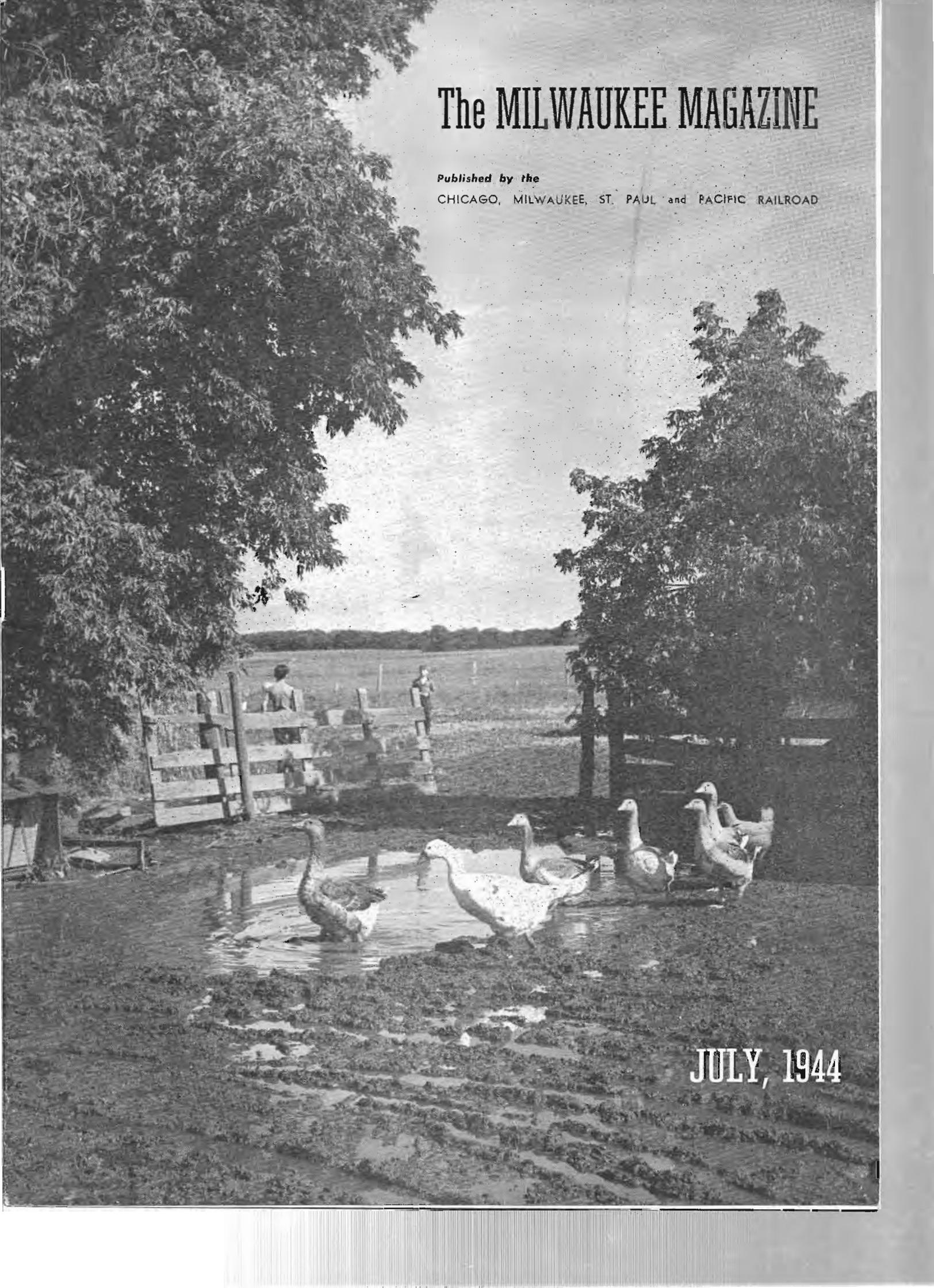


# The MILWAUKEE MAGAZINE

Published by the

CHICAGO, MILWAUKEE, ST. PAUL and PACIFIC RAILROAD

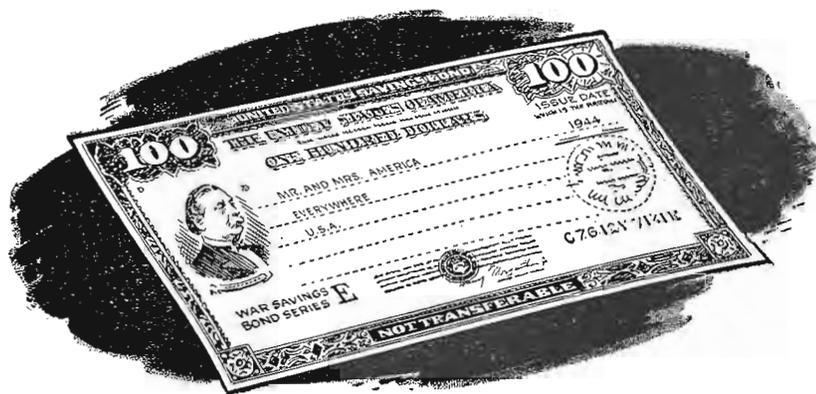


JULY, 1944

★ ***He* won't dodge this-**



**Don't *you* dodge this!**



**The kid'll** be right there when his C. O. finally gives the signal . . .

There'll be no time to think of better things to do with his life. **THE KID'S IN IT FOR KEEPS**—giving all he's got, *now!*

We've got to do the same. This is the time for us to throw in everything *we've* got.

