I'm sorry
I invented
the pocket!

If I had known that some Americans would be using pockets to hold all the extra money they're making these days I never would have invented them.

Pockets are good places to keep hands warm.

Pockets are good places to hold keys... and loose change for carfare and newspapers.

But pockets are no place for any kind of money except actual expense money these days.

The place—the only place—for money above living expenses is in War Bonds.

Bonds buy bullets for soldiers.

Bonds buy security for your old age.

Bonds buy education for your kids.

Bonds buy things you'll need later—that you can't buy now.

Bonds buy peace of mind—knowing that your money is in the fight.

Reach into the pocket I invented.

Take out all that extra cash. Invest it in interest-bearing War Bonds.

You'll make me very happy if you do.

You'll be happy too.

WAR BONDS to Have and to Hold

This is an official U. S. Treasury advertisement—prepared under auspices of Treasury Department and War Advertising Council.
Postwar Plans

INDIVIDUALLY and through the Association of American Railroads much research and development work was done during the depression years. This, plus the fine devoted work of railroad men and women, has made it possible to meet wartime demands.

The wartime job remains the number one job and that will be true until the final victory. In the meantime, without interfering in any way with that prime objective, plans are being made for the postwar period when there will be a falling off in traffic, and stiffer competition from other transportation agencies than ever before experienced.

A committee for the study of transportation was organized in 1942 by the Association of American Railroads, and this committee formed 15 sub-committees, one for each of various branches of the railroad business, to do research work covering the entire transportation field and prepare plans for further improvements in rail service when the roads are freed from wartime limitations.

These sub-committees are preparing studies with respect to engineering and mechanical research; operating methods and procedure; traffic; economic situation—postwar; taxation; public relations; air transport; motor transport; water transport; pipe line transport, and other related matters. Individual railroads also are carrying on investigations in these fields.

The Milwaukee Road has under preparation plans for the improvement of equipment and service, and of plant, roadway, buildings, machines and tools. Consideration is being given to the further utilization of Diesel locomotives for both road and yard work in the interest of more efficient and more economical service.

The continued research and planning of the Association of American Railroads and of individual lines will result in the adoption of types of equipment and service that will be helpful to the railroads in competing for postwar business.

These studies, it can be assumed, will lay out programs for stronger track with fewer curves and easier grades; for freight cars of lighter materials, with improved draft gear, brakes and trucks; for extended use of Diesel locomotives, and the use of new sources of power that may later be developed for locomotives.

Operating methods will advance with improved plants, as to both road and yard service, including the use of new communication systems and improved signals and protective devices.

In passenger service there should be an extension of the program of air conditioning, streamlining, and added conveniences, and in improved new types of sleeping cars.

Very large capital expenditures will be required to make these improvements and therefore the extent to which the railroads will be able to carry out this program will depend upon their financial situation in the postwar period.

Milwaukee Road people will be encouraged to know that everything possible is being done to safeguard the interests of the railroads and the men and women connected with them.

There is nothing more important than improved methods of operation and that is something every one of us should be thinking about. I will welcome your suggestions.

August, 1944
Eugene Duval

Eugene Duval, who was the road's general agent, freight department, in Omaha prior to his retirement in 1939, died on June 27.

Mr. Duval was born at Toronto, Ont., on July 26, 1862 and began his railroad career with the Grand Trunk System in 1877, at the age of 15. He was first employed by the Milwaukee Road on Aug. 1, 1892 as a stenographer and telegrapher in the traffic department in Omaha. He held various positions in both the freight and passenger departments and in 1902 was appointed assistant general western agent at Omaha. He became general agent there in 1915 and held the position until the time of his retirement.

Lt. Col. King Appointed to Continental Railway Staff

According to a news release received from army headquarters in the European theater of operations, Lt. Col. Fay L. King, who began his railroading career as a machinist apprentice at Savanna, III., has been selected to direct the equipment department of the Second Military Railway Shop Battalion. The Milwaukee Road sponsored this battalion at Ft. Slocum, N. Y. At the completion of the training period, he and the other officers went to Camp Harahan, New Orleans, where the enlisted personnel of the battalion was organized. Later, the entire unit transferred to Camp Robinson, Little Rock, Ark., on the Missouri Pacific, where they received technical training.

Before completion of the technical training period, however, Lt. Col. King was detached from the battalion and assigned to headquarters of the Second Military Railway Service, returning to New Orleans and later going to the European theater. As director of the equipment department, he will supervise the repainting and reconditioning of cars and locomotives used in the Allied offensive.

Col. N. A. Ryan Awarded Legion of Merit

Col. Norman A. Ryan, our former general manager Lines West, and now chief of Military Railways Division of the army in the European theater, has been awarded the Legion of Merit for "exceptionally meritorious conduct in the performance of outstanding duties," according to an army news release received on July 24.

A veteran of the Railway Transportation Corps in the last war, which he entered as a private in 1918 and left as a first lieutenant in 1919, Col. Ryan was commissioned a major in the Engineer Corps Reserve in October, 1939, shortly after his appointment as general manager Lines West of the Milwaukee Road, and has been on duty in England since June 17, 1942.

When he assumed his post in England, Col. Ryan had to prepare the setup for U. S. co-ordination with an elaborate network of British railways, and plan shops for the construction, assembly and repair of locomotives and freight cars. The Legion of Merit was awarded for his effective handling of the problems.

By the time he had his Military Railways organization at work, the Marine Operations Division of the Transportation Corps found that its schedule for the construction and conversion of barges and naval MT boats for use in the invasion had begun to lag dangerously. Stepping into a new branch of operations, he adopted the problem as his own.

He sent detachments of Transportation Corps railway shop battalions to work on the marine construction and conversion. By his planning, the marine schedule was met while the remainder of his railway outfits maintained their steady pace far ahead of railway construction schedules.

British Railways and Invasion

From Mar. 6, the first day fixed for the movement of troops, until the completion of the initial D-Day movement two months later, British railways ran 24,479 special troop, ammunition and stores trains. Not all of these trains were connected with D-Day itself, but of the thousands that were, 1,000 carried 230,000 soldiers across Britain, together with 12,000 tons of baggage. The stores and heavy equipment required 900 special trains and more than 30,000 freight cars. The trains carried, among other vital war traffic, some 7,000 vehicles, including tanks. Over 5,000 freight car loads of supplies and equipment were also sent by ordinary freight trains. During the three weeks before D-Day, the movement of special trains increased, and in one week all wartime records were surpassed, with the running of 3,636 special trains. The total for three weeks was 9,670 trains.

Engine Lights

At first trains ran only in daylight hours, there being no known method of lighting the track ahead of the engine; besides, in the very early years of railroading the trains weren't in much of a hurry. The first light devised for use on a train at night was a bonfire of pine knots, placed on a load of sand on a flat car and pushed ahead of the locomotive. Large candles protected by glass covers and equipped with reflectors were also used. Whale oil lamps were used from about 1840 to 1859 when kerosene lamps were first introduced for use on engines.
Lightweight Spuds Deliver a Heavyweight Punch

Since it began operation in February of this year, the Northwest Dehydrators plant, located near Lynden, Wash., has processed and shipped out over our rails a great contribution to the war effort in the form of dehydrated potatoes. The packing of these lightweight spuds, which are of first importance in the diet of our soldiers and the civilians on our ever-widening war fronts, has provided a ready market for potatoes grown in the territory around Lynden.

The streamlined, well-equipped plant has been handling from 40 to 50 tons of potatoes a day and employs 130 persons on a six-day schedule, most of them operators of small farms in the neighborhood. By working at the dehydrating plant and keeping their farms going, too, they have succeeded in carrying out the dual role of producing food and working in a war industry at the same time.

Potatoes Graded at Plant

Field-run potatoes are hauled to the grading room, where the best are sorted out for dehydration and the others taken to the adjoining plant of the Northwest Chemurgy, a cooperative concern, to be made into starch and glucose. This process of grading the potatoes saves labor for the growers and is much more rapid.

The No. 1 potatoes go into the large storage warehouse; next, they go into the automatic peelers and from there to the trimming tables, where the eyes and other spots are removed by hand. All peelings and trimmings are carried to the plant next door to be converted into starch and glucose along with the culled whole potatoes. There is no waste.

The peeled potatoes are next sliced uniformly so they will cook evenly. Then they are blancher-cooked for 20 minutes. From the blancher, they go through the ricing machine (which is declared to be one of the best in the country), and then through tunnels, where they are dried by blowing air heated to 150 degrees F. across them. Upon emerging, these tubers, which originally contained a high percentage of water, are dried out to about 4 per cent moisture. The drying process takes about two hours.

Spuds Are Shipped in Cans

The finished product goes into five-gallon tins, 16 pounds in each tin; the tins are hermetically sealed against moisture and wrapped with a label, which gives the G.I. cook, or whoever, directions for the use of the lightweight spuds. He has his choice of steaming them, creaming them, whipping them, or merely adding water and getting at them in the quickest possible manner.

At present the entire output of the plant goes to the government for use by the armed forces and for lend-lease. Officials of the company, however, are already considering the postwar possibility of similarly processing berries, carrots, spinach and other foods for the general market.

A pink elephant might be called a beast of bourbon.

The inventor of the original semaphore signal, J. W. Lattig, aged 89, died recently at his daughter’s home in Bethlehem, Pa. The first automatic semaphore was erected on the Central Railroad of New Jersey in 1893 at Black Dan’s Cut, near Phillipsburg, N. J.
Flag Raised at Minneapolis Coach Yard

The beautiful green grass plot edged with shubbery specially prepared and cared for by the employes at Minneapolis coach yard provided a fine setting for the flag raising ceremony on June 29, at which time a color guard of the 744th Railway Operating Battalion raised Old Glory to the top of the new 60 foot flag pole.

The ceremony, simple and dignified, was conducted in the presence of section men, car oilers, coach cleaners, car men, switch crews, clerks, supervisors and officers, all of whom stood with bared heads and earnest faces as the bugler sounded "To the colors" and the beautiful new flag was raised and unfurled to the summer breeze. Members of Gillick Post also took an active part in the ceremony.

Chaplain Lt. Charles D. Rice of the 744th Railway Battalion pronounced the invocation, after which a firing squad fired a three round volley, then taps was sounded.

Immediately following this part of the ceremony, Superintendent Bagnell raised the Governor of Minnesota's Safety Award Pennant for the year 1943, which was awarded to the Milwaukee Road. We believe this pennant will serve as a daily reminder to all employes working in the vicinity of the coach yard and on passing trains that safety should always be uppermost in our minds.

L. J. Benson of the safety department, Lt. Col. W. J. Hotchkiss and Major James D. Shea of the 744th Railway Battalion were present.

If We Had More Fences

There is a familiar poem which tells of a town built on the side of a high cliff. So many people fell over the side of the unguarded cliff that the kind-hearted people of the community raised a fund to purchase an ambulance to keep down in the valley, so that as soon as anyone fell over the cliff, he might be picked up and rushed to the hospital. Someone remarked that it seemed like a foolish idea to spend money on an ambulance when it would be so much better to build a fence around the cliff, and thus prevent the accidents. But the simple-minded people of the village would listen to no such proposal. They preferred to save the injured rather than to prevent injuries.

How foolish, we say. Yet, we find ourselves in the same ridiculous condition in this country? There are many who advocate using all our energies to rescue the perishing, to throw out the lifeline to the dying, but who turn not their hand to eradicate the evils that cause the wreckage, to make it more difficult for men to fall over cliffs. It's a fine thing to snatch brands from the burning, but it's a finer thing to keep them from falling into the fire. If we had more fences there would be less need for ambulances.

The job was simple. All the men had to do was pick up the bridge, set in the new unit, above the steel structure, and send it up the valley, so that as soon as anyone fell over the cliff, he might be picked up and rushed to the hospital. Someone remarked that it seemed like a foolish idea to spend money on an ambulance when it would be so much better to build a fence around the cliff, and thus prevent the accidents. But the simple-minded people of the village would listen to no such proposal. They preferred to save the injured rather than to prevent injuries.

Towboat Turns Tables on Hastings Swing Span

It is not an unheard-of thing for a skipper, miscalculating speed and distance, to knock off a mast or stack on an incompletely-opened draw bridge, but the tables were turned when the steam towboat Patrick J. Hurley and our 300-foot swing span bridge at Hastings, Minn., got together shortly before midnight on June 17. Coming upstream in a bad wind storm, the boat reached the bridge before it had quite swung clear, caught it on the east side, and it was left tottering on its dislocated rollers. In the middle of the night our engineers were handed a problem that the latter in France in 1918 was he as hardly scared as he was when the mighty engineers were handed a problem that the latter in France in 1918 was he as hardly scared as he was when the mighty

The road's swing span across the Mississippi River at Hastings, Minn., after it had been struck by the towboat. Although it is fore-shortened in the picture, when closed the bridge connects with the town on the right and with a similar elevation on the opposite bank.

Railroad Crews Go to Work

Two of our steel crews, two carpenter crews, and extra section men—about 50 men altogether—were soon on the job and little power boats and small tugs were busy around in the water, getting out blocking material, power pumps, and heavy timbers for blocking and the job was simple. All the men had to do was pick up the bridge, set in the new unit, above the steel structure, and send it up the valley, so that as soon as anyone fell over the cliff, he might be picked up and rushed to the hospital. Someone remarked that it seemed like a foolish idea to spend money on an ambulance when it would be so much better to build a fence around the cliff, and thus prevent the accidents. But the simple-minded people of the village would listen to no such proposal. They preferred to save the injured rather than to prevent injuries.

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on, the job was simple. All the men had to do was pick up the bridge, set in the new unit, above the 300-foot mass of steel into place and call it a day.

THE MILWAUKEE MAGAZINE
The time has come when this railroad's part in the war can no longer be summed up in terms of transportation performance and men gone into service. As the war rolls on, the list of our dead grows steadily and inevitably longer. Told truly, the story is touched with tragedy.

It is with little heart, but with a sense of responsibility to its readers that the Milwaukee Magazine adopts this means of paying last tribute to those former employees and sons and daughters of employees whose lives have been sufficiently emphasized. This department, then, represents an attempt to collect and present together whatever news comes to the Magazine regarding members of the Milwaukee Road family who will not return.

Employers learning of such news are asked to place it in the hands of their Magazine correspondent, or send it directly to the editor.

The names appearing below are the ones which came to the attention of the Magazine during the preparation of this issue.

**Admiral Young Praises Milwaukee Road Men and Women**

Every individual employee of the Milwaukee Road can take pride in the words of praise directed to him by Rear Admiral W. B. Young, U. S. N., chief of the Bureau of Supplies and Accounts, in a telegram dated July 18. Addressed to "the men and women of the Chicago, Milwaukee, St. Paul & Pacific Railroad", and received by H. A. Scaundrett, it read as follows:

"The success of the Allied landings on western Europe—in fact, the success of every campaign undertaken by American ships and men in every war theater—has depended heavily upon the efficient transportation facilities which the railroads of the United States have made available to the armed forces and to the war plants producing for them. Materials must arrive at factories and shipyards on time if production schedules are to be met. Men and equipment must arrive at embarkation docks on time if invasion schedules are to be met. It is to the lasting credit of the men and women who staff and operate our railroads that they have never failed to meet these grave responsibilities. Every one of you may be proud of your individual part in helping the navy to gain command of the seas and carry the fight relentlessly toward the inner citadels of the enemy."
Perfect Shipping

The following letter, entered in the recent perfect shipping campaign letter-sorting contest, won a $50 War Bond for its author, C. C. McKinnon, locomotive fireman at Deer Lodge, Mont.

After reading your offer of prizes for the best letters on how to best serve the shipper, and at the same time cut down the damage loss which has been mounting for the last several years, I will give you my ideas of what might be done to improve the situation.

