minneapolis General Offices

Kitty Carl, Correspondent

Our sympathy is extended to Mrs. Alice Lynch, PBX operator, whose son, Lt. James W. Lynch, was killed in a crash of a bomber near Winnett, Mont., with 10 others, all members of his crew. Jimmy's picture appeared on page 12 of the March issue of the Milwaukee Magazine.

Clifford Wendell, formerly in the car department at Minneapolis shops, now in the Air Corps, was home on furlough and called on friends in the depot.

Melvin Forslum of the depot ticket office, was inducted in the Army, as was Frank Quirk, Jr., of the engineering department.

South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent
Car Department

Seaman Jerome Schurstein, on furlough from naval duty, visited home folks early in September. C. P. Olsen, former carman at Minneapolis shops and equipment maintainer at Rapid City, enlisted in the Air Corps and will try for wings. Good luck and best wishes for high altitudes. Pvt. Herb Kasson of Aviation Corps, Liberal, Kans., prefers Minnesota's cool breezes to the Kansas heat. F. C. Arnold B. Hughes, former electrician apprentice, Minneapolis coach yard, who has been in England the past six months flying, met a cousin over there, also flying in the same service.

Welcome on their return to work, Richard L. Boe, coach cleaner, Minneapolis coach yard and Harry R. McLaughlin, helper, Minneapolis shops. Both were recently discharged from the Army as they are over 38 years of age.

Best wishes for a speedy recovery and return to work to Lauritz Wiken, following a serious accident on Sept. 5.

Sympathy is offered to the family of

DIESEL LOCOMOTIVES

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PASSENGER, FREIGHT
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IN SERVICE ON OVER 60 RAILROADS

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..... of the Milwaukee
(Div.)

Name
Address

Corps. Donald just spent a six-day fur-
lough at home.

New faces in the local freight office in-
clude Maxine Reitan, Phyllis Johnson, and
Jean Diehl. Phyllis Johnson's husband,
Lt. Frederick L. Johnson, was one of five
Minneapolis men to recently receive air
medals or oak leaf clusters to air medals
for meritorious achievements. Jean Diehl's
husband is with the Engineering Corps in
new Guinea.

The freight house force was recently
augmented by 20 women. The young ladies
are trucking, operating tractors and doing
general freight house work and I have it
first hand that they are doing a swell job.

Helen Flesland came home with honors
after the close of the Park Board golf
season. Helen won \$3.00 in war stamps
and a very pretty gold medal for being
the new golfer that brought her handicap
down the most. If this keeps up, it looks
as if Gladys Mirocha and Helen Flesland
will both be competition for Patty Berg—
well, almost.

Do you suppose it was a coincidence
that the day Douglas Sutton was drafted,
the Italians gave up? "Ducky" goes in
with the score one out and two to go, and
he's a good baseball player. Good luck
to the local freight's newest soldier.

St. Paul

Alice Treherne Herrick
Correspondent
General Agent's Office

Through the Looking Glass

As most everyone
knows, these days a
good ticket clerk is
worth his weight in gold, and unemployed
ones are as scarce as hen's teeth. Our
passenger dept., however, recently was for-
tunate in securing the services of John
Petschauer, formerly with the DL&W Rail-
road here. Mr. Petschauer has found
plenty to do in the St. Paul office, and fits
into the organization as though he'd always
been here.

People remark about the two extremes
in our St. Paul city ticket office, "Wee
Willie" Wais, TA, who weighs about 90
lbs., soaking wet, and is endearingly re-
ferred to as the "human watch charm,"
and the self-styled "derrick" or "2-ton"
Ray Tschumperlain, TPA.