This is the time to dig out that *extra* hundred bucks and spend it for Invasion Bonds.

Or make it \$200. Or \$1000. Or \$1,000,000 if you can. There's no ceiling on this one!

The 5th War Loan is the biggest, the most vitally important financial effort of this whole War!



***Back the Attack!* - BUY MORE THAN BEFORE**

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

THE MILWAUKEE MAGAZINE

**V. L. Hitzfeld, General Agent, Passenger Dept., Chicago**

Victor L. Hitzfeld, whose appointment to the position of general agent passenger department in Chicago was announced in the June issue of the Milwaukee Magazine, has been in the service of the company for almost 35 years and has a wide and varied background of experience.

Mr. Hitzfeld was first employed as a stenographer-clerk in August, 1909 in the office of H. B. Earling, who



V. L. Hitzfeld

at that time was general superintendent. In May, 1910, he transferred to the office of Jos. Caldwell, then assistant general passenger agent. He held a number of positions in the passenger department, his progress being interrupted only by the World War, during which he served in France with the 58th Engineers. He returned to the road as soon as he was discharged from the Army, and in September, 1923, was made passenger agent in Chicago, later being promoted to city passenger agent. In 1927 he became assistant general agent passenger department, serving under the general agency of B. J. Schilling until June 1, 1944 when he was advanced to the position of general agent of the passenger department in Chicago.

During his years of service he has secured, organized and escorted innumerable special train parties and other groups. He organized the first bicycle excursions, deep sea fishing tours and ski train excursions, to mention but a few.

Mr. Hitzfeld, a resident of Oak Park, Ill., has four children, three of whom have been graduated from Northwestern University. His oldest son, Robert, is with the Army Intelligence Section in Mississippi.

July, 1944

# THE MILWAUKEE MAGAZINE

JULY, 1944

Vol. XXXII

No. 4

MARC GREEN, *editor*



A. G. DUPUIS, *manager*

PUBLIC RELATIONS DEPARTMENT — UNION STATION, CHICAGO

Subscription rate \$1.00. Single copies 10c

## Hand Brake Instruction Car Tours Railroad

The road's hand brake instruction car started from Coburg, Mo., on June 9 for a system-wide tour designed to benefit trainmen, engineers, car men, coal shed operators and others.

An invitation is extended to all employes to attend the exhibit, but trainmen are especially urged to do so since the equipment on display is such as to be of particular interest to them. Employees new in the service will be afforded an opportunity to receive instruction in the handling of hand brakes and air and steam hose connections, and employes with long years of service will be able to benefit by the suggestions and reminders which Instructor J. W. Moffenbier, safety instructor and former car department employe in Aberdeen, S. D., will give them concerning the safe operation of the equipment.

In the car are 13 different types of hand brakes, a display of passenger car steam and air hose equipment, a display of freight car air hose arrangements and a display of modern fire fighting equipment. Notices issued by division superintendents will advise employes well in advance of the car's arrival in their territory.

## Appointments

### Law Department

Effective June 1, 1944:

H. J. Barry, district adjuster on the Terre Haute Division, Dubuque & Illinois Division, and the Milwaukee Division in Illinois, with headquarters in Chicago, is appointed district adjuster with headquarters at Des Moines, Ia., vice E. W. Webb, deceased, and will handle the same territory in Iowa that was assigned to Mr. Webb.

G. W. Anderson, district adjuster on the Kansas City Division and part of the Iowa Division, with headquar-

ters at Ottumwa, Ia., is transferred to Chicago and will handle the territory formerly assigned to H. J. Barry.

H. J. McLaughlin, adjuster, with headquarters at Des Moines, is promoted to district adjuster, with headquarters at Ottumwa, Ia., and will handle the territory that was formerly assigned to G. W. Anderson.

E. T. Brookins, adjuster, with headquarters at Milwaukee, is transferred to Des Moines, Ia., and will work with district adjuster H. J. Barry.

H. W. Smeed is appointed adjuster with headquarters at Milwaukee, succeeding E. T. Brookins, transferred.

## Operating Men Urged to Take Care of Watches

Due to the great demands of the military for timepieces, the output of railroad watches has been retarded to a considerable extent. This fact, combined with the need for a sufficient number of watches in the hands of operating men to ensure safe operation of our trains, points to the necessity of all railroad employes keeping their watches and keeping them in good repair.