Before going into the matter of getting new business, I want to say a few words about keeping the business we now have, and the business we expect to get after the war.

How are we to keep the business we now have? That question might be hard to answer if we were running a dry goods store, a fruit store, or a confectionery, because in those businesses they are confronted with cheaper goods, not in price, but in quality. They can’t offer the public the same quality goods that they could offer them during the depression, when prices were low, and quality was high. For that reason alone, the public goes from one store to another, in hopes that they may find more quality for their money.

Now we have a railroad second to none, the Milwaukee Road. We have what it takes to give the public what it wants and business on our rails, we can’t expect to get freight over the road as fast as if there were but a few trains running. Even with this handicap, we can and will move the business, and serve the public.

Ways to Keep Old Business and Add New

Here are a few ways in which we can keep the business we now have and get new business in doing it: First of all we must not think that just because there is a war going on we have the right to neglect the customer. While others neglect the public, we should make hay. We should exert every effort toward showing the public that we haven’t forgotten them, and then appreciate the chance to serve. We must never feel that just because we have a lot of business now we can afford to mis-treat the shipper. It is only natural for some of us to get irritated at times, and probably say things that we wouldn’t say if we were not working too hard, but this is what we must overcome if we are to hold the business.

A pleasant, friendly word now and then to a shipper will bring him back time after time. Handle his goods even though it be only a knapsack, roll of bedding, or an old suitcase, as if it were valuable; don’t throw it over into the corner of the car and pile heavy iron goods on it, don’t drag it across the floor of a dirty way car. It might be all that fellow can afford. Who knows, that same fellow who shipped those bundles today may be shipping thousands of dollars worth tomorrow.

I know a fellow who shipped a radio and a bedstead. The radio was well crated, but the legs were left bare for about six inches from the floor. The bedstead was not crated. How did those things arrive at their destination? Well, I’ll tell you. The radio’s legs were scarred and chipped in several places and the bedstead was marred beyond reason.

How did this happen? And did this shipper ever ship anything else? I’ll answer the last question first. The shipper did ship more goods over the road, and will continue to do so, because that shipper happened to be the writer of this letter, an employee of this great road. Now how was this stuff damaged? Very simple. There happened to be some steel stuff in the way car that day, and the brakeman who worked the car was very careless about throwing it around when getting at other stuff to be unloaded at points between terminals. It didn’t hurt his feelings to throw something down and have it hit the radio, the bedstead was thrown against almost everything in the car. Such treatment of shippers’ goods, gives the road a black eye, and it should be discontinued.

Agents at shipping points should be warned to treat the public kindly, which shouldn’t be such a great effort. Most of our agents do this but now and then some of them get irritated and talk loud to customers when they should have counted to 10. This doesn’t get new business, or hold the old business.

As for the matter of getting trains over the road, I think that a dispatcher should have to make student trips, just the same as the engineer, fireman, conductor, or brakeman, to learn the road. In this way many hours could be saved off the delay sheet every day.

Another way that time and money can be saved, especially in war time, is to have a local train to do all local work, instead of stopping 5,000 ton trains everywhere along the line. This would save many dollars in repairs. Every time a train of that size is stopped, it costs many dollars in wear and tear.

God sends every bird his food but he doesn’t throw it into the nest.

Seaman 1/C: “Could you marry a girl with a picture face?”

Seaman 2/C: “Sure, if she had a good frame to go with it.”

THE MILWAUKEE MAGAZINE
WASHINGTON state's Governor Arthur B. Langlie spoke to about 500 Milwaukee Road employes and distinguished guests at their annual party and dedication of the railway's new freight house in Seattle on July 6. J. N. Ludwick, freight agent, extended a cordial welcome and introduced the master of ceremonies and chairman of the Service Club, John Andrews. J. M. Wilhelm, chief clerk in the claim department, led the group in singing, after which Mr. Andrews gave a brief explanation of the purpose of the Service Clubs and introduced Mrs. M. H. McEwen, president of the Women's Club, who gave a few fitting remarks. Other guests who were introduced included labor representatives, division officials, general officers and military men.

J. N. Davis, assistant to trustee, was introduced and spoke on the railroad's public relations plans and post war activities. He introduced distinguished guests, Col. John H. Hood, deputy commissioner at the Port of Embarkation, and Capt. E. P. Sauer, U.S.N., assistant commandant for logistics of the 13th Naval District, who related interesting personal experiences and told of the importance of the railroads from their point of view.

Governor Langlie, the chief speaker of the evening, stressed the importance of rail transportation now and in post war adjustment problems, and told what the Milwaukee Road has meant to Seattle and to the state of Washington. He also spoke very highly of the road's Service Clubs and other clubs which are banded together for the purpose of better serving the public.

Entertainment of high caliber was furnished by R. L. Henderson, sleight of hand artist, and employe of the local freight department and David Kelly, former Milwaukee employe, also a sleight of hand performer. The Olympic Trio, composed of girls from the freight department, supplied music, and did Bill Lyman's Orchestra. The trio consisted of Peggy Appel, Edith Hi!-seth and Fay Maxwell.

Long hours of hard work were required in decorating and other preparations for this large affair and the credit for it goes to J. K. Ludwick and his committee, composed of Joe Nordquist, clerk in the local freight office, Roy Edwards, warehouse foreman, Fred Rasmussen, vice chairman of the club and chief clerk in the local freight, Leo Kord, chief car clerk, L. W. Wegwand, cashier, Stanley Holtum, chief claim clerk, W. N. Woodard, chief bill clerk and Samuel Greengard, from the assistant trustee's office. Messrs. Nordquist and Edwards worked all night before the party.

Three door prizes were awarded: first prize a $25 War Bond going to Millie Anderson, stenographer at Tacoma. Second prize of $10 in War Stamps to Roy Grummel, agent at Tacoma, and $5.00 in War Stamps to Miss Ruth Fowler of the auditing department, Seattle.

The modern freight building dedicated at this gathering measures 50 ft. by 400 ft. under cover, with 8 foot platforms on two levels.

Above, Honored guests of the Seattle Service Club on the occasion of the dedication of the new freight house were, 1. to r.: Capt. E. P. Sauer, U.S.N., assistant commandant for logistics of the 13th Naval District; Hon. Arthur B. Langlie, governor of Washington; Col. John Hood, deputy commissioner at port of embarkation; and J. N. Davis, assistant to trustee of the road.

Below, Part of the crowd attending the annual party of the Seattle Service Club and dedication of the new freight house.
sides of the building. The building gives a very spacious effect due to the fact that there are no upright structural supports in the interior of the building. A complete inter-office communicating service from the new building to the agent's office and accounting department more than two blocks away is a part of the equipment. This added space and modern equipment will be a welcome boon to this center of bustling war activity.

**Picnic Committee Gives Itself a Party**

On the evening of June 29, the picnic committee of the J. H. Foster Service Club partook of a fine pork chop dinner with all the trimmings and the 60 committee members found it rather difficult to leave the table.

These annual parties of the picnic committee have come to be one of the outstanding events of the many activities of the club. The committee works hard at the picnic and plays hard at the party, which usually takes place about a week later.

The club's favorite musicians, Rube Hoffmquist, Johnny McDonald and Les Friedel, furnished the music for the dancing and Rube favored the gang with some of their favorite songs as only he can sing them.

It was a most enjoyable evening and gave ample evidence of the fine spirit of good fellowship that exists among the members of the J. H. Foster Service Club.

**Milwaukee Magazine a Welcome Change in India**

Corp. Theo. A. Repinski, former mechanice helper in the Milwaukee shops who is now with a railway operating battalion in India, wrote the following letter, which was received in the Milwaukee Magazine office on June 3.

"Just a few lines to thank all of you for sending me the November and De-

**Letters and Bits of News about Our Men in Service**

**Milwaukee Club Picnic Aug. 20**

The Hiawatha Service Club of Milwaukee, extends a cordial invitation to all Milwaukee Road employees, their families and friends, to attend the sixth annual picnic of Milwaukee's 15 combined Service Club units, to be held Sunday, Aug. 20.

The picnic committee members selected Old Heidelberg Park as the site for this year's grand affair. The park is located on the Fort Washington Road, two miles north of West Capitol Drive. Street cars marked 19 or 37 will take you to Green Bay and Atkinson Aves. Then take bus marked 68, Bender Road, which will take you directly to the park.

"Friendliness is a Milwaukee Road Tradition." Let's enjoy some of that friendliness right in our own Milwaukee Road family. Let's enjoy the Hiawatha Band, the games, the fun of being together. In short, let's help in making this another successful Service Club affair.

**Land O' Lakes Service Club, Watertown, Wisconsin**

Just what is it that makes family reunions so elevating? Mother and dad can't help but show their look of satisfaction and contentment as the family gathers on Thanksgiving, Christmas, or whenever. This is their own little army, bound by the mightiest of all bonds.

One gets that same feeling when attending a meeting of the Land O' Lakes Service Club. Here again is one big happy family. Everyone feels at home and is perfectly at ease. You are greeted as another soldier of their army of good will ambassadors. Much of this credit can be given to the lovely ladies of this club.

The human eye utilizes, in seeing, almost only 10 per cent of the rays in sunshine, according to the Better Vision Institute.

**Any Gauge Will Do in Australia**

Pfc. Edmund J. Mason of Corona, S. D., formerly a section man at that point, writes from New Guinea to bring his railroad friends up-to-date on the subject of railroad track gauges in Australia where he was stationed for several months:

"Here's an item I have wanted to write to you for quite some time about the different gauges of track in Australia. They have 7,625 miles of standard gauge of 4 feet 8½ inches, the same as the Milwaukee, and they then have 331 miles of 5 feet 3 inches, and 14,238 miles of 3 feet 6 inch gauge. There are quite a few

**THE MILWAUKEE MAGAZINE**
A Trip to Marrakech

Lt. Comdr. Frank R. Decker of the navy, son-in-law of R. I. Marion, New York fiscal representative for the railroad, wrote the article "A Trip to Marrakech, French Morocco," from which these excerpts are quoted. His description of this part of North Africa is enlightening, giving as it does an interesting and lucid picture of a land now known by many of our boys in service.

In an introduction, Commander Decker explains that since the natives have a liking for les Americans, many affairs are organized for the benefit of American officers and men, just as in the States. The pasha of Marrakech, Commander Decker's host on this rare occasion, is one of the most powerful and wealthy Arabic leaders in all Morocco, second only to the sultan, who resides in Rabat, the capital city. Pies is the Arab religious and cultural capital of all Morocco. Although both French and Spanish Morocco are colonies, the sultan, insofar as the Arab population is concerned, reigns as an absolute monarch. The pashas are local sovereigns subject to the rule of the reigning sultan, each residing in a magnificent palace.

The occasion for my visit to Marrakech was the second invitation extended to Americans in this theater, French Morocco, an invitation golf tournament with lunch each of the two days served in true Arabic fashion. Prize money amounting to 28,000 francs ($560) was donated by our host for the tournament to each guest with what looked like a large silver tea kettle, with water, while another held under it an ornate silver plate with soap, in which to clean the water as one washed his hands. A third carried a towel for hand drying.

The first course was mutton broiled in chunks with bones and all as large as this typewriter. This we attacked with right hand, tearing off what was desired. Next was served what looked like an immense meat pie, about three feet in diameter and a foot thick—never got to the bottom. The crust was most delicious, and the filling was a chicken, rice, and other morsels unknown to me, steeped in rich gravy. Prize money was served in a huge deep dish piled high on the outside with something resembling rice, containing what I believed to be mutton in another form, and potatoes. They were hardly touched, attempting to retain some compoSure and strength for the golf that was to be played.

The author, Lt. Comdr. Frank R. Decker, poses with his host, the pasha of Marrakech.

And Still It Came

The fourth course was five small hockeens, steamed in rich fat, highly seasoned, which we just tore apart. For the course it is well to choose a partner within arms reach in order to refrain from yanking the bird onto one's lap. This we enjoyed because the white meat was unlimited. This course was followed by squabs stuffed with wild rice, served in pie fashion covered completely with gravy, olives, lemon rind and some other things. The procedure was to dig in and fish out a delectable squab, dissect him with one hand—and some day you should try dissecting one of those hot and slippery devils with but one hand. I will say the squabs were the most delicious I have ever tasted, and were prepared in a most savory manner. The sixth and final course was oranges native to Morocco, of the sweet and seedless variety. Following this I sprawled off to catch a nap. August, 1944
Allis-Chalmers Lauds the Railroads

In recognition of the tremendous job being done by the railroads of the country during the war emergency, Allis-Chalmers Manufacturing Company issued a tribute to the railroads on the Boston "Pops" radio broadcast Saturday night, July 15.

In a letter to W. C. Johnson, vice president of the firm, commenting on the role of the railroads, H. A. Scardlett wrote, in part: "There has been lots of tough going and a great deal of it, still ahead of us, but there is no end of it and none at all for any of our efforts. As one of the two railroads which serve your Milwaukee plant, we have had much satisfaction in the friendly relations which have prevailed throughout the years and pride in your great accomplishments."

The Allis-Chalmers message, as delivered by the announcer, follows:

"Iron horses roaring through the country on a giant network of rails—-hauling endless chains of precious fighting freight...never slacken...never fail...that's America's railroads at war! Carrying the biggest, most valuable cargo in history on the railroad system, our railroads are meeting the urgent, constant needs of 32 fighting fronts.

Today, with American troops fighting throughout the world, our railroads must transport men and supplies to 17 different embarkation points on the Atlantic, Pacific and Gulf coasts.

Over 1,500,000 organized troops every month are carried by our railroads in addition to the thousands of soldiers and sailors on leave or taking furlough trips. Every month some 200,000 tons of military and naval equipment are speeded to their destination by rail! In fact, 93 per cent of the total tonnage of the entire army and navy is carried over our railroads.

Truly, America's railroads are the backbone of a nation at war. And tonight Allis-Chalmers asks you to join us in saluting the men and women of our railroad industry for a stupendous job faithfully performed. Short of time, short of help, yet they are now carrying to our war industries—they are delivering tanks, guns, ammunition when and where they are needed. With helpful efficiency they are speeding hospital trains through the night and are making the journey as easy as possible for our wounded, returning service men.

With friendly, good-humored patience they are handling as best they can a volume of civilian traffic greater than anything in their history.

One of the reasons for our railroad's remarkable accomplishment is that in the years following the last war they have constantly kept improving their equipment. As early as 1934 streamlined trains were developed, new locomotives were built, old cars were completely reconditioned.

To the railroads Allis-Chalmers has become an important source of machinery. In railroad shops throughout the nation Allis-Chalmers V-belt driven universal joint motors are used to transmit power to machine tools and other repair equipment. Allis-Chalmers motors, pumps and welding equipment are helping to keep locomotives and coaches in working order. In the electrification of railroads, Allis-Chalmers has also played an important part—supplying a complete line of electrical equipment, from huge turbine generators to motor control for safe, efficient operation.

And in paying this tribute to America's railroad industry tonight Allis-Chalmers is expressing the heartfelt gratitude of a nation to the men and women who, through storm and flood, day in and day out, are delivering the goods that victory is made of.

Former Employee Expresses Thanks for Magazine

The following was recently received from Capt. C. A. Moillet of the Transportation Corps, located somewhere in North Africa. Before the war he was employed in the office of T. P. Casey, district freight traffic manager, New York City.

"Just a line to let you know how much I enjoy receiving the Milwaukee Magazine. When I am through with it I pass it along to the other men, who also wish to express their thanks. Reading matter from home is always more than welcome over here."