NEWS FROM THE FRONT: General
Agent's Office—Our very newest 2nd
lieutenant, Lt. Jack Maher, Air Corps, was
graduated at Craig Field, Selma, Ala., on
Aug. 30, and stopped here on his way to
the North Woods with his parents, for a
few days' well-earned rest. The ol' Army
took some of the excess avoirdupois off
our hero, and he surely looked like a mil-
lion. He was tickled to be back in Min-
nesota, of course, and insists that as soon
as the unpleasantness is over, he wants to
come back to the Milwaukee Road. . .
Local Office—Paratrooper, Petty Officer
1/C, John W. Cashill, son of our telephone
operator, Marion Cashill, is keeping a
jump ahead of most of us, in his world
wide travel. Last time we mentioned John,
he was in Washington, D. C. Since then
he's been in Brazil and other South Amer-
ican countries, and now reports from
India, that he's living the life of Riley,
music with his meals, and all that stuff!
Nice going! Johnny ran into some of his
friends in Brazil, and traveled quite a dis-
tance in India, with Jimmy O'Toole of St.
Paul (well known to many of our em-
ployees), who is now a captain, and sta-
tioned somewhere in India with the Ferry
Command. . . Gladys Murphy reports a

THE MILWAUKEE MAGAZINE



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

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

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New York



William Raetz, carman at Minneapolis
shops, who passed away on Sept. 7. While
on vacation he sustained an appendicitis
attack and failed to recover after the opera-
tion. Bill will be missed by his many
friends.

Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

A snappy looking
lieutenant walked up to
me the other day and,
on second look, I dis-
covered that it was none other than Ben
Totushek, formerly one of the freight office
gang, who had just received his Army Air
Corps pilot's wings and a commission as
2nd lieutenant. Ben and Mrs. Totushek
were enjoying a brief furlough, after which
they expected to leave for New Mexico.

The Railway Business Women's Associa-
tion of the Twin Cities started their bowl-
ing season on Sept. 13. The Minneapolis
Local Freight is well represented on the
teams this year. Elizabeth Hessburg is
chairman for the year and Bonnie Stevens,
Vera Nichols, Helen Lindquist, Helen Fles-
land and Gladys Mirocha are regulars.
Leda Mars is secretary for the coming
year.

That dark haired fellow with the extra
big smile and crisp yellow coat in the
information booth in the passenger station
is Don Bowles, who recently left the local
freight to accept the position. Good luck
to you in your new venture, Don.

Henry Rudd, disposition clerk, should
always know just what days to carry an
umbrella and bring the extra sweater, as
his son, A/C Donald Rudd, is studying to
be a weather observer with the Army Air



letter from former messenger, Vincent Miller, now stationed in Sicily. Vince has been overseas about a year, and took part in the battle of Sicily. Says he gets the Milwaukee Magazine regularly, and is always thrilled to receive it. . . *Macalester Yards*—After 26 months in the service, a year and a half of which was spent in the South Pacific, Tom Sheehan, son of Ray Sheehan, yard clerk, is now back in the U. S. A., and an air student with the Army Air Corps at Kutz Town, Pa. Tom, who has seen action in Guadalcanal, being stationed there for seven months, and thence sent to the Fiji Island for a "rest," expected a furlough on returning to this country, but instead, was slated for air school, where he must remain for at least five months. In a recent 'phone conversation with his dad, besides stating he was fine, etc., he disclosed that on July 22 he finally received a Christmas present from his wife, which had been mailed to him nine months previous. . . *Passenger Dept.*—We have another "jewel" from our prize correspondent, Sgt. Frank Engebretson, who dates his letter, "Sunday Night (Persian Variety), Aug. 29, 1943." I just wish I could quote parts of it. Frank has a heretofore unsuspected sense of humor, and a charming literary style. Fortunately, he is able to see the humorous side of their many trials and tribulations in the Middle East, and we are looking forward, anxiously, to hearing from him again. . . Had a nice letter from ex-passenger dept. steno, Leon Stelling, who writes from somewhere in Alaska. His letter was very cheerful, and said they had one day a week off, but there was no place to go on that day off. For diversion, he claims to have become quite adept at mountain climbing, but he claims that when you get on top of one, all you see is another mountain, so there is no percentage. Person-