An effort is being made at present to ascertain the number of watches that will be needed on the railroad from July of this year through the year 1945. However, it is not certain that the requirements of our road and of others can be met. Meanwhile, every employe is asked to take good care of his watch. We have a big job to do and we want to do it safely and *on time*.

### Speaking of Bureaus

Waltham, Mass., May 17.—Howard S. Smart, Boston & Maine Railroad freight handler here, tells the story of a freight car containing, among other things, a live burro from Nero, N. M., billed "1 burro, crated."

A freight clerk, checking the waybills, came across this one, carefully inspected the load, scratched his head, then wrote on the bill:

"Short one bureau. Over, one jack-ass."

If laid out straight, the railways of the United States would form 133 parallel tracks reaching from New York to San Francisco.

# *Our New* **PUBLIC RELATIONS PROGRAM**

**T**HE Milwaukee Road is starting a new program in which you will want to have a part. Its purpose is to improve the relations between the railroad and the public.

Good service is the foundation of favorable public opinion. Poor service results in dissatisfied patrons who tell their friends of their unpleasant experience, resulting in a bad reputation and loss of business.

During the war we have a great many new patrons and their future trips or shipments over this road depend upon the kind of service we are now giving them. This applies to the manner in which each of us performs his regular duties, whether on trains or tracks, in yards, in ticket and other offices, shops or stations. We are all paid to do the best job of which we are capable and so this program will not add to anyone's work.

For trainmen, agents, ticket agents and clerks, and others, including railroad officers in all departments, who meet the public, the new program calls for prompt and careful attention to the needs of our patrons; considerate treatment of each one regardless of the rush of business; answering questions courteously—in short, letting our patrons feel that we are grateful for their patronage and are anxious to provide for their comfort and convenience.

For yard employes it means the careful handling of cars to avoid damage to shipments and the resulting annoyance and inconvenience to shippers. Trackmen can assist by seeing that tracks are kept in good condition to insure smooth riding, and men in the mechanical department can help out by doing their work skillfully so as to avoid failure of equipment and delay to passengers or shipments.

Everyone who writes letters or uses the telephone can make or lose friends for the railroad by the manner in which he speaks or writes.

The combination of all the foregoing constitutes service. This road has built up a good reputation for service, but present wartime conditions call for extraordinary efforts on our part to keep the Milwaukee Road at the front, in public estimation, as the railroad that supplies the best service and that is the most considerate of its patrons.

Railroading is our business. We are all proud of it and we all have a vital interest in keeping rail earnings as high as possible, thus maintaining employment and payrolls, and permitting continued improvements in plant and equipment.

From time to time information about the road will be given to you so that you will be prepared to discuss railroad affairs with your friends and acquaintances.

I am sure each of us wants to have a part in this public relations program, and do everything he can to sustain and build up the reputation of our railroad. It has given a fine account of itself in wartime transportation, and can, must and will do a better, finer and smoother job in the days of peace which God grant will not be long postponed.

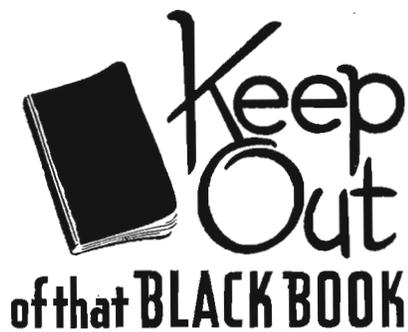


**A** NEW hobby has grown out of the war. The people engaged in it are not following it strictly for fun. They are making their post-war plans based on it, and it's going to be quite a shock to some of the people it affects. It's a simple hobby involving only a little black notebook in which are placed the names of stores, restaurants, hotels, filling stations, and people who have used the war as an excuse for giving shoddy service. Perhaps even a railroad or its employes might be confronted with a recorded account of its misdeeds taken from such a black book after the war.

Every dog has his day and some day it will be the customer's turn to decide where he will spend his money. He is not going to spend it with the people and firms whose names found their way into his black book.

It would probably be impossible to find a firm with an established and declared policy of discourtesy to its customers. No firm pays its employes any part of their wages for dispensing discourtesy. Employes who supply discourtesy as part of the service they perform for their wages are doing it gratuitously, getting nothing for it—not even the thanks that courteous employes get from grateful customers.

Discourtesy is hard work. It's no accident. It's deliberate, and in a



## Keep Out of that BLACK BOOK

right-thinking person it is unnatural. It takes time away from things that need to be done. The energy wasted in performing service shoddily and discourteously could go a long way toward doing a finished and refined job of satisfying a customer instead of deliberately antagonizing and dissatisfying him.

The name that lands in a customer's black book is going to suffer a setback from which it will take a long time to recover, and for many whose names will be found there when the war ends, the war will have just begun. For them it will be a long, hard struggle to get back into the good graces of the people who were shunted around and badly treated; who were told they should remember "there's a war going on." Then it will be the customer's turn to remind

them that they should remember there *was* a war on.