"Railroading in this part of the world is far different from back home, but fortunately work gets done in fairly good time. We at home are so impatient to get things done quickly. Over here they take their own good time and do what they can and let the rest of the world by. There is a lot of kicking back and forth, but generally speaking everyone is serious about his work and much is therefore accomplished, regardless of handicaps usual to the average American, who is always on the alert to express his thanks."

"May I express again my sincere gratitude for your splendid magazine. Keep it coming, and best of luck to your future publications."

"One good old American custom we should hate to see lost in the hustle and bustle of progress is the friendly wave of the hand to the engineer of a railroad train . . . We have noticed that trainmen always wave. It is as though a part of their code—that they are the friends of all men and willing to return a salute of friendship. Finally, they have established a tradition which has grown bigger than the roads which employ them. Their friendly gesture turns the railroad from a complex of stocks, bonds, directors, steel rails and rolling stock into a collection of just plain human beings who like to be greeted along the way."—Terre Haute, (Ind.) Tribune,

THE MILWAUKEE MAGAZINE
Chicago-Fullerton Ave. Chapter
Clara A. Cushman, Historian

The evening surgical dressing classes were resumed on May 23rd and will continue every summer month. We have all heard about the large quota of dressers that is to be made; we have a proportion of this quota to meet and that the invasion bell has tolled us and extend to you a most cordial invitation to come help us during our chapter.

Red Cross report for May: Surgical dressings, attendance 59, hours 24; 2,810 dressing. Sewing, attendance eight, hours 33, five women’s slips and five bed jackets. Knitting, attendance four, hours 25. Blood donations 15.

Janesville Chapter
Mrs. J. W. Higgins, Historian

At regular June meeting held on D-Day, June 6, a luncheon was given in honor of Secretary General Miss Lindlof, 28 members attending. A delicious luncheon was served by social chairman, Mrs. George W. Lee. Spring flowers were in profusion, adding to the pleasure of the occasion, a silent prayer was held for the success of the invasion.

Sunday school reported $18.39 spent and 75 calls made during the month. A basket of flowers was sent by the chairman to the chairman of the family, adding to the pleasure of the party. One family contacted during the month. A basket of flowers was sent by Mrs. Tomic had been an extended in the family.

Sioux City Chapter
Lillian Ross, Historian

To Mrs. Emil Weisenberger, corresponding secretary, award of merit for a following ingenious invitations: “Our social activities consist of refreshments and games after meetings. Attendance is increased by a series of three card parties for high score. High score in bridge was won by Mrs. Jurne, second Mrs. Duell, low Mrs. C. Hankins, high score in pinwheel was won by Mrs. Ebray, second by Mrs. Webl and low Mrs. Jurne. A card and series of three parties have been planned to increase the membership drive opened. Too ill to send them here this year, she had her daughter do it. This we think is a record deserving of mention. Our sympathy is extended to the family.

Malden Chapter
Mrs. Chas. Hankins, Historian

We were fortunate in going over the top in membership in the early spring. Our social activities consist of refreshments and games after meetings. Attendance is increased by a series of three card parties for high score. High score in bridge was won by Mrs. Jurne, second Mrs. Duell, low Mrs. C. Hankins, high score in pinwheel was won by Mrs. Ebray, second by Mrs. Webl and low Mrs. Jurne. A card and series of three parties have been planned to increase the membership drive opened. Too ill to send them here this year, she had her daughter do it. This we think is a record deserving of mention. Our sympathy is extended to the family.

Spencer Chapter
Mrs. E. J. Wiedenmyer, Historian

A group of members and their families enjoyed the pot-luck supper held in the community room of the Farmers Bank. The occasion was our seventh anniversary. Mrs. E. J. Wiedenmyer, president, conducted a short meeting: the remainder of the evening was spent playing cards.

Our membership committee has been very active securing members as well as renewal memberships. We are very pleased with our membership. We have gone over the top—54 voting and 64 contributing, a grand total of 118.

Our June meeting was held at the Floyd Mercantile on D-Day, being our last meeting until October. A letter of thanks from the Red Cross acknowledging the $50 sent to them by Mrs. Duell was reported Good Cheer as follows: four families received phone calls, two cards, one plant, and two sprays. Mrs. Hill Roberson who gave a pint of blood to the Blood Bank while in California, sent a sister and a brother. Helen had returned home on furlough after an absence of two years in Africa and later in England. He received the Purple Heart. Silver Star and DFC medals. John and Bud both gave interesting talks on their travels and experiences. F. A. Chadwick, president of the Chapter of the Milwaukee Club at St. Maries for their kindness to Mrs. Harrigan and to the people who were attending the services from Avery.

Chicago-Union Station Chapter
Mrs. H. A. Wicke, Historian

Union Station is back again, after several month’s absence from these pages. With the opening of the Golden West at the Union Station, the membership committee and the membership drive opened. The total known membership at present is 1,185 which puts us over the top. We have started qualities to the employees in the Union Station and the members are urged to call to the employees in the Union Station and the Club rooms of the Fullerton Avenue Chapter. We have had the pleasure of meeting in the Union Station rooms of the Fullerton Avenue Chapter. We have enjoyed the housecleaning. Mr. Copes, the engineer in charge of the station, and the people have reached this new high in membership.

Our club room in the Union Station is in a state of housecleaning. Mr. Copes, the engineer in charge of the station, and the people have reached this new high in membership.

Avery Chapter
Mrs. E. F. Husaboe, Historian

Avery Chapter did not hold its meeting in May out of respect for our president, whose daughter, Helen, passed away. June 3. Helen was survived by her parents, Mr. and Mrs. R. E. Townsend, a sister and a brother. Helen had finished her first year of high school, she was an A student and accomplished in music. Her services were held in Spokane. The community will miss the sunny smile of this young girl.

We also extend our sympathy to Mrs. A. E. Hammond, whose husband passed away June 28. Two sons and two daughters survive him. Mr. Harrigan, who was a very popular organizer for the Civilian Conservation Corps, for the employment of young men in the Milwaukee area, for many years, had been in poor health for several years. He was buried at St. Maries. We wish at this time to thank the ladies of the Milwaukee Club for the kindness to Mrs. Harrigan and to the people who were attending the services from Avery.

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Our club room in the Union Station is in a state of housecleaning. Mr. Copes, the engineer in charge of the station, and the people have reached this new high in membership.

New Lisbon Chapter
Mrs. George Oakes, Historian

On Tuesday evening, May 9, meeting was held at the home of Mrs. J. Krotzman after 41 members had attended. Some of the items reported to the secretary and treasurer were read and approved. There were 25 personal and phone calls made, 14 cards sent and four families reached. The wives and daughters of 92 members made a 10% voting and 60 contributing members. Correspondence was read in regard to the...
Othello Chapter

Mrs. Charles Phillips, Historian

Members of our club presented outgoing president Mrs. Brown with a lovely golden lead pencil in appreciation for her faithful work as president.

At the June business meeting it was decided the club would adjourn for the summer, but our social chairman Mrs. Frances Parisian will sponsor the monthly card parties for the summer. Proceeds to go to the Red Cross. Mrs. Earl Berkey, president of Spokane Chapter, was our guest for the evening. Reports indicated several families were reached through Good Cheer with cards and flowers.

A party was given at the club rooms in honor of Mr. and Mrs. Youngerman on the night of June 12. The evening was spent in playing cards, and refreshments of sandwiches, salad, pie and coffee were served to a nice crowd. War Bonds were given Mrs. Youngerman and Mrs. Rasmussen expressed wishes for their happiness in their new home at Tacoma.

A dinner was served at noon. Next regular meeting will be held at club house Sept. 11.

Mrs. N. Stromberg, mother of Neva Stromberg, passed away in Spokane. We extend our sympathy to the family.

St. Barnice Chapter

Mrs. O. M. Kuhns, Historian

Our chapter served a fried chicken dinner to members and their families, with the retired railroad men and their wives as invited guests, on the evening of June 25. Guests were seated at a table set with flowers and candles. A program of songs, readings, and group singing, was enjoyed by the 45 or more members present. Clarence Van Osdale acted as Master of Ceremonies. A program of music, readings, and group singing, was enjoyed by the 45 or more members present. Clarence Van Osdale acted as Master of Ceremonies.

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Business meeting was opened by president Mrs. Mcintosh, who was absent when the club creed. Minutes were read and treasurer's report given. Reports from other committees, Welfare $19.46, Good Cheer, 4th Division Safety Engineer Otto Brandt, was an interesting visit from Mrs. First, M. McGinnis, Ritter, Reed, Gates, Bodee, McDonald, and others were on the table committee.

Mrs. N. Stromberg, mother of Neva Stromberg, passed away in Spokane. We extend our sympathy to the family.

Wisconsin Rapids Chapter

Mrs. Howard C. Gibbs, Historian

On Tuesday evening, May 16, Mrs. Clarence Brave opened her home to the members of our chapter for the last meeting of the season before the summer recess. Our president, Mrs. William Sullivan, called the meeting to order after which minutes were read by Mrs. Carl Akey, treasurer, acting in behalf of Mrs. Ed Walsh, secretary.

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### Report of Activities Covering Period Jan. 1 to Dec. 31, 1943

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<tr>
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Respectfully submitted, General Governing Board

August, 1944
Pvt. Robert Boettcher

Pvt. Robert Boettcher of the Marines is the son of Al Boettcher, an air brakeman in the passenger car department at the Milwaukee shops. Pvt. Boettcher is attending code school in San Diego.

S/Sgt. John G. Evans

S/Sgt. John G. Evans, with a combat battalion at Camp Roberts, is the son of Machinist A. E. Evans, employed in the Minneapolis shops.

Kenneth C. Donnenwirth, U.S.N.

Kenneth C. Donnenwirth, seaman 2/C, is a signalman serving aboard ship in the Pacific. Before entering the Navy, he was station clerk at Faith, S.D.; his father, C. I. Donnenwirth, is agent at Faith.

Pfc. Ronald Luce, Jr.

Pfc. Ronald Luce, Jr., was employed as messenger at the Minneapolis local freight station before enlisting in the Marine Corps. He is the son of Ronald Luce, Sr., who is employed in the ticket office in Minneapolis passenger station. Ronald is now stationed somewhere in the Southwest Pacific.

Pvt. Joe Ruscio

Pvt. Joe Ruscio, son of John Ruscio, section foreman at Falcon, Idaho, is with the Army in England or France.

Lt. Lowell W. Brundage

W. W. Brundage, chief revising clerk in the Seattle office of the division freight and passenger agent, has two sons in the army. 1st Lt. Lowell W. Brundage, 23, a Thunderbolt fighter plane pilot in England, had more than 70 combat sorties to his credit this June, and undoubtedly has many more now. He has the Air Medal and the coveted Distinguished Flying Cross. He is a combat element leader in a fighter group. He was employed by the road as a clerk in the freight office at St. Maries, Idaho before entering the army. His father, Corp. Gerald L. Brundage, 21, employed as a clerk in the Seattle freight office before the war, is now with a Marine Corps aviation engineer battalion on Guadalcanal; his unit has been cited for the perfect mapping of that island.

Pvt. Vernon W. Cooley

Pvt. Vernon W. Cooley, with a Marine Corps signal battalion in San Diego, was formerly a pipefitter helper in the Minneapolis shops.

Corp. Gerald L. Brundage

Frank E. Holter, U.S.N.

Frank E. Holter, seaman 1/C, stationed at Purcell, Oklahoma, is the son of Machinist Everett Holter, employed in the Milwaukuee roundhouse.

Pvt. Harold J. Hughes

Pvt. Harold J. Hughes, former section laborer at Clinton, Ia., is training with a field artillery battalion at Camp Breckinridge, Ky. His father is Section Foreman E. O. Hughes of Clinton.

Sgt. Arthur C. Nelson

Sgt. Arthur C. Nelson, son of Carl A. Nelson, carman at Great Falls, Mont., is with the Army Signal Corps in the South Pacific.
William D. Meuer, father

William D. Meuer, baggage agent at Madison, Wis., has three sons in military service. Lt. Francis J. Meuer is a Marine fighter pilot. Corp. William Meuer, formerly employed as ticket clerk at Madison, Wis., is now stationed in New Guinea. T/Sgt. Sylvester Meuer is in Italy.

2nd Lt. Albert J. Alsdorf

2nd Lt. Albert J. Alsdorf and Corp. Julius R. Alsdorf are sons of Fred Alsdorf, boilermaker at the roundhouse, west yard, Ottumwa, la. Lt. Alsdorf, a bombardier, has been awarded the Purple Heart for injuries received in an airplane crash due to enemy action in Italy on Apr. 13. Corp. Alsdorf, a radioman in the Army Air Force, was recently sent overseas.

James E. Borror, U.S.N.

James E. Borror, former sleeping and parlor car conductor, entered the Navy in February, 1942. Being a graduate mechanical engineer from the University of Minnesota, he served as an instructor in San Diego, Calif., for a while and is now taking a course in communications at Harvard University, Cambridge, Mass.

Lt. (j.g.) C. F. Barrett

Lt. (j.g.) C. F. Barrett, son of C. E. Barrett, general car foreman at the South Minneapolis shops, was graduated in dentistry from Iowa University on Apr. 23, 1944, and commissioned immediately. He has been assigned to Farragut Naval Training Station, Farragut, Idaho. Lt. Barrett worked for the road as a helper in Davenport, la., at one time.

Ens. Melvin V. Davenport

Ens. Melvin V. Davenport, former instrument man in the engineering department at Mason City, la., is now attending school at Tiburon, Calif., learning the construction, installation and maintenance of net type harbor defense.

Pvt. Arnold F. Grobe

Pvt. Arnold F. Grobe, former Chicago Terminal fireman, is now in England with a railway operating battalion.
Conductor Edward Belisle has two sons in the Army and himself retains the title of technical sergeant, having served until July, 1943, with an army unit in Alaska and the Aleutian Islands; he is also a veteran of the First World War. Pvt. Cletus Belisle took an army engineering course and is now stationed at Camp Siebert, Ala. Corp. Robert Belisle enlisted in the Marine Corps in January, 1940, served nine months in Iceland and was in the Pacific theater from October, 1942 until July, 1943. He contracted malaria while fighting on Guadalcanal and is now in the San Diego Naval Hospital.

Borse sense is that sense which keeps a horse from betting on the human race.

Money is worthless in occupied countries. Don't let your indifference and neglect make your money valueless. Buy more War Bonds.
enter the
GREEN THUMB CONTEST

$2,000 Prize Contest for Victory Gardeners Opened

JUST how green is your thumb—how well are the things you planted in your vegetable garden growing? Do you have the magic touch?

Of course, every one who ever brought a vegetable sprout into the world and nursed and hoed and watered it into maturity knows that the callouses on the hands are a better index to the possible success of the project than is the mythical green thumb, but regardless of the methods used by various gardeners to produce results, the important thing is that they do produce. After all, that heaping dish of boiled, fried or scalloped results is the thing that counts.

It is more important than ever this year that the amateur agrarians of the country not slacken their efforts now that dry weather and pests are getting in their most telling blows against the nation's potential food supply. The urgency of the situation is attested to by the fact that the National Victory Garden Institute has opened the so-called “Green Thumb Contest” for amateur gardeners throughout the country and is offering a total of $2,000 in prizes.

In the adult division of the contest a $1,000 War Bond is offered to the national grand prize winner. Also, there will be state contests with a special trophy award for the prize winner in each state participating. In addition, there will be a national Green Thumb blue ribbon award for local competitors, to go to each first prize winner in community garden contests.

In the children's 3-V Green Thumb Contest, stressing the importance of "vegetables for vitamins and vitality," a $500 War Bond is to be awarded to the national winners in both the elementary and high school divisions. An interesting additional prize in the children's group will be the original Walt Disney drawing in color which is reproduced on this page. Boys and girls in elementary and high schools are eligible in this group, and it is not necessary for the contestant to have a garden of his own. Working in a family garden makes one eligible. As in the adult division, a special state trophy for the winner in each state contest will be awarded to school children. In addition, local committees, organizations and business firms are expected to offer prizes.