ally, I think our buddies in the Arctic Circle can heartily agree with old General Sherman. . . Have word from Carl Sorlien's mother, that he has been transferred from Camp Roberts, Calif., to Officers Training School at New Orleans. Congratulations, Carl! . . . *Rip Track*—Pfc. Marvin Benedum, who has been stationed with the Motor Ordnance Divn. in the Hawaiian Islands until recently, wrote Anton Demmers in August from Australia, stating that the H. I. were a paradise compared to the present territory he is in—the only redeeming feature being that the people are all very nice. . . Home on furloughs the past month, brought the following boys, all former employees of the rip track, back for a visit in the yards with their old buddies, and many an interesting experience was recounted, as they all got together: Seaman 2/C John Flaherty, now stationed at Camp Farragut, Ida., who is just finishing his "boot" training; Pfc. Fred Brommerich, in the Chemical Warfare Divn., at Camp Sibert, Ala., and Storekeeper 2/C Edward Olson, home from the Naval Air Station at Miami, Fla. All appear to be in "tip-top" shape, claim they like their new life, but are anxious to get back railroading again. . . *Roundhouse*—Geo. Koubele says, "it won't be long now," as he awaits a call from Uncle Sam. . . Sgt. Stanley Kyrk, formerly of the store dept., paid the gang a visit at the roundhouse, while home on furlough from Camp Phillips, Kans., recently. The boys say Army life must be agreeing with Stan, as he looked good, and said he feels 100%. . . *Yard Office*—Geo. Mueller, chief yard clerk, had a very interesting letter last month from Sgt. Clifford Borne, now in Sicily. Cliff is getting around, too, these days, having recently been transferred from Africa, and landed in Sicily just in time for the big battle there. Among his

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W. M. Walker

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Cor. Racine Ave. and 14th Pl. CHICAGO

THE CAREFUL INVESTOR JUDGES A SECURITY
BY THE HISTORY OF ITS PERFORMANCE

KERITE

IN THREE-QUARTERS OF A CENTURY OF
CONTINUOUS PRODUCTION HAS ESTABLISHED
A RECORD OF PERFORMANCE

THAT IS UNEQUALLED IN THE HISTORY OF
INSULATED WIRES AND CABLES

THE KERITE INSULATED WIRE & CABLE COMPANY INC.
NEW YORK CHICAGO SAN FRANCISCO

MAGNUS METAL CORPORATION

*Journal Bearings and
Bronze Engine Castings*

NEW YORK

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CHICAGO

experiences, he mentioned having had to duck in a lot of fox holes over there, and would much prefer Africa to where he is at present. Says the people as a whole are glad to see the American soldiers there. . . Joe Sullivan, yard clerk to Trainmaster P. J. Madigan, states that his nephew, Lt. James Sullivan, has been reported missing since Aug. 18. He has been in the service three years, and went to England in February and had been piloting flying fortresses from there to Africa.

An old Scot was smoking in the waiting room of a railway station. A porter said to him:

"Don't you see that notice on the wall—'No Smoking Allowed'?"

"Yes, I do," said the Scot. "But how can I keep all your rules? There's one over on the wall that says, 'Wear Spirella Corsets'."

Milwaukee Road Cars Go to Alaska

OUR shops in Minneapolis and Terre Haute recently completed the task of "shopping" 100 cars and sending them on their way to the Alaska Railroad. The cars—fifty 50-ton flat bottom gondolas, worked on in Terre Haute, and fifty 40-foot box cars from Minneapolis—were repaired, repainted and then lost their identity in favor of the new name, "Alaska Railroad".

The Alaska Railroad, owned by the United States government and operated by the Department of Interior, extends 470 miles from Seward, Alaska, to Fairbanks. Needless to say, the cars are needed (and urgently) for military purposes. The Milwaukee Road can take credit for still another very tangible contribution to the winning of the war.

South Minneapolis Locomotive and Store Depts.

Katherine McBride
Correspondent



Tribute of the Month: To the Milwaukee ticket office, New Orleans, La., for their painstaking efforts on behalf of the wives of Major John Moe, and Lt. Herb Allen! Blanche and Vera were overwhelmed by cooperation received from that office while visiting their husbands in August. Said the staff spent two hours rooting through old records for information on northern trains—as well as dispensing most helpful information on New Orleans sightseeing. Herb and John, by the way, are with the 757th Railway Shop Battalion, and bunk together—an unusual break for old friends.