The customer knows there's a war on, and he knows that when the war is over we're going to need him as we never needed him before. He is watching everything we do and deciding what kind of treatment he will give us when we need him. No matter how long the hours nor how hard the work, there is no reason why the work should be made harder and longer by adding discourtesy to the task.

Keep out of that black book!

### One Way to Keep Out of the "Black Book"

Hats off to Josephine O'Hara, Milwaukee Magazine correspondent in the purchasing department at Chicago, who, in the concluding paragraph of her column in the June issue, said:

"In these days of rationed materials, shipping problems, and legal barriers of supply and demand, we have found that a smile to a co-worker, a friendly 'hello', and a pleasant attitude toward our work help keep us in pace with our times."

There isn't very much wrong in the world that the attitude expressed in these lines won't cure. It works wonders on customers, too. They keep coming back for more.

## Gillick Post Host to Mr. Gillick

By F. P. ROGERS

Division Editor, Minneapolis, Minn.



**I**T was a happy gang of Legionnaires and their wives who greeted Mr. Gillick, their guest of honor, at a dinner held in the Legion Hall at Minneapolis on June 15.

This was the first opportunity Mr. Gillick had had to sit down and break bread with the members of the new Legion Post named in his honor, and as you might expect, the good old Milwaukee family spirit prevailed.

At the conclusion of the fine dinner, the post commander, Wm. R. Manion, presented Mr. Gillick with a Legion cap, he having previously been made an honorary member of the post, and A. C. Erdall of the law department, an active member of the Gillick Post, presented Mr. Gillick with a miniature set of American and post colors.

Mr. Gillick accepted the gifts with one of his typical speeches which every Milwaukee employe enjoys so much. And, due to the fact that he is one of our native sons and much of his earlier service on the railroad was spent in this territory, he has a host of warm friends and ardent ad-

mirers in this section and was tendered a very heart-warming reception.

A number of Milwaukee officials and friends of Mr. Gillick responded when called upon and all expressed their appreciation and pleasure for the counsel that he had given them and the opportunity that has been theirs to work under such a fine leader.

Post Commander Manion was in fine form and conducted the meeting in a most efficient manner, introducing all of the officers and members of the new post and their wives, as well as the guests.

Too much praise cannot be given to the wives who decorated the hall and prepared the dinner, and the young ladies from the Minneapolis local freight office who served the dinner—they all rate orchids.

The entire evening was such a happy occasion that we hope Mr.

Gillick will find it possible to meet with "his boys" again, for we feel that his presence has been a great inspiration to them. They all agreed that "he is the noblest Roman of them all."

### It's the "Milwheel" Road to Diane

Just by way of bringing you up-to-date on what our passengers think of the railroad, we quote a note received in the Magazine office a few days ago from Dorothy Merriam of San Francisco. She writes:

"Three and a half-year-old Diane Till of St. Louis and her mother were en route west out of Chicago (on what was known as No. 11 when I lived in Iowa), when Diane raised up in the night and asked her mother what train they were on. Her mother informed her that it was the Milwaukee, whereupon Diane said, 'Why, Mamma, that's not the truth and you shouldn't say it. Trains *wheel*, they don't walk, so why do you say *walkie*?'"

"Diane is the granddaughter of B. N. Merriam, engineer on the I&D Division."

—♦—  
The more arguments you win, the fewer friends you have.

# the *Why* and *Wherefore* of your

**T**HIS list of questions and answers on the subject of home gardening, prepared by our agricultural and mineral development department, is designed to serve as a guide to those beginners in the field of amateur agriculture. Now that most of the garden is planted, expert advice such as this can make the difference between success and failure of their venture. This question-and-answer presentation of some of the most frequently troubling problems confronting beginners is offered in the hope that each gardener will derive from it whatever he can and will thereby be able to do his share in the gigantic task of providing food in this most critical year of the war.



## ictory garden

**Is there time to sow and harvest before frost?**

Yes. Particularly in communities where the growing season exceeds 100 days. Where the season is shorter, depend upon past experience. Radishes, leaf lettuce, beets, carrots, snap beans, Chinese cabbage and regular cabbage can still produce good yields.

**Should all garden crops be cultivated to the same depth throughout the season?**

No. Deepest cultivation should be done when the plants are small; as they grow, their roots spread out into all the mellow, moist soil in search of food. Deep cultivation then severs the roots and reduces yield.

**How can vegetables be protected from blight and other diseases?**

Plant or sow disease-resistant varieties. Rotate the crops; if possible, never grow the same vegetable in the same spot in the garden two years in succession. Try not to hoe, otherwise cultivate or disturb the leaves when they are wet. Drops of moisture spread from leaf to leaf can carry disease from plant to plant. Where blight shows up, spray with bordeaux mixture. Follow directions of the manufacturer.