Contestants will be required to enter a completed Green Thumb record book with the local victory garden chairman or contest sponsor not later than Oct. 1. This record book is available to all victory gardeners entering the contest and can be obtained from local and state victory garden chairman or committees. It provides a means of keeping a record of what, when and how much is planted and harvested.

The Green Thumb Contest has received the official approval of the United States Department of Agriculture and a number of other governmental and independent agencies. It will take into consideration neatness and originality, planting arrangement, choice of crops and average yields, quantity and quality and use made of crops.

Considering that this contest is expected to be locally sponsored in most towns and communities throughout the Milwaukee road system, the railroad will not attempt to act as a sponsor, lest its efforts merely complicate matters for employes who might want to enter the competition in their own towns, for instance. However, any one who desires to enter but cannot obtain locally all the information desired, should write the rail's agricultural and mineral development department in Chicago.

Beware so long as you live, of judging people by appearances.—La Fontaine.

"Isn't Joe young to join the Army?"
"Yes, but he's only going to join the Infantry."

2nd Lt. Henry F. Lucas

2nd Lt. Henry F. Lucas, former engineering accountant in the engineering department general office in Chicago, is with the Milwaukee Road's 744th Railway Operating Battalion at Fort Snelling, Minn.

Ens. R. L. Milligan

Ens. R. L. Milligan of the Naval Air Corps returned to the States recently after serving in the South Pacific. He is the son of Conductor C. A. Milligan of Sioux City, Ia.

Sgt. Merlin C. Winter, Jr.

Sgt. Merlin C. Winter, Jr., with the Marines on New Caledonia Island, is the son of Merlin C. Winter, Sr., a switchman in the Mitchell, S. D., yards.

Lt. Maurice R. Brown

1st Lt. Maurice R. Brown, son of Claude M. Brown, passenger and freight agent at Miles City, Mont., is a Liberator bomber pilot in the Gulf Coast Command.

August, 1944
Iowa Middle and West

Pfc. James Nunn won a marksman’s badge at Scott Field, III., where he is attending a radio school.

Lt. William Templeton, who is an instructor in single engine aircraft, has been transferred from Winfield, Kan., to Houston, Tex.

Seaman Harold Noack of the transportation department, U. S. Coast Guard, Norfolk, Va.; and Sgt. John Fl pieger of the Armored Transport Corps, Fort Benning, Ga., were home on furlough recently.

SUPERIOR DIVISION

J. E. Phillips
Superintendent’s Office
Green Bay, Wis.

Thomas P. Adams, retired engineer, passed away in Georgia, July 2.

James C. Zorn has recently qualified as a train dispatcher. Jimmie is the youngest man to be qualified as such, as far as is known. He started his career learning telegraphy at Elkhart Lake, Wis., from H. G. Grade, who was aged at that point at that time and finished as a dispatcher under the tutelage of Train Dispatcher E. A. Grade. Jimmie’s job as an operator a little over two years ago at the age of 12.

Agent J. J. Clark at Ontonagon, Mich., who also manages the theatre in that city, put on a bond premier show in connection with the fifth war loan drive on June 26 and sold 585 bonds with a total value of $34,400.00. This is an excellent record and Agent Clark is to be congratulated.

Conductor J. J. Otto bought six war bonds for his six grandchildren during the fifth war bond drive.

Switchman Leo Burns, recently released from retraining, is employed by Ray Delpit, who is in England. He writes that he is working hard and long hours but is putting on weight. He also states very interesting things about railroads in England and says he enjoys reading the news in the Milwaukee Magazine.

Marvel Hanson, former telegrapher, was home on furlough at Coleman, Wis. He is in the Signal Corps. Also home on furlough were William J. Heishenington, Jr., who is in the Radio Division of the Air Corps; and Carl Nelson, former switchman, who is at present stationed at Camp Hood, Tex.

IOWA DIVISION

East End and Branch Lines

W. F. Fuller, Division Editor
Superintendent’s Office
Marion, Ia.

Corp. Virgil B. Dvorak, formerly of the freight office force, Cedar Rapids, Ia., spent an emergency furlough at home getting acquainted with his new daughter, Victoria Ann. Virgil recently graduated from the Air Corps Radio School at Sioux Falls, S. D., and is attending gunnery school before being assigned to a squadron as radio operator and gunner.

Penton O. McGrew is the new assistant chief carpenter at Marion, Ia., transferring from Mitchell, S. D.

As of July 10, V. F. Rathje of Milwau­kee, Wis., replaces M. H. Schmidt as supervisor of telegraphs and signals. Mr. Schmidt was transferred to Chicago Terminals in the same capacity.

W. Hodgson, formerly of Anamosa, Ia., is the operator in “M-1” office, relieving W. Merritt, who is doing the relief work in the dispatcher’s office at Perry.

We have had considerable water out in Iowa, and as is often the case, there is humor even in calamity. Recently when the flash floods hit Oxford Junction, Ia., Conductor Pay Marsh received letters from both sons in the service, one from France, the other from somewhere in the Pacific.

Conductor Walt Maher is in the new bene­dict among us, having married Miss Han­son, daughter of retired B&B Foreman P. Hanson.

A genius is a man who can do almost anything except earn a living for himself.

When Vernon Lent, a farmer northeast of Marion, Ia., found recently that he was unable to get his oats shocked because of a shortage of labor, a remark to Section Foreman F. H. Black turned the trick. Mr. Black, with his force and Signal Maintainer O. O. McBride, did the job in one evening after the regular day’s work. McBride (left foreground) and Black are shown as they demonstrated that they knew how to handle the binder’s mistakes. Others who helped were Perry Williams, Charles Collier, Paul Barthall, Carl Wells, William Smith, Louis Merritt, and William Fuller. (Photo courtesy Marion Sentinel.)
On July 4 twin daughters were born to Bra- koman and Mrs. Clarence Hunt, and a few days later twin daughters were born to Conductor and Mrs. Homer Johnson's daughter and son-in-law. A son was born to Yard Clerk Frank Wicheat and wife during June. A daughter was born to Mr. and Mrs. Edward Stoner.

V. F. Rathe and wife are new residents of Perry. They moved from Milwaukee when Mr. Rathe was appointed signal supervisor on the Iowa division. Train Dispatcher C. D. Emerson, who has been working in the Perry office has been transferred to Dubuque to a regular position. V. W. Merritt is doing the extra work at Perry.

Engineer R. J. Collins and wife went to Butler, Pa., in July to attend the wedding of their son, Sgt. Jack Collins, and the last month included that of retired Conductor and Mrs. Homer Johnson's daughter and son-in-law. A son was born to Clyde Birmingham, attending gunner's school at Parris Island, on July 3. A daughter was born to Mr. and Mrs. Edward Stoner.

Deaths in the Milwaukee family during the last month included that of retired Switchman D. M. Flynn, and Mrs. Edna Posten, widow of a former Perry train dispatcher.

Clyde Birmingham, attending gunner's mate school at Parris Island, is now a seaman 1st class.

Council Bluffs Terminal

Lillian Kinder, Correspondent

John Barclay, who for many years was employed as car inspector at Council Bluffs, died June 14 at a local hospital after an illness of about two months. Mr. Barclay, who retired in 1937, had earned handsome wages, a fact his friends and will be missed by all of us.

Omaha

Storekeeper 2/C Bob Schonberg, son of Carl Schonberg, surprised his father by coming home unexpected the quick trip was made possible by a little lift (5000 miles) from the Army Air Force. Bob says this kind of weather (100° in the shade) is just swell! After spending 18 months in the Aleutians, maybe this heat does feel rather good, Personally, it's—well, it's just too hot.

Switchman Val Hihn, has received word that his son, Verrlin, serving with the navy, was wounded during the European invasion.

For several days after a recent washout on the Union Pacific line, the local coach yard of the Chicago Northwestern was virtually transformed into a coach-hotel for 500 displaced personnel. Salvation Army, Red Cross, and many women's clubs aided in feeding and caring for 500 guests, a tremendous task and many thanks are due these organizations.

It's amazing how brawny some of the men around the "Rip" track can appear during working hours, but my! just let them step into a foamy sweetheart pink mid-night creation like the one Woody Southard tripped the light fantastic in the other night at the Minstrel Show, and watch the hidden femininity talent come out—woo, woo. I'm more than sorry that I was unable to obtain a picture of our five Milwaukee chorus girls, T. P. Schmid, Henry Christensen, Frank Fairchild, Woody and Jerry Scott from the freight house, they made such a charming appearance.

Chester Adams, of the locomotive department, was recently presented with a new son.

Recently I sent a package to my brother in England and packed the contents with some old local newspapers. I believe he received as much enjoyment from the papers as he did the chocolates, for these papers were read from front to back and even the ads were thoroughly read. This should be some incentive for all of us to watch the hidden femininity talent come out—woo, woo. I'm more than sorry that I was unable to obtain a picture of our five Milwaukee chorus girls, T. P. Schmid, Henry Christensen, Frank Fairchild, Woody and Jerry Scott from the freight house, they made such a charming appearance.

A daughter arrived at the home of Bra- koman John E. Dexter, Jr., on July 4, and a son arrived at the home of Fireman Theodore Bloskie on June 16. Engineer Jay Campbell has moved his family to New Lisbon, where he will have charge of the yard engine. Engine Foreman Frank Nyholm has moved his family from Merrill to Wauqua.

Boilermaker Charles Busche has gone to Schenectady, N. Y., to work as a boiler inspector for the American Locomotive Works.

Rogcr Kershaw has been appointed night roundhouse foreman, filling the vacancy caused by Asa Foster having been appointed night roundhouse foreman at La Crosse.

Mr. and Mrs. Fred Leebhas held open house Sunday, June 18, following a family dinner in observance of their golden wedding anniversary. Their two daughters, Mrs. Roy Harcourt, Portland, Ore., and Mrs. Donald Corey, Detroit, Mich., and five of their six grandchildren, and others were present to celebrate the event with them. Conductor Leebhas retired in the spring of 1937.

Another sudden death among our yard men was that of retired Switchman and Mrs. Hugh Kehoe, Savanna, was a student officer in the 55th class of aviation cadets to graduate from the famed twin-engine Columbus Army Flying School near Columbus, Miss., in June and received the silver wings of a Division officer and transferred in rank at graduation to the army air forces. Pvt. W. Kampas, wounded in action in India, was transferred to Coral Gables Hospital in Miami, Fla., thence to Shick Hospital in Clinton, Iowa, where he will be near his parents, Mr. and Mrs. Sam Kam- paa, Savanna.

Sgt. Mason Gunn, who has been sta- tionsed at Fort Read, Trinidad, for the past 30 months spent a 21-day furlough with his parents, Fireman and Mrs. Glen Gunn, Savanna. Another son, Robert, Coast Guard P.O. 2/C arrived home the early part of July for a 5-day leave with his parents. Bob has been on a destroyer escort and had been in North Africa for the past 10 months.

Miss Mary Jane Thayer, daughter of Chief Dispatcher and Mrs. H. Thayer, Savanna, became the bride of Capt. Jack D. Motlow Jr., of the Savanna Ordnance Depot on May 22. Mary Jane had been secretary to Col. Max A. Brackett, commanding officer of the Savanna Ordnance Depot, for two years. Capt. Motlow is as- signed to the Savanna Section Ordinance School, and the young couple are residing in Savanna for the present.

Another sudden death among our yard men was that of Carl Schonberg, Savanna, who died July 11 at his home in Northfield. Mr. Schonberg had been employed as a switchman in Savanna yard since 1920.
### Number of Traffic Tips Reported by Traffic Tip Supervisors During June, 1944

<table>
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<tr>
<th>Division</th>
<th>No. of Tips</th>
<th>Pass. Frt. Per 100</th>
<th>Division</th>
<th>No. of Tips</th>
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<td>Iowa &amp; S. Minn.</td>
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<td>La Crosse &amp; River</td>
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**TOTALS** 399 294 2.1

### TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF JUNE, 1944, AS REPORTED BY DIVISION OFFICES

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<tr>
<th>Name</th>
<th>Department or Occupation</th>
<th>Location</th>
<th>No. of tips submitted</th>
<th>Name</th>
<th>Department or Occupation</th>
<th>Location</th>
<th>No. of tips submitted</th>
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<td>Barnett, H.W.</td>
<td>Head Clerk</td>
<td>Chicago, Ill.</td>
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<td>Bishop, W.</td>
<td>Asst. Agent</td>
<td>Galewood, Ill.</td>
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<td>Bloom, E.W.</td>
<td>&amp; Asst. to Sec.</td>
<td>Chicago, Ill.</td>
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<td>Boone, H.F.</td>
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<td>Broberg, Mildred</td>
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<td>Borman, H.A.</td>
<td>Ret. Frt. Cond.</td>
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<td>Brown, J.L.</td>
<td>Gen. Sup. Trans. Agent</td>
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<td>Colyer, C.U.</td>
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<td>Tschirgi, O.E.</td>
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*If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.*
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He was only 18 years old, and he was taking the mental exam for the army. When they asked him the question, "What is the term of the President of the United States?" he answered, "Life!"

Parson: "Rastus, that's a mighty fine crop you have there."

Rastus: "Yassuh, Parson."

Parson: "You must thank the Almighty for that."

Rastus: "Pahson, did you see de kind of crop dat grew on his g'round when de Almighty was farmin' it all by himself?"

A wise husband will buy his wife such fine china as he can. He won't trust him to wash the dishes.

Mrs. Jones: "How's your son getting along in the army, Mrs. Smith?"

Mrs. Smith: "What do you think? They've promoted a sergeant. They're mighty fine officers."

A Tennessee hillbilly had been calling on his girl for almost a year, when pappy finally cornered him one night and asked:

"You being seen Nelly for nigh onto a year, what are your intentions—honorable or dishonorable?"

The hillbilly's eyes sparkled: "You mean I got a chance?"

A newspaper that makes a practice of answering inquiries from readers received this one:

"Please tell me what is the matter with my chickens. They go roost apparently well. The next morning we find one or more on their backs on the floor, stiff, with combs white and their feet in the air."

It was the editor's busy day, so this is what the reader received: "Dear Sir: Your chickens are dead."

MADISON DIVISION

Pellock, James C. .... Bridge Tender .... Madison, Wis. Wright, Arthur S. .... Loco. Engineer ... Janesville, Wis.

MILWAUKEE DIVISION


MILWAUKEE TERMINAL


ROCKY MOUNTAIN DIVISION

Burkhardt, Roman J. Stower .... Harlowlton, Mont. McAvoy, Frank F. .... Loco. Engineer ... Deer Lodge, Mont.

SEATTLE GENERAL OFFICES

Baker, Charles P. .... Lumber & Tie Inspr. ... Seattle, Wash.

SUPERIOR DIVISION

O'Neil, Michael .... Loco. Engineer .... Green Bay, Wis. Terrien, Alfred J. .... Checker .... Green Bay, Wis.

TERRE HAUTE DIVISION

Freeman, Samuel F. .... Conductor .... Terre Haute, Ind.

TRANS-MISSOURI DIVISION

Farley, Peter J. .... Loco. Engineer .... Miles City, Mont. Morris, William J. .... Loco. Engineer .... Mobridge, S. D.

TWIN CITY TERMINALS

Lindquist, A. G. .... Carman .... Minneapolis, Minn.
Division news this month features almost exclusively report of service in the Army. Among callers the other days was Flight Officer Wm. Stoneman, who was the freshly arrived in Milwaukee. He has been ill only a short time. "Old Line" he and his family are reported to be in very good health. They are still trying to get a feel for their new location.