From the same camp, Shop Superintendent Blyberg received a letter from Lt. Art Hallenberg, who proudly announces: "We marched in review parade along with enough battalions to make three regiments. 757th was announced the best marching unit in the parade. Col. King doesn't spare the horses—and he's even arranged for us to have our own band. Hope we move to a shop soon so we can start rail-roading again. The boys are itching to handle some tools, and the smell of smoke and a cooler climate won't antagonize us officers either!"

Carl Sorenson, warrant officer with the 725th Railway Operating Battalion, Camp Claiborne, burst into the office for a 10-minute visit in September—looking painfully immaculate and tanned.

The store office had two welcome visitors on the same day—Corp. Berman Fairbanks—loaded with candy and cigars (wrappers announcing "It's a girl!"), and F3C Lowell Gibson. Berman was a victim of hospital rules that forbid visitors until 2 P.M., so hadn't seen his baby girl yet—you can imagine the disjointed conversation! At 1:40 he was off like a streak of lightning!

Lowell lingered a bit longer—being on 30-day leave—and unattached! Lowell's ship was lost, forcing his company into Army service in North Africa and Sicily until a shrapnel wound in the arm which "inconvenienced" him for two weeks. Lived in Bizerte for two months in large house, with three maids, a car and a boat, for \$50.00 American money. Who says war is all blood,

sweat and tears! He's been to England, Ireland, Alaska, South America, Greenland, Iceland—with shore leaves for sight-seeing in each country.

Seaman Norma Fuls, WAVE recruit, is at Hunter College, New York, where "white glove" inspections come off every Saturday. Daily routine—up at 5:15, breakfast 6:20—then a day full of instruction, drill, lectures, drill, uniform fitting, drill—and "at night we lie down and bleed awhile and rise to fight again." The esprit de corps is wonderful among these WAVES—long may they!

Lt. Stan Blackburn was transferred to Ft. Sumner, N. Mex., where he's putting his seven students through night formations with twin-engine ships. Stan's brother, Ernie, an army Sarge, writes from England for laundry soap, razor blades, candy, gum, face soap, and a lighter. Cigarettes cost 50c a pack. He loves the country except for the prices—tea 25c a cup!—and has high praise for the Red Cross.

Temperatures of 129° are not delaying the training at Camp Roberts, Calif.! But Bob Akermarck has been accepted for Army specialized training on completion of his basic in October, and the thought sustains him through California heat.

To the Colors: Joseph Fox, St. Paul switchman, and Albert Taffel, locomotive dept. laborer—Army; Bob Kalhoff, switch-tender, Army Air Corps.

2nd Lt. Lawrence Krogh, flight instructor at San Antonio, Tex., home on furlough in September, looked much happier since leaving the ranks of non-coms and bachelors.

Death claimed a heavy toll in our ranks and affections last month—

Fireman Cecil McBride—who collapsed of a heart ailment while firing No. 629 into the Monte Yards Aug. 22. Cecil started with the Milwaukee in 1912. His passing was a great shock and personal loss to co-workers as well as to his wife and family.

Machinist Harry Spurr—who died suddenly Aug. 29, having worked through the 28th. He is survived by his wife, two daughters and two sons, one boy a corporal in the Army. Harry started with the Milwaukee in 1912.

Machinist Magnus Larson—retired in 1939 due to ill health. Magnus started with the Road in 1907 at Minneapolis, transferring to St. Paul in 1926. He is survived by his wife, a daughter and a son.

Machinist Alex Daglish—retired; who died Sept. 12. Alex had 30 years service with the Milwaukee, retiring four years ago.

Deep sympathy also is extended to Telephone Operator Alice Lynch, whose son, Lt. James, was killed in a bomber crash near Winnett, Mont., and to the car department as well as the family of Car Inspector Bill Rates, who died Sept. 7.

Just a note in conclusion—we Americans are doing a bang-up job on bonds now—budgetting our money for the cause and for the future. But there's another kind of budgetting far more important—time and energy. With all railroad forces working longer hours under tougher conditions, we need lots of rest. If you haven't started to conserve your "play-time" yet, do it now! Don't engage in a lot of new activities—civilian defense, etc.—unless you chuck something else—the Saturday night poker game, or twice-a-week bowling. After all, that bond *might* buy a new wing to the house if it isn't cashed for a new wing for the hospital!