**How can broccoli be kept producing a major part of the season?**

Keep the heads cut off as soon as they are ready for use. Cut two to four inches of the stem; if cut too close to the heads, the plants will send out too many side shoots. As new heads form, continue to cut when ready to use.

**Does pruning tomato plants help increase the size of the fruit?**

Very little, if at all. Large size is bred into certain varieties. Fertile soil and good culture are important factors in stimulating each variety to do its best.

**What is the best method of training tomatoes?**

If the garden is large so that tomatoes have plenty of room to grow naturally, there is little economy in training them. If the garden is small and the grower prefers to have his tomatoes grow so that fruit does not contact the soil, then a common method of training is to trim the plants to a single stem by removing the side branches and tying the stem to a supporting stake. Drive the stake deep enough that it will withstand ordinary wind and support the fruited plant. Tie the plant to the stake with strips of cloth, something that will not cut the stems, as will string.

**Can tomatoes be saved after the plants have been frosted?**

Yes, by two methods. They can be used for green tomato pickles and relish. If the tomatoes are full grown and are healthy, they can be kept four weeks or more. They should be stored in a dark room where there is sufficient humidity to prevent shrinking. They will keep longest if the temperature is constant, about 45 degrees F., but they will ripen more quickly if temperature runs up to 70 degrees F.

**When should the garden be sprinkled?**

When garden crops are full grown, and during the heat of summer, is

the time when they need and use the most water. Dig down under the surface soil mulch, and if the under soil feels dry or seems to lack sufficient moisture, or if the leaves of the garden crops have a wilted appearance, water the garden—*don't sprinkle*. Saturate the ground by running the water between the rows as do irrigators, or spray until the soil is thoroughly wet. If the garden is sprinkled, it tends to draw the roots to the surface. Gardeners who sprinkle often do so daily; this seldom adds needed soil moisture but does help spread disease. *Don't sprinkle*—water your garden.

**How can one tell when vegetables are ready to be "picked"?**

It will depend upon the purpose for which they are to be used, such as canning, storage or serving fresh. Some examples: Onions can be eaten fresh at all sizes and when very green, but if they are to be stored, their tops should have fallen over and dried down. Beans may be eaten either green or dry. Summer squash should be picked when about half grown and when the skin is very tender, whereas hubbard squash is best if its skin cannot be punctured with the thumb nail. Melons are ripe when the fruit separates from the stem when it is lifted.

**What is the best storage care for parsnips and salsify?**

Generally the best way to keep parsnips and salsify is to leave them in the ground all winter or dig them and pile them in a convenient sheltered place, cover them with a layer of soil and mulch them with straw, hay or leaves.

**Can fertilizer be used to advantage during the growing season?**

Yes. Summer feeding or fertilizing is best applied in narrow bands along the rows four to six inches out from the stems; and in shallow channels circling tomatoes, and hills of cucumbers, melons and squash. Use a balanced plant food, one that contains



nitrogen, phosphate and potash. If it is to be applied to leaf vegetables, it should be rich in nitrogen. Apply one pound on each side of 50 feet of row. One pint will weigh about one pound.

The best time to feed the plants is just before watering or a rain. Plants feed on food that is in solution. It is safest to place the fertilizer in trenches where there is sure to be moisture.

What is the best source of gardening and canning information?

An experienced neighbor, the state agricultural college, the county agricultural agent and agricultural teachers in high schools.

One way many home gardens can be improved in yield and quality is to see that each plant has needed room to make normal growth. Too often too much seed is sown. Carrots and beets, for example, should have enough space in the row to develop the desired size plus one inch between roots. Instructions on seed packets with regard to thinning should always be observed.

Shopping advice—  
(It's well to heed it):  
"How fair's the price?"  
And "Do I need it?"

Lady of the House: "I forgot to ask you if you had any religious views."

New Maid: "No, I haven't ma'am, but I've got some dandy snapshots of Niagara Falls and the Great Lakes."

## Scandrett Honored by Alma Mater



H. A. Scandrett is shown affixing the Flag Company Ribbon to the guidon of the school's flag company. At the left is Cadet Captain Robert Washburn of White Bear Lake, Minn., who commanded the winning company in the competitive drill earlier in the day.

H. A. Scandrett, trustee, who was a member of the graduating class of 1894 of the Shattuck School, a military academy at Faribault, Minn., was honored by the school on June 2, the 50th anniversary of his own graduation, by being privileged to participate in the commencement ex-

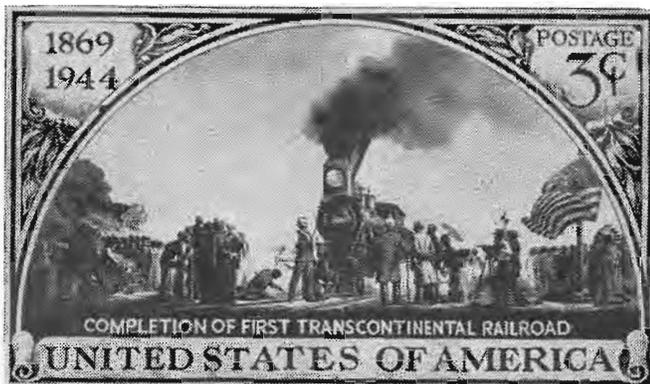
ercises. He was chosen to affix the Flag Company Ribbon on the guidon of Company B, which will have the distinction of being flag company during the 1944-1945 school year. Also present at the commencement exercises were four other members of the class of 1894, including R. W. Reynolds, commissioner of the road's agricultural and mineral development department.