News from other boys in service comes from Fort Camp Chal­borne, the Army's railroad training center, where conditions are far as far as railroad is concerned, are very rugged. For example, they had only about 12 miles of track to traverse over the day he wrote, that's 25 miles of track and 150 miles of Paradise - experienced locomotive engineers working in track gangs; Gordon is a brakeman, classified as a fireman, and he has never been up on a pole. As one of the fellows wrote, there are two ways to do everything in the Army— the right way and the G. I. way. Gordon also mentions having seen J. A. Christopher, formerly a brakeman, while in camp at New Orleans.

Walter Larimer, 21, a retired railroad man, was also a caller while home on furlough from his job as a signal operator. He is now "somewhere on the Pacific." With all this news of the boys and girls in service who are doing everything they can to end the war and bring peace to the world, there is one more, and here's what he said: "You are doing everything you possibly can to help them?"

"Old Line"
Hazel Whitey
Ticket Clerk
Horicon, Wis.

Gerald W. McEvoy, of Oshkosh, has been called into the service. At Park River, Wis., July 31, occurred the death of a former employee, August Wilzner. Mr. Wilzner served the road about 20 years as section foreman at Kaukauna, retiring when the section was eliminated in 1928. He was born on Sept. 13, 1858.

Roadmaster Olson's style was very much admired in last month's magazine when through his resources he moved a home for a vacation, including a very fine poker room. Former citizens, Mr. and Mrs. John B. Steinke, have been in town visiting relatives. They are not sure whether they will stay or return to their home in the south, where they spent the summer. Mr. Steinke is a retired railroad man, and expects to return to work in Oshkosh shortly.

Henry Klocke, engineer of the Old Line, was found dead in bed by his wife July 1, at Milwaukee, Wis. He had not worked for several days and had retired the evening before after making some kindling wood and when called in the morning, his lifeless body was found. He was born in Mayville, Wis., Mar. 9, 1894, and after leaving school went to work for the Milwaukee Road as fireman in Aug. 1912. He was promoted to engineer in 1928. He was rejoiced in Mayville until about seven years ago when they moved to Milwaukee. His wife, one son, Charles, two sisters, and two brothers survive.

Postal inspectors and railroad detectives are checking the theft of two mail bags from the Milwaukee Road depot at Fox Lake, Wis. The two bags, one containing mail from the Oshkosh-Milwaukee run and the other from Beaver Dam, had been found in the baggage room by the driver of the Waukesha Gray Line which handles this work for the Yellow Truck line between Milwaukee and Portage. Both bags had been opened and the first class mail sorted out, the rest left scattered over the floor. There is no clue to the robbers or to their motives.

Leo M. Steinke, 74, a retired railroad man, died at his home in Fond du Lac, Wis., on June 16, after a long illness. He was born April 6, 1879, and had previously been in service as a brakeman for several years before entering the service of the Milwaukee Road for a period of 38 years. He retired in 1928. Surviving are his wife and one sister. Mrs. Steinke passed away in 1941.

Conductor Sueson on trains Milwaukee to Berlin has been on the sick list but at this writing is reported better and thinking of returning to his job.

Second District
F. J. Love, Correspondent
Beloit, Wis.

Thomas J. Ingram, engineer, Ladd, III., passed away suddenly at his home on July 19, due to heart failure from the old Mineral Point division in 1946 and has made his home at Ladd ever since. Mr. Ingram retired in January, 1942.

F. E. Fox has left his first trick position at Kittridge and has taken over second trick job at Davis Jct.

We have just learned of the retirement in June of Conductor Joseph E. Jolly, 68, who has been up and down this Southwestern
WAVE Patty Lieb visited the office for a few minutes July 12, enroute to her new duties at Wold Chamberlain Field, Minneapolises. Patty looked mighty “fine” in her summer uniform and says she likes the work very much.

Chief Clerk McGovern reports that daughter Jeanne states she has a visit with Col. Ryan in London. Our Milwaukee family really gets around, doesn’t it.

Received a nice long letter dated 6/21/44, from Sgt. Ralph McCoy, who is serving with a railway battalion in India, and the following excerpt from his letter will give you a pretty good idea of what our boys are up against:

“I came to this place Mar. 14 and have been here ever since as general yardmaster, besides lots of other duties. I am the only American here on the railroad. I have an Indian yard foreman, one points man and one wagon porter in each crew besides the signalman. I had a bad time with the engine crew at first, as they had ruled the roost so long here they would pull as many wagoons at a time, and move only so fast, but when they found out I would take the engine away from them and also knew when they was bad order or not, that changed. I have a crew that has put an hour and 30 minutes one night on an engine, and when I sent a man to get him he told the engine passenger when he got his tea and rest he would be more than glad to please the white yardmaster. That didn’t set so good with me, so I went up and took the engine, switched it in trail, and placed it in the loading. The engine came sneaking up and wanted his engine, but I just told him to keep it and to show that American engineer on it by the next train, and didn’t want to see him. The others heard about this, and figured I would get all Americans up here, so they got hold of the engine and made him come to me and pray for my good health and long life and promise me he would sin no more, and I have had very little trouble with them since, altho I had to prove to them that an engine wouldn’t blow up with a half a glass of water ...

They are a good devil like children in some respects, and then again they use some of our tricks, but being wise to most of our tricks I am able to cope with most of their troubles.

“We move the supplies and have surely done a good job of it. We cut the running time, we load and unload the engine and we have the wagoons lying around waiting for loading or unloading like they did when we first came here.

“I get the Milwaukee Magazine now, and enjoy reading about the other division. Greet all the boys for me.” Mac.

Recent Appointments:


Car Foreman C. W. McMichael, former agent, Roswell, S. D. K.

Car Foreman A. W. Arvidson’s youngest son William, has followed in his father’s footsteps and is the V-12 A in the Air Corps at St. Ambrose College at Davenport, la.

Corporal J. E. Robertson died as a result of an accident on June 5 when returning from his farm west of town. He falls into compartment and knocked over his car for some tools—while doing so, the truck driver was derailed and was killed, injuring him so severely that he passed away that night. He had been in service for 37 years, serving as night chief for the last 30 years and at one time he was a member of the State Legislature.

A crew of carpenters from La Crosse is remodeling our depot, and when it is all completed our freight office will be moved.

Purple Heart recipient, Pvt. Raymond Nector spent a brief furlough recently with his family in Chicago, In doing fine.

Mr. and Mrs. R. R. Cochran, Rockton, Ill., announce the arrival of a baby boy on July 2. Bob says mother and son are both doing fine.

Miss Dorothy Kolka in the engineering department; Mrs. Bernice Pratt and Miss Delores Helms in the warehouse.

Recent Promotions:

Ensign Hall, retired engineer, passed away at his home in Rockford, Ill., July 1.

H. J. Swank, Division Manager,

Supt. W. J. Doherty, former wire chief at Rockford, Ill., announce the arrival of a baby boy on July 5. Bob says mother and son are both doing fine.

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A crew of carpenters from La Crosse is remodeling our depot, and when it is all completed our freight office will be moved.

Jim Edwards, another of our veteran conductors, made his last run on June 16 and has retired from active service, after serving the Milwaukee railway for 49 years. He began his railway career as a brakeman at Des Moines, la., in 1902, was promoted to conductor in 1907 and transferred to the Trans-Missouri Division. He will continue to make his home at Mobridge.

We extend congratulations to Corp. Robert Lindsay, son of Ragnagamian Mark Lindsay, on his marriage on June 5, to Miss Joan Borah, daughter of Capt. F. Magensen.

A new chief clerk (whom they call a gunner), besides lots of other duties. I have the only American here on the railroad. I have an Indian yard foreman, one points man and one wagon porter in each crew besides the signalman. I had a bad time with the engine crew at first, as they had ruled the roost so long here they would pull as many wagoons at a time, and move only so fast, but when they found out I would take the engine away from them and also knew when they was bad order or not, that changed. I have a crew that has put an hour and 30 minutes one night on an engine, and when I sent a man to get him he told the engine passenger when he got his tea and rest he would be more than glad to please the white yardmaster. That didn’t set so good with me, so I went up and took the engine, switched it in trail, and placed it in the loading. The engine came sneaking up and wanted his engine, but I just told him to keep it and to show that American engineer on it by the next train, and didn’t want to see him. The others heard about this, and figured I would get all Americans up here, so they got hold of the engine and made him come to me and pray for my good health and long life and promise me he would sin no more, and I have had very little trouble with them since, altho I had to prove to them that an engine wouldn’t blow up with a half a glass of water ...

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I get the Milwaukee Magazine now, and enjoy reading about the other division. Greet all the boys for me.” Mac.

Recent Appointments:

E. Koolman, agent, Roswell, S. D. K. C. Saxer, second operator Owatonna, Mrs. E. O. Olson, agent, E. L. Wopat, former agent, receiving my engine inside the yardmaster’s office at Davenport, la.

A certain Chinese mandarin, who delighted in covering his richly dressed person with precious stones, was one day accosted in the streets by a priest of the sect of Fooi, who, bowing very low, thanked him for his jewels. "What does the man mean?" cried the mandarin. "I never gave thee any of my jewels."

"No," replied the other, but you let me look at them, and that is all you owe me for the sake of keeping thine."

The best safety device known is a careful workman.
Galewood Freight Station
Herman Fa. Backer, Correspondent
Freight Office

Galewood office has been equipped with new fluorescent lights, and it certainly is a wonderful improvement over our former lighting system.

With our sympathy to Mr. and Mrs. Dominick Zapila in the death of their first-born child.

J. McCarthy, Watertown ticket-stamper, is now on the sick list and we hope for his speedy recovery.

Thomas McGrath, rate clerk, was recently discharged from the navy and is to have an old position at a Mines Hospital before he returns to work.

John McGrath, former messenger here, was addresscd last Sunday by the army account of being under age. He was re-inducted on July 14.

We were recently visited by the following clerks who are now in military service: Anthony Romasko, Louis J. Dippolito, and Roland Keefer.

At the present writing we have 125 men in the armed forces and office and in the armed forces. We hope these boys will drop us a line and let us know of any changes in their address, so that they will be sure of receiving our Milwaukee Magazine.

Bensenville
Howard Lawrence, Correspondent
Bensenville Post Office

This correspondent is holding pension checks for former Engineer Harvey Craigville and former Switchman James J. McCarthy. It is hoped that through the medium of this notice delivery of these checks can be speeded up.

Jim Burke, retired train director with more than 52 years service to the road, dropped into the office the other day looking fit as a fiddle and rarin' to go. In case anyone wants to drop him a line his address is 320 Spruce Street, Dixon, Ill., where, he says, the welcome mat is always out.

Word reaches us from Star Lake, Minn., that Snuffy's Fish Market is doing a land-office business, particularly with the Isaac Walton League members from around Bensenville who journeyed up there to buy their battle of the boys' fish.

Snuffy takes his fish market right down to the farm and a steady stream of visitors have been dropping in on the farm to purchase their fish.

The restaurant has been taken over by Mrs. Signe Breckenreid has taken the care of Yardmaster T. Maslon of the commissary is continuing to make himself useful.

On the night of the 15th the crowd gathered at the stops, shops, and stations, as well as that of the adjoining divisions, has all contributed its part. We of the 744th believe that when our time comes to join in the battles that will spell the end of the war, our boys will be ready.

On the 4th of July, the company adjutant recently enjoyed a seven day leave in South Dakota and Montana and returned bronzed from long days in the summer sun on his father's ranch.

Sgt. William Bannan and Sgt. Hal J. Smith both formerly of Company C and civil life railroadmen, have departed for Transportation Corps Officer Candidate School.

Our special thanks go to such staunch railroaders as Isaac Walton League members from different states of the Union. Raymond Lawrence of Chicago Heights, has been in the training of the 744th on the Milwaukee and has been a complete success for the I&SM. Mr. Smith has shown a great interest in helping the men in their training. His comments and suggestions are typical of those that have all helped make the 744th a great outfit.

Zipperly’s Jannison, battalion headquarters’ be-dimped clerk and ex-Des Moines Station spark plug, presents a sort of final scene to this month’s column as he sits by the window in the waning sunlight, puffing his pipe and penning his daily letter to “Dear Bea” (his wife).

TERRE HAUTE DIVISION

Sparks, Correspondent

Mrs. Geraldine Craven has recovered from her recent illness and is back on the job again as clerk at the Manhattan Station.

Engineer Walter Bieler tells us that his son, Roy Smith, of Austin, is now helping to transport Navy men to different states of the Union. Raymond is stationed at Great Lakes, but he has been with the Seabees in the Southwest Pacific for the past two years, has returned to overseas duty after being

August, 1944
T. A. Fagan
Correspondent
Care of Yardmaster

Western Avenue

T. A. Fagan
Correspondent
Western Avenue

C. A. Clark, electrician foreman in the coach yard, was recently honored with a party and presented with a war bond upon his return from his vacation in Milwaukee.

F. J. Riedl, formerly of the store department and winner of the Purple Heart, has been reported missing in Italy.

T. Maslon of the commissary is continuing to make himself useful.

Wm. Jensen, formerly of the store department, now in the Navy, was a visitor during the month.

Our congratulations to Carman Helper Walter May, who was married on July 27.

We are hoping for a speedy recovery of Electrician Helper George Gorney, who is confined to the hospital.

C. Manzelmann and A. Dummer have been appointed as lead electricians at the coach yard.

Congratulations to John J. Doherty who has been appointed A. C. and electrician foreman in the coach yard.

M. Pederson has been appointed second shift foreman at the coach yard.

Our sympathy to Mrs. Bowman and Mrs. Knox.

Sgt. Hartzeii Smith of the Marine Corps paid us a nice visit before leaving for “somewhere in the Pacific.” He was a former machinist helper at Western Avenue roundhouse and son of Machinist Jesse Smith.

Lt. Nick Klein is somewhere in England. Sgt. Jack Reegan is in New Britain Island, and Lt. Martin Reegan is somewhere in England. These two boys are sons of Martin Reegan, caller at Western Avenue.

The 744th

T/5 Joe W. Kizzia, Correspondent

The training of the 744th on the Milwaukee and has been a complete success for the 744th. The daily association by the skilled employees of the road is very pleasant and the talks of the battalion are certainly benefiting by it. Officers and enlisted men alike are thankful for the efforts that have been made by everyone from trackmen to the top officials to insure sure success in training. The tireless work of the entire personnel of the Minneapolis and St. Paul yards, shops, and stations, as well as that of the adjoining divisions, has all contributed its part. We of the 744th believe that when our time comes to join in the battles that will spell the end of the war, our boys will be ready.

Pvt. B. A. McCanna, son of Clerk McCanna of Chicago Heights, has been in the training of the 744th on the Milwaukee and has been a complete success for the I&SM. Mr. Smith has shown a great interest in helping the men in their training. His comments and suggestions are typical of those that have all helped make the 744th a great outfit.

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G.L. truckmen of the 744th Railway Operating Battalion, training in the Twin City terminals, prepare for the laying of rail at our St. Paul roundhouse lead track.
home for a few weeks with his parents. Agent Lewis of Chicago Heights has two sisters, Pat and William Lewis, who is a radio intelligence man, and Donald, a first-flight air cadet of navigation, stationed at San Antonio, Texas.

For meritorious achievement in sustained aerial activity against the enemy, T/Sgt. George M. Robson, son of Yardmaster Robert M. Robson, has been awarded the air medal, according to an announcement from the 15th Army Air Force in Italy.

**Terre Haute District**

William Nadeau, Correspondent

Eugene Johnson, son of Roadmaster John, has been awarded the air medal after completing 25 bombing missions, 5 of which were over Berlin. He was awarded the Distinguished Flying Medal with three oak leaves. He is the son of Yardmaster Robert M. Robson, has been awarded the air medal, according to an announcement from the 15th Army Air Force in Italy.