THE MILWAUKEE MAGAZINE



Top. L. to R.: H. L. Hewing, general car department supervisor, Minneapolis, C. E. Barrett, general car foreman, and A. J. Farnham, trainmaster, take a last look at some ex-Milwaukee Road box cars which are on their way to war in Alaska.

Bottom. These men at the Minneapolis shops are shown in the act of converting a Milwaukee Road box car into a piece of Alaska Railroad property. The man on the scaffold in the upper right corner is Peter Hernz, and those in the lower part of the picture are, l. to r.: Redval Wang, Henning Falk, Martin Wallner, F. O. Anderson, and A. Tweder, shop foreman.

OUTGUESS THE WEATHERMAN

AMAZING FORECASTER

PREDICTS THE WEATHER
24 HOURS IN ADVANCE



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6 in. wide

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"SWISS" WEATHER HOUSE
AND **FREE** GIFT ORDER
IF YOU ACT AT ONCE

NOW YOU CAN BE YOUR
OWN WEATHER FORE-
CASTER

ALL WEATHER REPORTS DISCONTINUED
FOR THE DURATION—BUT DON'T WORRY—

Since our Government has banned weather forecasts and temperature reports many folks have had to buy expensive barometers to forecast the weather. Why pay \$5 or \$10 for a barometer when you can predict the weather yourself, at home, 8 to 24 hours in advance, with this accurate, inexpensive Weather House forecaster? It's made like a little Swiss cottage, with a thatched green roof and small green shutters. Inside the house is an old witch and a little boy and girl. When the weather's going to be fine, the little boy and girl come out in front. But when bad weather is on the way the old witch makes an appearance. There is an easy-to-read thermometer on the front of the cottage that shows you the exact temperature. You can depend on knowing the condition of the weather from eight to twenty-four hours in advance with this Weather

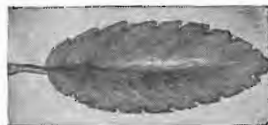
House, made in U. S. A. . . . Everyone—business men, housewives, teachers, farmers, school boys and girls, laborers, doctors, lawyers, ministers, clubs and colleges can now predict the weather in advance. Here is positively the most amazing introductory advertising offer ever made. But you must act quickly—prices may rise.

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Action

GOOD LUCK LEAF

Lives on Air Alone

The greatest novelty plant ever discovered! Tradition is—a person owning one of these plants will have much good luck and success.



AS YOU RECEIVE IT



AS IT GROWS FOR YOU



EACH TINY PLANT
PRODUCES THIS

Yours free—for prompt action. It will grow in your room pinned to the window curtain. This leaf grows a plant at every notch. The small plants may be detached and potted if desired. When planted in earth, it grows two feet tall and blooms beautifully. The blooms may be cut and dried and they will hold their beauty for years. This plant is being studied by some of our leading Universities and is rating very high in plant evolution.

HERE'S WHAT WEATHER HOUSE OWNERS SAY—

"My neighbors now phone me to find out what the weather is going to be. We certainly think the Weather House is marvelous."

Mrs. I. S., Amsterdam, Ohio.

"Please rush 6 more Weather Houses. I want to give them away as gifts. They are wonderful."

Mrs. I. F., Boothbay, Maine.

"I saw your Weather House at a friend's home and the way they raved about it, I decided to order one for myself."

Mrs. L. R., Chicago, Ill.

"Ever since I got my Weather House I've been able to plan my affairs a day ahead. It's wonderful."

Mrs. D. L. B., Shenandoah, Iowa.

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Simply send the FREE Gift Offer coupon below for your "Swiss" Weather House and free Good Luck Leaf. When they arrive just deposit through your Postman \$1.69 (your total cost), plus postage. Then test the Weather House for accuracy. Watch it closely, see how perfectly it predicts the weather in advance, then if you don't agree it's worth many dollars more than the small cost, simply return your Weather House within 10 days and get your money back promptly in full without question.