### Commemorative Railroad Stamp Issued

A special commemorative postage stamp, issued in recognition of the vital part which the railroads are playing in the war effort, was placed on sale May 10, the 75th anniversary of the completion of the first transcontinental railroad.

In announcing the appearance of the stamp, Postmaster General Frank C. Walker stated that the anniversary "offered splendid opportunity to pay tribute to those important facilities on which the welfare of our nation is so dependent in times of peace as well as in times of war."

The completion of the first transcontinental railroad at Promontory, Utah, on May 10, 1869, was one of the great milestones in railway history. It marked an epoch in national development and ended the necessity of hazardous journeys "round the Horn" by sailing vessels or across country by stage coach or covered wagon. The juncture of the Central Pacific (now the Southern Pacific) and the Union Pacific Railroads at Promontory Point created the first of the several great railway lines that now span the Rockies and link the Pacific Coast region with the eastern states.



### General Purpose = Jeep

The Jeep was not named for the little animal in Segar's famous "Pop-eye" cartoon strip.

Army legend says that the car was designated as a "General Purpose" unit, when it first began to serve its country.

In official and unofficial correspondence the term was shortened to "GP." Then, some typically American private cocked his head, looked at his motored steed, grinned, drew a deep breath, and spouted, "The Jeep."

Should you wonder whether there's a difference between the "Peep" and the "Jeep," rest easily. There is none.

Says Bill Springer of the Willys-Overland Company's publicity department: "The 'Peep' is the armored forces' term for what we know as the 'Jeep.' They call the half-ton truck the 'Jeep,' and the quarter-ton vehicle the 'Peep.' But the quarter-ton car that we build is the real 'Jeep.'"

—from "The Exchangeite"

# Business Men Become One-Day G.I.'s at Camp McCoy

**T**HE 700 business men from Illinois, Wisconsin, Minnesota and Michigan who rode Milwaukee Road trains to Camp McCoy on June 15 to spend a day as enlisted men in Uncle Sam's Army came away footsore and weary but convinced that the equipment manufactured in their plants, and the men who use it, are doing a job that will lead the country inevitably to victory.

It was quite a day. For most of them it was more than a day, as they arrived at camp on the evening of the 14th and fell immediately into the hands of hard-boiled sergeants who snapped them to attention, put them through an exhausting routine and didn't set them "at ease" until just about train time on the morning of the 16th. The group of approximately 250 representing the Milwaukee Association of Commerce was on hand only during the day of the 15th, thereby avoiding the early morning reveille, the marching and the drilling.

The Milwaukee Road was repre-

sented by Harry Sengstacken, assistant passenger traffic manager, Chicago; P. H. Draver, assistant general freight agent, Milwaukee; C. F. Dahnke, general agent passenger department, Milwaukee; W. J. Cavenagh, general agent freight department, Milwaukee; Glenn Hyett, city passenger agent, Chicago; and G. C. Hiltel, division freight and passenger agent on the Superior Division.



A bit uncertain whether they should act like Army recruits or visiting business men, these industrialists from Minneapolis are taken in tow by Capt. Clayne Robison upon their arrival at Camp McCoy. (U. S. Army Signal Corps photo.)

## Celebrate Infantry Day

The industrialists were invited to Camp McCoy to participate in the celebration of Infantry Day and the second anniversary of the reactiva-

tion of the 76th Infantry Division which is in training there.

Standing on a hillside, with the artillery pieces booming away from behind them and with the battlefield in front of them, the visitors saw the 76th Division give a demonstration of gunfire, including all types up to the 155 millimeter howitzer. They saw soldiers creeping along under machine gun fire on the infiltration course, witnessed bayonet fighting, watched grenades being tossed, and saw street fighting in a "Nazi village."

The business men came away from their day in the Army with full appreciation of the meaning of the remark made by Maj. Gen. W. R. Schmidt, commanding officer of the 76th Division: "We hope that your visit here will give you some idea of what it means to be an infantry soldier."

Removal of war paint from almost all of its aircraft has been ordered by the Army Air Forces. Upon recommendations of combat commanders, camouflage will be retained only where tactical considerations require it in combat zones. All others will roll off the assembly lines a metal color. The AAF estimates that removal of camouflage will yield a slight increase in top speed and that there will be a weight reduction in fighter types of approximately 15 to 20 pounds and in heavy bombardment types of from 70 to 80 pounds.