**Terre Haute Freight Office**

A pullman passenger from No. 15 standing on the station platform recently wondered to himself 'What does that fuzz out there in the woods all the time?'

Maj. Ewell Elwood and wife and three children, are home on a furlough after 29 months service in the Air Force. His son, Robert, is serving with the Air Force in the South Pacific.

**West Clinton**

LeRoy Foltz, car department employe, was hit by a truck on his way home from work one night recently.

Harry Scott and Bill Worley were home recently on furlough.

**ROCKY MOUNTAIN DIVISION**

Main Line

Nora B. Young, Correspondent

Operator, Three Forks, Mont.

A pullman passenger from No. 15 standing on the station platform recently wondered to himself 'What does that fuzz out there in the woods all the time?'

It was drizzling at first sight, as for Asbury Butch (the dog) was concerned. Having wandered in out of nowhere about four months earlier and appointed himself mascot of A. A. McAvoy, the dog chewed the seams of Engineer Fred M. Bird's boot.

On Tuesday, July 9th, Mr. McAvoy started his morning routes. He was a native of Kansas, and the 20-year-old boy who accompanied him to the station platform recently won second prize in the station platform.

E. O. Bernard, former passeng'er brakeman, had the misfortune of injuring his knee while playing playground ball and is confined to hospital.

Surrounded by a baby daughter and three sons, Mrs. Raymond Snodgrass has taken a position as clerk at the roundhouse.

Both are Three Forks boys and were removed and the train proceeded with so much less delay than could ever have been expected, that Bill Robinson again, you might say, 'I understand.

The death of James Hadfield occurred in Terre Haute, Ind., on July 10.

It was the third year in the Mexican War that the dog Butch, the dog, went out of sight and was never seen again. He had been the mascot of the 1st Texas Infantry.

The dog Butch, the dog, was concerned. Having wandered in out of nowhere about four months earlier and appointed himself mascot of A. A. McAvoy, the dog chewed the seams of Engineer Fred M. Bird's boot.

On Tuesday, July 9th, Mr. McAvoy started his morning routes. He was a native of Kansas, and the 20-year-old boy who accompanied him to the station platform recently won second prize in the station platform.

R. L. Mcinue, former passenger brakeman, has been awarded the Distinguished Flying Medal with three oak leaves.

F. B. Griller, Correspondent

Sioux Falls Line

Sgt. Don Overcash, son of Switchman Clark Overcash, has been awarded the Distinguished Flying Medal with three oak leaves.

W. W. Blakes, Correspondent

Superintendent's Office

Madison, Wis.

On June 18 Miss Lois Randall, clerk in ticket office at Madison, was married to Pfc. John J. Fields, of Trux Field, Madison, Wis.

Sioux Falls Line

Sgt. Don Overcash, son of Switchman Clark Overcash, has been awarded the Distinguished Flying Medal with three oak leaves.

F. B. Griller, Correspondent

Sioux Falls, S. D.

Frank J. Nevell, agent, public relations officer, Chicago, was guest speaker at the annual meeting of the Chicago Transportation Association. He is a native of Chicago and has been with the railroad for 25 years.

The office at Madison are having their faces lifted by a new coat of paint. Everything looks spick and span both inside and out.

R. E. Bell, corresponding editor, has been awarded the Distinguished Flying Medal with three oak leaves.

R. E. Bell, corresponding editor, has been awarded the Distinguished Flying Medal with three oak leaves.

They are stored in the bone, "esterner I resent the writing and the editing."
When you offer a man a Dutch Masters, it's just like saying, "Let's be friends." For when two smokers share the treasured company of truly great cigars, a single match can light a life-long friendship.

Marquette-Sanborn

Roy P. Harmon, retired passenger conductor, died June 30 at Mercy Hospital, Mason City. We extend sincere sympathy to Mrs. Harmon.

Dell C. Braun, passenger flagman, retired from service during the month of June after 48 years of faithful service.

C. Robert Peterson, general clerk in the superintendent's office, Mason City, was married June 10 to Miss Esther Asbee of Clear Lake.

J. P. Collins, Spencer, and J. W. Scobee, Canton, operators, have been granted leave of absence from their respective duties.

Teacher: "John, give a sentence using the word 'triangle.'"

John: "If the fish don't bite on grasshoppers, triangle worms."

Minister: "Richard, what does your father say before each meal?"

Richard: "Go easy on the butter, kids."

August, 1944

Sanborn-Rapid City

A baby girl arrived at the home of Ambrose Mackel of the car department on July 11.

Lt. Robert Courcy, son of Charles Courcy, of the roundhouse, is spending his furlough with his parents.

Bob has completed 29 foreign missions and states that he is very grateful to be back in the U.S.A. and receive a well-earned rest. One of his experiences was that of being struck by enemy gunfire while flying over Germany, but he managed to land his ship and save the crew.

Retired Roadmaster Phil McMahon passed away recently after several weeks of illness. He served as roadmaster for the west end and was always ready to assist with anything that came his way.

A baby daughter was born recently to the George Costello family of the local roundhouse.

This community was shocked by the sudden death of Conductor James Smith, who passed away while on his run at 8:30.

Passenger Brakeman James Cechman completed his last run July 1 and, with his wife, moved to LaVerne, Minn., where they will make their future home.

Cashier Otto Seccory of the freight office took the oath of being true to the fairer sex and, after a short honeymoon, threw a Dutch lunch to the members of the freight house gang at Hitchcock Park.

Agent Peterson was master of ceremonies and Moe Shevlin took care of the refreshments.

Word from former Brakeman Corp. W. A. Severance finds him in foreign duty in a railroad vacation. He wants to be remembered to all his friends.

MILWAUKEE TERMINALS

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

Richard J. Steuer, Correspondent

Eddie Hoelf, that genial, personable fellow who handled the chief clerk position at Chestnut Street the past few years, has again returned to the public relations department. Although no definite word has been forthcoming as to what his duties will be and in what territory he will operate, it is a sure bet that Eddie will again be the favorite organizer and pepper-upper of old. The best wishes of all the gang are here with and don't forget to drop in once in a while.

The chief clerk position has been filled by the appointment of Henry Hoefst, who was the night chief clerk at Fowler Street for a number of years. Mr. Hoefst, it appears, has found himself in his new role of responsibility, and is "catching on" to the many duties at the HEART of the Beer Line—Chestnut Street.

Since this column last went to press.
Fred Butts, retired weighmaster, spent a few days in the hospital while the medics performed a minor operation. Needless to say, Fred's good health and good humor stood him in good stead both with his speedy recovery, and with the nurses, who, we'll wager, are still enjoying the humorous comments of his fellow patient.

While Gordon Roschart has been taking care of the yard clerk duties, Bill Knepper, Frank Lahn, and Hugo Gaster spent a well-earned period of relaxation—Bill, around town and in Chicago, Frank out Pittsburgh way, and Hugo out in the open country with his Boy Scout Troop. Gordon hails from the Fowler Street staff and certainly must have had his eyes opened when he saw the enormous amount of cardload business handled in this district.

Jim Madushaw has taken an indefinite leave of absence due to poor health. We hope the rest will be just what the doctor ordered, and that we will see him at his desk soon. The vacancy has not been filled at this writing.

Sympathy of the Milwaukee Terminal is extended to H. C. Ruck, agent, West Allis, whose wife passed away July 10.

Steve Stetz recently, H. T._____ was in on a 15-day furlough stationed at Camp Bowie, Texas, and a Signal Corps correspondent, Nola Panannounced the birth of congratulation. Nola, when Junior is a few months older, we'll see her again. She is with the Third Air Force.

We are writing to Elmer Sullivan in Indiana's full back fully recovered from their recent operations.

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The Third Air Force.

Steve Stetz in the traffic department, as he was working for a month, probably a new baby, probably about a month new by this time as Ken took me to task for not having it announced in the last issue. Frank William Scott is the young man's name. Frank and Nola have become a "round the town" program of the city of Milwaukee. Whether Les was fit for fighting when they got through is not known.

Received a V-mail from Corp. Kola-sinski (Mike Switch) who is pretty good at keeping us informed as to the kind of railroad work that goes on throughout the world.

He is now in England, his V-mail letter was written a day or two before the invasion and his next letter will no doubt come from France.

He writes that the railroads in England are certainly not like good old America. The cars have spokes in their wheels, are coupled with chains, there are no hand brakes, and no place to stand to put your hand brake is a lever on a "wagon" as they call freight cars and you have to run along with the train. They use a pole to switch cars with.

Mike says there is only one man to a crew and he receives $7 for his money. The engines don't have tenders and they carry about four tons of coal just where we have our gangways. No seats in the engine so no percentage in being refreshed.

Bill Stark's boy Ray is now in France. He is quite a tennis champ and played in the Red Cross Tournament in England. By breaking two tennis rackets in the matches he lost the championship.

MILWAUKEE SHOPS

Store Department
Earl L. Solverson

All store department employees who knew John J. Czech will regret his loss. He was born on May 28, 1900, and went to work for his service with the Milwaukee Road on Mar. 14, 1891, retired on Aug. 31, 1937, and died on July 12. His last duties were those of a rule clerk on the freight terminal.

Section I. Coal Roszko has returned from a trip to Kansas City, visiting one of his sons in service.

Herman Schulten has taken over the counter job.

Eddie Fishbeck, the bond salesman, returned to his desk after having collected all the cash and signed up many recipients, with the aid of the odd 20-dollar bill.

Section C. John Ryan is the new clerk replacing Eddie Voltham. Adam Steiker made quite a hit at the last Service Club party. John Waldman, Jr., is all smiles these days as his ration board OK'd a certificate for a electric fan. John resides in Menominee Falls. The W. J. Fuller recently celebrated her 15th wedding anniversary with baked ham and all the trimmings. Thomas Deversaux and wife recently celebrated their wedding anniversary.

Section C. Rudolph Freuler tallied 20 for the Milwaukee Colleries Company for the Milwaukeee Magazine.
Garage. Pvt. Frank Brewe, at Fort McClellan, Ala., likes the canteen. Vernon Rulke, garage clerk, has been nicknamed "Elevator" owing to his activity on a freight lift.

Miscellaneous. S/Sgt. John Lipinsky was wounded while participating in the invasion in France and is confined to a hospital in England. A letter to one of the boys indicates that John is anxious to get back into action to repay his friends with their own kind of hospitality.

A former E.C.D. clerk sends his best regards to his old friends in that office—Frank Beceroff, who used to tackle orders from Frank Skola, and is now chief agent for the Yellow Cab Company Milwaukee Terminals. It will require at least $1.00 from each of you for the gift and the postcard. Among the items is a large item on overseas packages.

Signal Store. Howard Lyons returned to work after a two month's absence. He has a check clerk, drove a tractor for a few days, Frank Tomaszewski, who is in the signal store for about a month. Ruth Koester, Vivian Cloud, and Clarence Matuka, the new bridegroom, turned to work after a two month's absence. Lisle is 6 feet even and James is 2 inches taller. Two other sons, Lisle and James, are taller than their Pa, Lisle being tallest of the bunch. Bobby Klatte just came in from Colorado on furlough. Bobby is the son of Hermie W. Klatte of S.C.D. He looks fine and trim and sports a little "cookie duster" under his nose. Yes, Herman started his vacation to be with son again and pal around. Terre Haute was one of a bunch. Hermie W. Klatte, H. Kind, G. Fiedler, M. J. Biller reminds all to put away the dice and return to work. Another Chandler has stepped in to fill the once-over. He is now keeping our books and is the brother of Willard H. Stark of freight shop office and is uncle to Willard's youngest brother. Bobby Klatte, M. J. Biller reminds all to put away the dice and return to work.

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BAUER & BLACK

Suspensories

Davies Yard

J. J. Steele, Correspondent

Frank Cervino, who retired a few years ago, has returned to the Davies Yard and is going to give the old gang a helping hand. Bob Stark of Davies Yard recently promoted to assistant chief inspector, and Gene Weis and Siegfried Thomasz were promoted to inspectors. Al Reich has a new student in the person of Ferdinand and Kluender, Al has taken Ferdinand under his wing and is teaching him the intricate art of cooking. At this writing Charles Zimmerman is at Soldier's Home, Wood, Wis., awaiting a major operation. Mrs. Augie Belar has been seriously ill, but we are happy to report that she is well on the road to recovery.

After 40 years of service with the Milwaukee Road Charley Kennedy, now retired, has entered the family business. Charlie feels that in war time when man power is so important in governmental management he can lend a helping hand by running for assemblyman in the 35th District.

August, 1944

A stingy man eventually gives himself away.

Two young ladies were walking down Fifth Avenue. Suddenly one cut loose with a piercing shriek. "Look," she cried in amazement.

"What is so terrible?" asked her friend. "They are only midgets."

"Thank goodness," said the other girl, greatly relieved. "I thought for a minute they were rationing men."
COAST DIVISION

Seattle Terminals

Local Correspondents
Stacey Street Yard Office

Everyone is appar­ently learning to live very quietly in their gardens during their hours off work, because news seems to be very scarce this month. In Mr. McKibbin’s office there is a new face as Miss Margaret McNeeley, former­ly of the local freight office, is moving down here to join the yard forces as secre­tary to the assistant superintendent. We are very happy to welcome you into the yard family, Margaret, and I sincerely hope you enjoy your work there as much as I did.

Next month all of you Milwaukee Mag­azine readers will be hearing from Mrs. Helga Bateman, stenographer to the freight depart­ment, as she will take over the duties as correspondent for the Maga­zine. Yours truly moves to our down­town offices in the White Building. Writ­ing the news has been a pleasant task and I want to thank you readers for your contributions of comments, criti­cism, and news. I’m very grateful to all of you.

Seattle General

J. H. Wilhelm
Correspondent, General
Claim Department

Rais in the Armed

Forces

We were wondering what had become of those two youthful but efficient messenger boys in the Seattle Ro­lay Office, who entered the service about 13 months ago and on inquiry found that James E. (Jimmy) Peterson, HALC. U.S.N., is now stationed in the New He­rids Islands. He was quite a hand at chemistry and its mysteries in school and he likes his present vocation very much. He writes that the scenery down there is very beautiful and wishes he could spend more time there. He gets all the pictures he needs and passes he can eat, furnished by the friendly natives.

Pvt. Robert Simms, his buddy, is sta­tioned in an army camp in New Guinea. He is very happy and has two weeks leave. His address is 8th Army, New Guinea. The address he gives is correct, so we have no way of mailing him. He will be home in a few days.

James D. Shepherd, switchman for the Inter­national Harvester Co. in Los Angeles, is now in the service. He writes that he is very happy and is looking forward to the war being over as soon as possible.

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LAKESIDE RAILWAY
FUSEE COMPANY

Beloit, Wisconsin

and confirmed the report that J. R. Jr., and his Mrs. were presented with a boy on June 21, to be known henceforth as Lawrence Kirk Cumming.

To announce that Assistant General Manager H. E. Arnold and his staff are now occupying Room 2091 in the St. Louis and Stuart Building, Harry now feels like real executive and knows how to deal with the problems of the day. He explained the situation for the move for stating that due to Mrs. Cum­ming’s activities and “circumference” that there was no longer room for the two of them in the old office, however, they now enjoy a good argument to their heart’s content. At Brigton was on the road last week, his Miss Ann Colden and Miss Mary Lou Knottke were quite thrilled with the new surroundings.