Almost every day of your life is affected in some way by the weather, and it's such a satisfaction to have a reliable indication of what the weather will be. With the "Swiss" Weather House and easy-to-read thermometer you have an investment in comfort and convenience for years to come. The Weather House comes to you complete and ready to use. Ideal for gifts and bridge prizes. It will bring new pleasure to everyone in your family. The price is only \$1.69 C. O. D. You must act now to secure this price.

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10 DAY TRIAL COUPON

Send at once (1) "Swiss" Weather House and Free Good Luck Leaf. On arrival, I will pay postman \$1.69 plus postage with the understanding that the Weather House is guaranteed to work accurately. Also I can return the Weather House for any reason within 10 days and get my money back.

☐ Send C.O.D. ☐ I Enclose \$1.69. You Pay Postage. ☐ 2 for \$2.98

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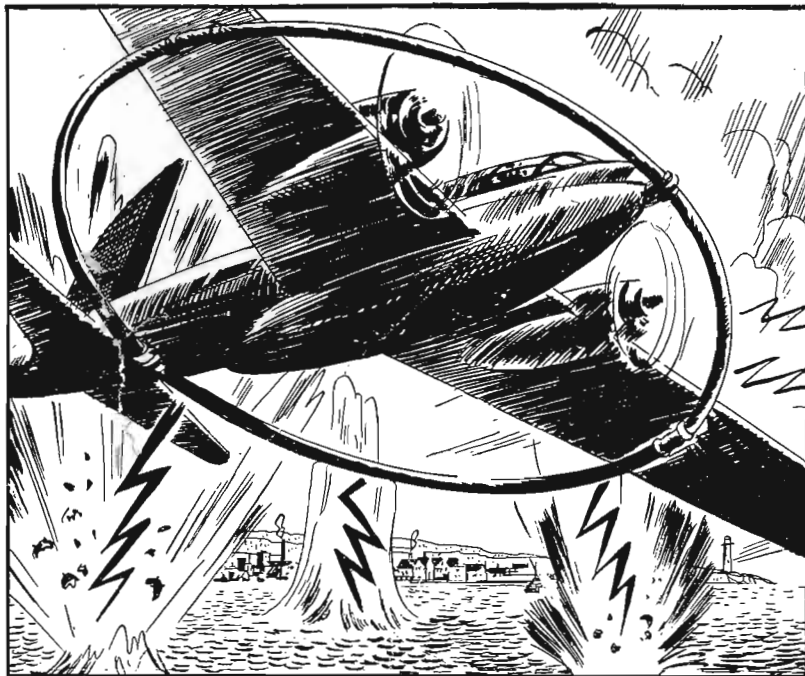
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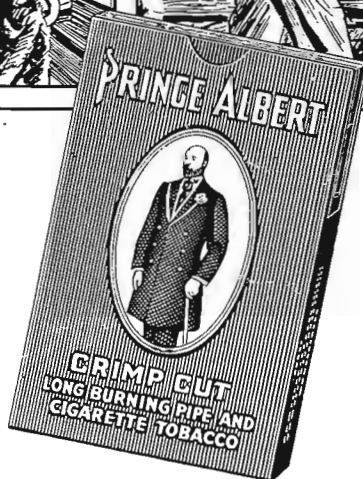
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EXPLODES ENEMY'S
MAGNETIC MINES



R. J. Reynolds Tobacco Company, Winston-Salem, North Carolina



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BONDS AND
STAMPS

50

PIPEFULS OF FRAGRANT TOBACCO IN EVERY HANDY POCKET PACKAGE OF PRINCE ALBERT

P.A. IS BETTER TOBACCO TO BEGIN WITH. NATURALLY, IT'S EASIER ON THE TONGUE. CRIMP CUT, TOO, TO ROLL SMOOTH, FAST, AND TRIM

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FINE ROLL-YOUR-OWN CIGARETTES IN EVERY HANDY POCKET PACKAGE OF PRINCE ALBERT

PRINCE ALBERT

THE NATIONAL JOY SMOKE