Immediately after detraining from the Milwaukee Road special that brought these Detroit, Chicago and Milwaukee business men to Camp McCoy, they were loaded into the trucks some of them had helped make and were taken to their barracks. (U. S. Army Signal Corps photo.)

# Retirement of Ben Dousman a Milestone in Road's History

"Sixty-Five Years Are Sufficient", Last Member  
of Illustrious Family Announces

IT ALL began on Feb. 25, 1851, when Talbot C. Dousman put on his best bib and tucker and went down to the brand new stone depot of the Milwaukee and Mississippi Railroad in Waukesha, Wis., to do his duty as a member of the reception committee at a festival marking the completion of that line, a predecessor of the Milwaukee Road, as far as Waukesha. It is ending 93 years later, on July 1, 1944, as Benjamin A. Dousman, 85 years of age, retires from his position of special accountant in Chicago after 65 years of continuous service in the road's accounting department.

Between Uncle Talbot and Ben has intervened the epic history of a railroad and of a family, for Ben Dousman is, so to speak, the last leaf on

a sturdy old family tree whose roots have intertwined this railroad almost since its very inception. It is a colorful pioneer family which has lent its name to a town in Wisconsin, a company hotel and a company sleeping car. It figures prominently in three historical novels and innumerable short stories,

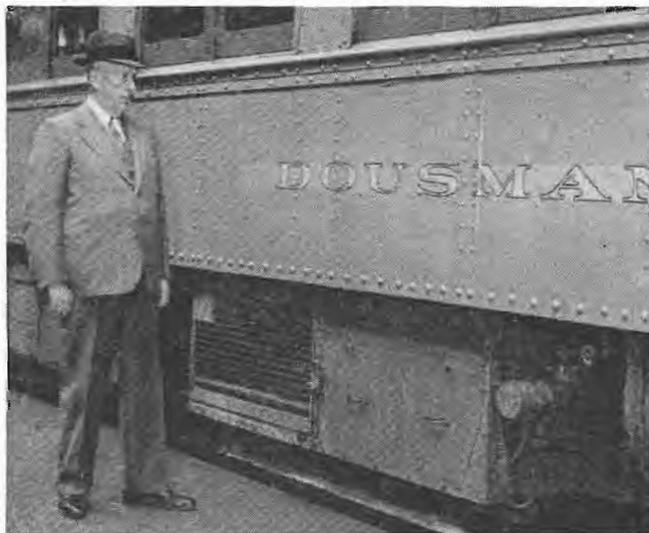
articles and history books. It is a story worth telling.

## Grandfather Settles on Mackinac Island

Ben Dousman's grandfather, Michael Dousman, came out of the East in 1800 and settled on Mackinac Island, one of the first white men in that region. He developed a very lucrative fur trade with the Indians, a story dramatically told by August Derleth in "Bright Journey," an account of the transporting of furs by Michael and his son Hercules from Mackinac to Green Bay, Wis., down the Fox River to Portage, Wis., and thence down the Wisconsin River to

Prairie du Chien, Wis., on the Mississippi.

Michael had several children, three of whom, Hercules, John and Talbot, were connected with predecessor companies of the Milwaukee Road. First, there was Talbot, he of the reception committee in Waukesha. Hercules, in addition to serving as Wisconsin agent for John Jacob Astor's American Fur Company, became a director of the railroad in 1863, and when the track reached Prairie du Chien in 1864, the road built a 54-room hotel there to accommodate the new settlers who were flooding into Iowa and Minnesota, and named it Dousman House in honor of Hercules. He built the famed Villa Louis, center of social activity in that area at that time; it is now a museum.



Mr. Dousman stands alongside the company sleeping car which was named after his family. The picture was taken in 1938.

## Ben Dousman Employed by Road in 1879

It was about 1844 when Dr. John Dousman, son of Michael and father of Ben, settled in Milwaukee. He established a notable reputation as a physician and later became a Milwaukee Road surgeon. George Dousman, another of John's brothers, became a successful business man in Milwaukee, where he lived for many years.

Ben Dousman, who was born in 1859, first started working for the road as a clerk in the car accountant's office in Milwaukee in 1879. In 1890 he was appointed chief clerk to the



Benjamin A. Dousman

general auditor in Chicago. He continued to advance and in 1915 became general auditor of the railroad, a position which he held until 1918. He served as assistant federal auditor during government control, and has since held the positions of valuation accountant, general accountant, and special accountant, the latter title being the one held at the time of his retirement.

The late Robert S. Dousman, a brother of Ben, was an accounting officer of the road for 35 years before leaving its employ. Another brother, Lyndsey W. Dousman, now deceased, served the road for 54 years, his last position being in the general offices at Seattle; he had been the first agent at Lemmon, S. D.

Two sons of George Dousman (they would be cousins of Ben) were also Milwaukee Road men at one time—one a locomotive engineer and the other a cashier at a Milwaukee freight station. A grandson of George was also in station service until recently.