Bill Sarakoff, one of the Seattle gen­eral office’s most eligible bachelors, sure set the girls to thinking in the trans­portation and general manager’s depart­ments on July 7. Bill brought down one of the biggest and best angel food cakes they had ever tasted. Yes, Bill designed, dedicated, and did it himself and after treating both the aforementioned depart­ments, such comments as “Delicious”!, “Wonderful”, such fine texture, what a man,” were floating about the air. The cake was at least 8 inches high good with a white 7-minute marshmallow frosting and a chocolate center, and so big that Bill had to make a special box out of his laundry shirt cardboard for it. He passed up three busses coming to work in order to get one that would allow him to transport it safely to the office—in fact, his right arm was so tired holding the cake extended that he couldn’t write for half an hour.

John Andrews, chairman of the Post Sound Service Club, has been compli­mented very highly on the splendid out­come of the service club’s annual party at the new Seattle freight house last July 6. He deserves a lot of credit for the amount of effort he put into this party.

We wish to extend our deepest symp­athy to J. F. Babi in the death of his son. Albert, on July 12. Mr. Babi was credit manager for Sears, Roebuck & Co. in Los Angeles, Calif. He was born in Chicago, came to Seattle with his parents 13 months ago and was a graduate of Broadway High School. He later attended the Uni­versity of Washington and for the past 10 years had lived in Los Angeles. Surviving are his widow, Mary, Los Angeles; his parents, two brothers, William M. of Los Angeles, and George E. Babi, United States Navy, stationed at the yard, and a sister, Miss Laura Babi, Seattle.

Tacoma

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

Ed Dahl, a switchman at the Tacoma yard, in­jured his foot June 21 and was hospitalized for a while but he has now returned to his home.

Ernest Dahlgren, stenographer to Su­perintendent Wylie, had the misfortune to fall out of a cherry tree recently and as a result will be in the hospital for six to eight weeks.

Ashford Station on the Tacoma Eastern has been closed since June 15; J. G. Da­vidson, the agent, has been transferred to Elbe, and E. L. Pravitz of Elbe has gone to the second trip.

J. E. Brady, roundhouse foreman at Tacoma, had the misfortune to break his arm as the result of a fall recently, but he kept right on working. Bob Schwanke, assistant foreman at the roundhouse, came over for a few days to help out.

Several persons have joined the Mil­waukee family under the paternal care of Lawrence Kirk Cumming.

THE MILWAUKEE MAGAZINE
and Ada Schwank went on the list as ex-discharged from the Marines after two years of tough warfare fighting Japs and malaria at Buna, also signed up as gen-
eral clerks. Cyril Nelson, just self into a job and bids fair to make an A-1 railroad man. Welcome to the force!

James Corbett, son of J. W. Corbett, relief chief train dispatcher, has won his wings at the Pensacola, Fla., aviation school.

Conductor W. J. Bowers and wife went east to see their boy, Kenny, who is in the Navy and was in just to see his parents.

Miriam Seece is a new member of the local office force, having been assigned the messenger job on bulletin; and C. P. Shaffer was assigned a yard checker’s job.

Miss Jeanie Olingon, stenographer at the passenger department, is displaying a beautiful engagement ring, a gift from Ted Rosinski, technician engineer attached to the Navy at the Todd Shipyards here. The wedding will take place on Sept. 9.

As we walked through the yard this morning, we noticed a beautiful pigeon, quite tame and not a bit shy. When we came back that way, Gus Rosinski, one of our carmen, hailed us and asked whether we had seen the pigeon. On replying in the affirmative, he informed us that he had picked the pigeon up in the yard and had taken it home, clipping its wings and intending to domesticate it. But the pigeon thought differently, for a day or so later it showed up at the yard, having in some mysterious fashion followed Mr. Rosinski from his home to the yard, about four miles. Mr. Rosinski is very proud of his new pet and has cautioned everybody to be careful of it.

Richard Wende, age 48, retired electrician foreman on the Coast Division, passed away July 11, at Racine, following a long illness. "Dick," as he was known to all the Milwaukee employees and his friends, was a native of Monroe, Mich., and resided in Chicago and Deer Lodge, Mont., before coming to the coast 25 years ago. He was a foreman during the construction of the electric line in Montana, and when the Coast Division was electrified, he transferred. Dick probably had more friends on the railroad than any other one employee. He was a
domineering individual, very popular among all employees and his passing leaves us all very sad. In addition to his wife, Edna, he is survived by three children: Commander Charles T. Wende of the U.S. Navy; Mrs. Violet Navin of San Diego; and Mrs. Gladis Plack of McMin, N. C. P. Dr. was a member of many of the Masonic orders and the Spanish American War Veterans.

Wife (after receiving skunk fur coat from her husband): "I don’t see how such a nice coat can come from such an animal."

Husband: "I don’t mind not being thanked, but I do ask for a little respect."

Hairdresser: "Shall I give you a shampoo, Madam?"

Wife: "I can afford the best; you’ll give me a genuine poo or nothing at all!"

August, 1944

CHICAGO GENERAL OFFICES

Passenger Traffic Department
E. R. Will, Correspondent

Your scribe has been very fortunate in the list of deadlines this has been met, not to have been compelled to report any casualties among the employees now on furlough from the passenger department. We of the department are now more aware of the horrors of this world war than we were since word was received from the War Department that Pvt. William Peterson (shown in the accompanying photo) was reported seriously wounded in action. He had been in England a few months prior to D-Day. He is the son of Walter Peterson, who in March of this year was made assistant to the passenger traffic manager. Mr. Peterson has not received any additional information but the prayers and the hopes of all of us are raised that Bill will recover completely and quickly. "Pete," as he was better known to us, has spent most of

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too few, a young man, Gilbert Henkens; Jr., underage, requested that Married Dear Old Dad" a reality. That Married Dear Old Dad was received and fate carried him in be·· to participate in the elimination playoffs. Their first game will be against the Chicago Bulls. Telephone Company's team, who in the past season played against the American League, which will entitle them to the championship. The girls battled hard in the rain and under the arc lights to win. The team appeared second in their bracket in the Herald-American League, which will entitle them to be among the leaders in the league.

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Chicago, Illinois

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Specialties
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E. A. Aaron & Bros.
Chicago, Illinois
July 4 was a special day for Ray Reddick, and the congratulations from his friends that day were special as well as patriotic.

Car Accountant

Harry M. Tricker
Correspondent

Margaret McCarthy gave us the surprise of the morning on June 23, when she announced her marriage of June 21 to Andy Gallagher of the auditor of overcharge claims office.

Another surprise came when very Berg announced her marriage of June 12 to Sgt. Michael Zavosky at Atlantic City, N.J.

During the past month of June many desks have been decorated for various girls. On June 22, we bestowed gifts on Helen (Wickein) Burdell, who was married on July 2, and will reside in Roselle, Ill.

After serving for 25 months in the South Pacific, Sgts. Harry J. Reinhard and Carl Jensen arrived home July 9. They spent most of the following day visiting the office and after a nine-day leave, will go to Officer's Training School.

A recent letter from Stanley Scott tells of his participation with the first landings of troops on French soil, for which his unit has received a citation. He appreciates receiving the Victory Topics as stated it is like talking to home folks.

Pfc. Warren Gauthier advised on July 12 of his landing overseas. He inquires about Scott and Nowakowski, who were last reported in England. He has a hunch where they are, but has no desire to play hunches as he cost them last month's pay in a card game. His new address can be obtained from your correspondent.

Pfc. DeLaBarre Swanson, now leave from our Seattle office, was a recent visitor with his baby boy, who was born on Feb. 1.

At the present writing Shirley Hegsted is still on leave, and Clara Wood has been ill at home since July 8.

Grace Enders is still confined at St. Elizabeth's after her recent operations. She is expected to be discharged shortly.

Eli Goldband, Jr., and Gene Sr. were admitted to the West Suburban Hospital on July 8.

Mary (Kern) Cone retired on July 18 and plans to spend the summer with Frances Swanson at the Eleanor Club at Lake Geneva, Wis.

Auditor of Overcharge Claims

Mario Hotten, Correspondent

In our face recently, one of June's graduates omitted the name of Eugene Krupka Jr., and Gene Sr. wants this error rectified immediately.

Following the lead of the general public receive the impression that "the kid is a dope just like his old man," Gene's ours.

Yes, he not only managed to graduate, but is already in training at Sheppard Field, Tex., as a cadet in the Air Force. Kenneth Anderson, the younger son of Carl Anderson, also received his diploma too, from Roosevelt High School, and expects to go into service soon. Just like his brother, he's a hardy veteran of two years aboard one of our large battle wagons in the Pacific.

Here's something of special interest.

No mention has been made of Lt. Alvin E. Hills, since he carried planes to South America. Now, however, he's getting more attention as a pilot of one of those B-29's, which have been making things so uncomfortable for the Japs in the vicinity of Tokyo.

No official information can be released concerning the activities of Al and his comrades, but Mr. and Mrs. E. Hills say it's all right to mention that their missions have met with "great success."

When Mr. and Mrs. Pete Walton left for Omaha on June 23 to visit Sgt. Bob Walton at Port Cresset, it promised to be just the ordinary weekend trip. Before they returned, Pete not only hit a jackpot, but Mrs. Walton and he carried off first prize in the old-fashioned waltz contest at the non-commissioned officers club. They topped it off by attending an exhibition of B-29 flight trials and after dinner, had a very pleasant holiday.

Via V-mail comes an encouraging report from Merrill "Swede" Lundgren, an M.P. somewhere in France. According to his statement, the morale of our Nazi prisoners is reaching a low ebb and among those who have been captured are a sur-

August, 1944
praising number of old men and young boys, in addition to the assorted nation- als who have been drafted to fight for Hitler's cause. With this sort of opposi-

Swede ends his letter on a cheerful note, hoping, he says, to be home by the end of Summer.

Bettsise Tovey, the "Maids of the Ozarks," breaks into print once more with the announcement that she has changed her name to Mrs. William Iglay of Chi-
gargo. "The ceremony was performed in a Methodist Church in Chicago. Tovey is a native of Illinois who has been drafted to fight for the Allies. He proceeded to his post in Califor-

nica from which he has just returned to lend a hand during the rush season in the poultry business.

Two of our more popular young people, Margaret McCarthy and Andrew V. Gal-
gher, long prominent in social work for Milwaukee servicemen, decided on their own solution to the housing shortage and were married on May 27. The Little French Church of Notre Dame was the scene of the fatal plunge and the bride wore a light wool suit in the shade of violet so universally becoming to red heads and carried orchids. In case any-

one could possibly be interested in what was worn by the groom, it was his new "blue suit." The best man wanted his friends to know that the love nest is located at 410 Austin Blvd., second floor, ring twice, and wipe your feet.

On June 29, Jerry Glinane, bureau head of our national war bonds, re-
tired after 25 consecutive years of ser-
vice with the Milwaukee Road. This must surely establish a record of some sort, for Jerry was known to folks and down the line, ever since he began his railroad career as a messenger at Burlington, on July 22, 1889. Jerry came to Chicago in 1902 and occupied the position of bur-
eau head ever since, celebrating his golden jubilee in July, 1939, an account of which appeared in the September issue of the Milwaukee Magazine. For year-
a familiar figure at Pullarton Avenue, Jerry was noted also for his sartorial elegance, a reputation which triumphed even over the "brassard buster" which he sported every Winter to brave the low blustens of Glenview. His many friends presented him with a handsome armchair to observe the occasion, and Jerry hopes that you'll drop in to see him enjoying it the next time that you're out Glenview way—you just can't miss his house on Waukegan Road, right next door to the "Bustle Man."

The following day, Frank Howard, who had been a Milwaukee employee since 1924, also retired after many years of service as railroad man. A native of Janesville, Wis, Mr. Howard originally worked for the Northern Pacific at St. Paul and is also a veteran of the Alton and the Burlington railroads. The purse which was presented to him for a re-

membrance by his co-workers in the ac-
counting department was acknowledged by Mr. Howard with a fine letter of appre-

ciation. Mr. Howard expects to employ his leisure in the study of economics, a subject which has been his hobby for many years and he leaves with all our best wishes.

Library Notes—Well, Mrs. Latham and Inspector Primrose have done it again, that is, solved a few more hair-raising murders, this time in wartime Washing-
ton, and Leslie Ford explains everything in "All For the Love of a Lady." An-
other nice chil ling tale for easy consump-

tion on a hot night is Agatha Christie's "Toward Zero," a title which is just

about the ultimate in creeps. The persen-
nal favorite, Zane Grey, has again de-

signed his heroine's "save the day" in a "Wilderness Trek," and the Women's Club Library has purchased "Leave Her to Heaven," a new portrait in the series of disagreeable women by John Ames Wil-

liams. Our "Time For Each Other" by Margaret Lee Runbeck, con-
tinuing the tale of "Our Miss Boo," and which, despite its saccharine title, is a "different" war story. An enthusiastic number of Mr. "Ramsay" Taylor's silent radio audience, Miss Boo, among her other pursuits, devotedly grows her hair for the government and is an advocate of a Utopian condition with a child in every house. So are we, provided we can be produced along the lines of the most charming eight year old lady in fict-

A boy applied for a job in a butcher shop.

"How much will you give me?" he asked.

"Three dollars a week; but what can you do to make yourself useful around a butcher shop?"

"Anything."

"Well, be specific. Can you dress a chicken?"

"Not on three dollars a week," said the boy.
Elizabeth O'Brien Passes 35th Service Year

By F. P. Rogers

"THERE are no friends like the old friends,
Who knew us in our morning days,
No greeting like their welcome,
No homage like their praise."

Those lines from Tennyson just about expressed the emotions of Elizabeth V. O'Brien, chief telephone operator at Minneapolis, when she sauntered into Archie Alexander’s office one day recently and was greeted by just about all of the old timers around the passenger station.

The occasion was the completion of Miss O’Brien’s 35th year of service in the telegraph department, and a few of her many friends decided that this event must not pass unmarked and gathered in Mr. Alexander’s office to greet her when she reported for work. The welcome and greeting were very spontaneous, to say the least.

The gang presented Miss O’Brien with flowers and candy, and letters and telegrams were received from Messrs. Harstad, Porter and Bagnell. In the ordinary course of events, no one has ever been able to catch without a witty, quick comeback, but on this occasion words seemed to fail her. However, the beaming smile she bestowed on each friend who called to congratulate her, and the snappy sparkle in her eyes expressed more eloquently than words just how she felt about the fine demonstration of good will and friendship.

The thirty-five years just completed by Miss O’Brien have been filled with fine service and loyalty and she commences her 36th year with the very best wishes for her future happiness and good health from her wide circle of friends and business associates.


Elizabeth O’Brien received many congratulatory messages and letters on her 35th anniversary with the road.

good points in connection with our Hiawatha trains—the smooth riding, the absence of jerks when starting and stopping, the beauty, speed, meals, and what not. Well, we all know that, but we really like to hear it over and over again and does our chest expand when we hear the folks talk about our trains. A. St. Paul traveling man told me more than the above, he said, “And, in addition, I must say that the courtesy extended passengers on board the Hiawathas is something worthwhile while talking about.”

Just as thousands of other parents are doing, I bade farewell to my son, Lt. John A. Rothmund, who left for overseas duty recently.

I read a nice letter the other day from Earl Leaf, a clerk from this office, now stationed overseas.

August, 1944

If you gamble with safety, the odds are against you.

A large concern received the following letter:

Dear Sir: “Though I have taken six cans of your corn syrup, my feet are no better than when I started.”

Youngstown Steel Sides for Repairs to Freight Cars
Youngstown Corrugated Steel Pipe
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Youngstown Steel Door Co. & Camel Sales Co.

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“The Railroad Man’s Company”

CONTINENTAL CASUALTY COMPANY

CHICAGO · TORONTO · SAN FRANCISCO
St. Paul Traffic Department
Brooks Luth, Correspondent

I've always thought that Milwaukee people were 'purty' swell, but now I am convinced that they are better than that. On my recent trip to Kansas City, I couldn't have asked for nicer brakemen and conductors, and the agent at Savannah was especially helpful. They didn't know that I'd tell on 'em in my column if they weren't nice to me—so I guess they are all just naturally like that. They certainly made my trip pleasant.

J. J. Osiele, assistant general passenger agent, is away for a rest, which we hope has him feeling much better—and soon. Stewart Olson, city passenger agent, recently received a letter from Sgt. Leon Stelling, formerly a stenographer in the passenger department. Leon is stationed in Alaska, with a railway operating battalion, and although he likes Alaska quite well, he'll be glad to get home on a furlough that he expects sometime in the early fall.

City Freight Agent Frank Arndt, who broke his leg a couple of months ago, is back among us. It's nice having him back, and we hope he can soon discard the crutches on which he zips around—course he hopes so, too.

Kinda looks like this is poetry corner, but City Ticket Agent Edwin Wilber recently showed me the following poem which he read in the "Ticket Agent," written by "Sour Bill," and the boys here swear every word of it is true. From what I've seen and heard, I believe 'em.

### Admiral Stelling's Lament

**Brooks Luth, Correspondent**

**Union Refrigerator Transit Lines**
Milwaukee, Wisconsin

**NALCO SYSTEM OF WATER TREATMENT**


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**PLANNING—TIRES and MINE TIMBERS**

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**St. Paul Traffic Department**
Brooks Luth, Correspondent

People come in with a tear-stained face. They beg and plead for a little space, In front of my desk they violently pace, And indignantly blow their top. They cuss and rave and tear their hair, And fuss and fume and yell and swear, I think they're bound to pop. They tell me about their aches and pains, How their bones hurt whenever it rains, And ask me, do I have no brains? Cannot I see they're sick? Their doctor has ordered them Florida way, The must leave town, right fast today; At least that's what they always say, They must get started quick. They tell about the freight they ship, How important it is that they make this trip, And tell me to button my sassy lip, And give them a little attention. They want a bedroom because they're tired, And if I don't get it, they'll have me fired, 'Cause they knew my boss before I was hired, And I'll never draw my pension.

So I get them a bed on a nice, fast train, And the sun doth shine right through the rain, I toiled to get it, but not in vain: I'm happy, I know no sorrow, But in one hour—What's a man to do? They call me, saying they cannot go, Their poodle dog has broken his toe, They want a bedroom because they're tired, But they want the same bed tomorrow!

**Minneapolis Local Freight and Traffic Dept.**

Kay Jiran, Correspondent

Veteran railroaders were saddened by the death of John Dougherty—who is well remembered as assistant to the superintendent of police at Minneapolis. Mr. Dougherty worked for the Milwaukee Road for 35 years and all of his service was performed in this territory. He passed away at his home in St. Paul, where he has lived all of his life, and was survived by his only son, Frank Dougherty, who is now a detective for the Minneapolis police. Mr. Dougherty was born in Milwaukee and was a graduate of the University of Wisconsin. He was a member of the Milwaukee Police Department for 35 years and was well respected by his colleagues.

**New Faces:** Welcome to Irene Burghardt, Colene Anderson, Mae Brand and Robert Munton, new employees in the local freight department.
The Answer to Your Heating Problem
is a
WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants
and Retail Stores Everywhere

REPUBLIC COAL & COKE CO.
General Offices: 8 S. Michigan Avenue, Chicago
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Our Fighting Men: Congratulations to Mike Martin on his recent promotion to corporal in the 144th Railway Operating Battalion.

Best of luck to Dick Dahl, one of our messengers, who just left for army service, and to Jim Stamos, also a messenger, who is lined up for navy duty.

THOUGHTS FROM THE FRONT

REPUBLIC COAL & COKE CO.
Branch Offices: St. Louis, Minneapolis, Indianapolis, Peoria, Detroit, Milwaukee, Cleveland, New York, Cincinnati

August, 1944
buttermilk. We are located at the station. To get a glass of our delicious while the train stops at Three Forks you have plenty of time to enjoy it.

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PROMPT AND EFFICIENT SERVICE

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

Three Forks Creamery Co.
THREE FORKS, MONT.

Edward Keogh
Printing Company

The IMPROVED FAIR RAIL ANCHOR

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

CHICAGO • NEW YORK

of Foreman, Gus A. Johnson, left Minneapolis on June 21 for training at Farns
gut, Idaho.

While enroute home from the Aleutians for a 21-day furlough after an absence of more than a year, Lt. John Anderson, son of Assistant General Storekeeper J. V. Anderson, was married at Fort Law

ed near Seattle, on June 20. The couple expect to be stationed at Pt. Leonard Wood for a time.

Following his 16 months service in the Southwest Pacific, former B&B Carpen
ter Herb L. Van Denren, new C. M. 5/C, spent 20 days in Minneapolis. On com

leting his boot training at Camp Allen and Norfolk, Va., in December, 1942, with the U. S. Naval Construction Seabees, Herb was attached to the First Marine Amphibious Corps, New Caledonia. Al

ough attached to a construction battal

ion, he took part in fighting engagements at New Caledonia, Guadalcanal, Vella LaVeille and Bougainville.

After four-and-a-half years, Gordon Holstein, son of Dave Holsten, B&B carpen
ter, furloughs also. Gordon was at Pearl Harbor on December 7, 1941, and is now connected with the Air Corps—Perry Command. He tells us they spent 10 months on an island down there in the South Pacific which was only 2 miles wide and 3 miles long, on which there was one coconut tree. On another island, some

ting went wrong with the water distill

apparatus and for a short time all they had to drink was coconut milk. The natives on that part of the globe eat raw

and they took quite a fancy to the white undershirts the navy boys wear.

Brown as a berry and happy as a lark. Commander Katherine McBride comes home from a 15-day furlough, making the first lap of her journey—Cherry Point to Cincinnati—by plane. Kay is working hard and doing a really good job down there and has the distinction of being the only member of the Women's Reserve on the permanent personnel. We sat at her feet in story-book excitement as she told her experiences in the

ightful and inimitable manner. With

ference to her summer uniform which she wore so admirably Kay said: "This is what we call: 'keeping—the feminine touch.' We didn't think she had it to lose, but she says she is 15 pounds lighter, and looked 100%.

Says Harold Becher while spending 30 days in Minneapolis after an absence of 12 months in the South Pacific: 'I am sure glad to be home.' He's been in the navy since April, 1941. We asked him if he would like to stake out a claim on one of those islands and his answer was: 'That gives me the good old United States—one of these Minnesota lakes—and a pair of greasy overalls.'

AV/C Merrill V. Rice is home for six days. He has finished at Iowa City and the next step is "Primary Training" at Normar, Okla. Understand that's where Herbert Dreitzler, S 2/C, machinist helper, Minneapolis roundhouse, is also training.

And, former South Minneapolis yard clerk, son of P. J. Scanlon, first trick op

erator at Southtown, namely: Lt. James A. Scanlon arrived home on leave. During the 29 months service in the South Pa-
off, he was connected with a defense battalion of an amphibious force. He is now a instructor at Camp LeJeune, New River, N. C.

And still another visitor was John E. M. Anderson, Pvt. M. 2/C, son of Machinist Reuben Anderson. Johnny said he was on Espiritu Santo Island in the South Pacific for four months and here's something I'll bet you didn't know: Johnny also said he was on that island and descendants of people who came there from South Africa before the time of Christ. They are on their way from island to island, some of them being as much as 400 miles apart, in outrigger type boats which they built.

We hear that Johnny Naughton, M. M. M. C (machinist, Minneapolis shop) is now running a milling machine nights at a destroyer base, San Diego, Calif. He wrote that there are so many service men there that they can hardly walk on the streets.

Corp. William Taber writes Joe Tangan on May 15 from Iran that he's hauling supplies to Russia. From Italy to his shipmate, Bill Anderson. Pvt. Bill Strotiak writes that he's playing in a softball league and extends sympathy to the boys over here for having only one gallon of gas per week, as well as being told to hold to hold the good old rod and reel and incidentally, hoping to catch a trout over there. They built.

We got the news via Bill Leever from Ft. Sumner that Stanley Blackburn now has his 500th engine. He is a squadron commander and writes: "Though it keeps me quite busy, I haven't had to fly quite so much."

"We have bicycles to go back and forth to the hospital," says Bernard F. Banks to J. V. Anderson, from England, and adds: "I can't stop talking. I am going to end up a sick boy. Tell that Englishman you have working there I don't like these pounds and pence they have for money."

S 1 Sgt. Sheldon A. Stafford really gives it to W. T. Leever: "Just think I've got one more mission to yet in and I'll be through with my first four. The closer one gets, the more he sweats, even closer one gets, the more he sweats, even closer one gets, the more he sweats."

The retirement of W. L. Ireland was effective June 30, after 41 years of service. On Sept. 5, 1903 he was appointed agent at Dubuque, Ia., and at the time of his retirement was agent at Hayesville. For the present he and his wife and son will continue their residence in Parson, Ia., but are planning to move to Cedar Rapids in the near future to make their home. Operator R. E. Wilson of Braymer succeeds Mr. Ireland.

Retired Engineer Wm. Rawlings, now a resident of Los Angeles, is very seriously ill. Mrs. A. B. Harker left Ottumwa late in June for Los Angeles to stay with Mr. and Mrs. Rawlings for a while.

Retired Conductor George Parker suffered a stroke recently at his home at 1322 Corona Ave., Colorado Springs, Colo. Death claimed Albert Wilson, retired B&B carpenter on June 14. Because of his physical condition he had not performed actual service since June 22, 1932. He is survived by his wife, who lives in their home in Chillicothe, Mo.

On July 1, Clarence H. Burk died at his home in Moravia, Ia. At the time he retired, on July 16, 1937, he was crossing the street.

Death claimed George L. Gallagher, for many years agent at Williamsburg, Ia., died at his home in Washington, D.C., on July 11. He retired on July 1, 1941 and made his residence in Harlingen. He had been an employee of the company practically 45 years at the time he retired.

Thurlan Taylor of the Merchant Marine, on a month's leave, was in Ottumwa for the 4th of July holiday visiting with his brother Merwen and family: another

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**Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.**

WALTER BLEDSOE & COMPANY

August, 1944
freight agent at Ottumwa for many years.

Mr. and Mrs. D. V. Gibson, Ottumwa, recently announced the marriage of their daughter, Mary Elizabeth and Floyd Knight on June 24. They will make their home in Ottumwa.

Mr. and Mrs. Wm. Hodges of Ottumwa, recently announced the marriage of their daughter, Betty, and Robert O. Walter, seaman 1/C on June 25 at Detroit. Following a short honeymoon at Lake Barnes they returned to Ottumwa to reside while he is stationed at the U. S. Naval Air Station.

A son was born to Lt. and Mrs. Harold E. Peters on June 14, 1946, at Fort Meade, Md. Mrs. Peters is the former Betty Gibbons of Ottumwa and Mr. Peters is the son of Engineer E. F. Peters and is in the Army Air Corps.

Mr. and Mrs. Oscar Sward received word that the Purple Heart medal has been awarded posthumously to their son, Pvt. George S. Sward of the army engineer. He was reported missing since November, 1943 and his death officially reported early this spring. His father is section foreman at Ottumwa.

Under the supervision of Lt. Rex B. Rasmus, son of Engineer I. H. Rasmus, is the training aids branch of the army at Ft. Meade, Md. Training aids is the division of military activities which produce almost any type of colorful sign desired. The shop was opened last September and has produced quantities of WAC recruiting posters, etc.

Engineer Wm. F. Bottenfield, wife and daughter, Imogene, of Ottumwa, Ariz., on June 11, where their son, James was awarded his wings. He has since been transferred to Yuma, Ariz.

Don Treanor, stepson of Fireman Lloyd Franklin, is taking his boot training at the Great Lakes Naval Station. Lt. J. E. Davis of the west yard mechanical department, is receiving his boot training at the same station. He is the son of Jim Davis. Other employees to enter the army recently are Firemen Charles Bergman, Cecil M. Hughes, Paul V. Orona, Alva H. Meeker, Brakeman Frank S. Hall and Section Laborer Thomas Brandon of Liberty. Those enlisting in the navy are Robert Langston, section laborer from Liberty, Mo., and Brakeman Vincent E. Bergman of Ottumwa.

A letter from Sgt. C. F. Zimmerman, formerly telegrapher at Seward, advises that he is in India and the only Milwaukee man in the railway battalion. The Milwaukee Magazine has been reaching him, he reports.

Pvt. C. H. Gamble, formerly a freight house employee in Kansas City, writes that he is in the army and the only Wisconsin man. He is a clerk in the mess center of the Army Airways Communications System.

Pfc. Donald Harness, former brakeman, has arrived safely in England with a railroad battalion. Donald L. Davis, A.R. of Blaekburn, former section laborer, has finished his boot training at Hearst Collins, Ida., and is in a Navy Officers Training School at Bowling Green, Ohio.

Conductor M. L. McNerney has received a copy of a citation in the form of a radio address from the President of the China-Wing Air Transport Command Station No. 2 of the army, of which their son, Cpl. H. M. McNerney, is a member. The President cited the entire Wing for extraordinary outstanding performance in the face of almost insurmountable odds in moving vast quantities of vital military supplies by air to China, over the most dangerous single stretch of air lane in the entire world.

Clarence G. Albertson, baker 1/C, stationed at Camp Peary, Va., recently spent a leave with his wife in Ottumwa.

Cpl. Melvin Forbes, a former section laborer at West Rapids, is a member of the Army Air Corps who, after a year in Italy, has been awarded the Good Conduct medal for his "Widely through faithful and exact performance of duty."

THE MILWAUKEE MAGAZINE
Stop Corrosion inside and outside

Interior of metal tanks can be thoroughly protected against corrosion without in any way contaminating the water. Quickly applied and tank restored to service in three days. Single coat sufficient. Exterior also thoroughly protected as well as framework, supply lines, fittings, and metal parts.

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IRON RUST
the original rust preventive

The New AIRCO-DB No. 10 RADIAGRAPH

A time and money saver on steel plate cutting—at an unusually attractive price.

Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. NO EXTRA ATTACHMENT FOR BEVEL CUTTING.
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3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

Send for descriptive bulletin.

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"... a trout stream in the front yard—
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H O'S talking? Just a boy and a
girl planning their future—the
inherent privilege of all Americans.
In this country you've always traveled
or settled where you pleased and tried
your hand at whatever you chose.
That's the American way of life—the
way the Founding Fathers meant it to be.
It's free enterprise!
Take the case of Solomon Juneau, By-
ron Kilbourn, Alexander Mitchell and
their associates—pioneer Americans with
an enterprising idea. They envisioned a rail-
road extending westward from Milwaukee
to the Mississippi River. In the face of
skepticism and hardships, they planned,
persevered, prevailed!

Built nearly a hundred years ago, this
railroad became The Milwaukee Road.
Extending farther, south, north and west
from the Great Lakes, it opened new
territory clear to the Pacific Coast.
Sturdy pioneers—eastern tenant farm-
ers, and immigrants, too—staked out
farms in this new country and became
land owners. Clerks, with more courage
than capital, left secure employment to
open crossroads stores and become inde-
pendent merchants. Blacksmith shops
grew to great industries, and territories
achieved statehood.

That's how the American system worked
yesterday—and will work tomorrow. Men
with ideas build railroads, or automobiles,
or radios, or tractors. They tap new re-
sources, found new marts—and constantly
open new opportunities for others.
It has proved a good system. Let's not
tamper with it—except as we must, tem-
porarily, in achieving Victory—lest we
win the war and lose our liberty.

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