## Dousman Name Well Known on Railroad

Due partly to the illustrious history of his family and the number of its members who have served the road, and partly to Ben Dousman's position and long years of service, the name of Dousman is well known throughout the system.

Mr. Dousman is, perhaps, the only man who has seen a company sleeping car adorned with his family name, it being the practice on the Milwaukee Road to reserve this honor as a kind of tribute to the memory of its past officers. However, whether the company sleeper which was named Dousman in the spring of 1938 stands as a memorial to him or to his grandfather, father, uncles,

(Continued on Page 18)

# Perfect Shipping Campaign Contest Winners Announced

THE letter-writing and suggestion contest announced in the April issue of the Milwaukee Magazine in connection with the Perfect Shipping campaign has produced a great many noteworthy opinions from the employes of the road on the subject of how to eliminate damage to freight. This demonstrated interest in a subject of first importance in the efficient and expeditious conduct of the war and to the economical operation of the railroad is significant.

Whether they won a prize or not, those employes who entered the contest have indicated that their concept of their role as good railroaders goes beyond the mere mechanical performance of certain routine duties; for them, as it should be for all of us, an intelligent awareness of the need for improvement is a part of the service they render in return for their wages. That they have expressed their opinions on the subject of claim prevention in these letters and brief suggestions is certainly to their credit.

W. L. Ennis, assistant to chief operating officer, in charge of claim prevention, announces the following winners in the contest:

## Winners of \$25 War Bonds for Best Letters

A. J. Reinehr, agent at Savanna, Ill.  
Miss Angeline Janowski, timekeeper in the Fowler Street freight house at Milwaukee, Wis.  
L. C. McKinnon, locomotive fireman at Deer Lodge, Mont.  
Robert E. Morgan, conductor at Austin, Minn.

## Winners of \$10 in War Stamps for Best Suggestions

Thomas M. Stib, agent at Random Lake, Wis.  
R. J. Kemp, agent at Bayport, Minn.  
K. L. Everett, agent at Stickney, S. D.  
H. B. Held, agent at Marinette, Wis.  
J. C. Paulsen, agent at Delmont, S. D.  
C. F. Wickler, agent at Delavan, Wis.  
John W. Pfeiffer, stower at the freight house in Aberdeen, S. D.  
C. H. McCauley, conductor at Marquette, Ia.  
L. L. Hummel, rate clerk at Davenport, Ia.  
Henry A. Bertram, warehouse foreman at Lewistown, Mont.

One of the winning letters is printed herewith, as is one of the selected suggestions. Future issues of the Magazine will carry as many of these prize winning contributions as space will permit.

*A. J. Reinehr, agent at Savanna, Ill., won a \$25 War Bond with the following letter:*

WHEN thinking or talking about loss prevention, during the present emergency, the first thought that comes to my mind is the loss and delay to critical war materials, which can occur if such vitally needed material is damaged or goes astray in transit. It is therefore essential to the war effort that every possible means be exerted to keep such materials moving through from point of origin to destination without loss, damage or delay.

We know that there is a shortage of help and a lot of our men are inexperienced, that conditions generally are not normal, but this should only intensify our efforts to do a better job than ever before. If conditions have changed, then we must change our methods to meet such changed conditions. After all, the proper handling of freight is only a matter of following rules and instructions and never relaxing in our efforts to avoid anything which might cause a claim, by damage or loss.

### Point of Origin Is Place for First Effort

The point of origin is the place where the first effort must be exerted to get the car or the LCL shipment properly inspected, marked and billed and, in the case of LCL, properly loaded and stowed in the scheduled car.

Livestock must in all cases be checked by some one, to know that animals are in condition for shipment, and that the waybill and contract will correspond with the actual loading in the car. Exceptions should be noted at time of loading and transcribed to contract and waybill. Cars



A. J. Reinehr

used must be clean and bedded according to standard instructions. Protruding nails must be removed and in no case should cars be permitted to be overloaded or animals crowded.

Shippers must be required to furnish standard refrigeration and heating. Instructions on car loads of perishable commodities requiring such special services and such instructions must be transcribed to waybills in a clear, understandable manner in accordance with tariff regulations. Such services must be carried out at the designated points in transit of the car.

Proper loading of canned goods, eggs, flour and feed, is of the greatest importance, because these commodities are easily subject to damage by rough han-

dling. Here again the right kind of car must be selected and inspected, and the loading performed in accordance with approved methods. Such loading must be checked frequently at points of origin by a railroad representative so that any irregularities can be corrected. This same careful watching also pertains to the loading of car loads of sash, doors and furniture.

When loading cars of grain it is of the utmost importance that only good cars be used and that these cars are properly coopered with good sound grain doors. Many cars of grain are found leaking in doorways because shipper failed to reinforce the two lower grain doors. The weight of the grain will bulge the single doors at the bottom, permitting an opening between the second and third door which allows the grain to run into space between grain doors and car door and then to the ground. Cars to be loaded with grain should be inspected by competent car inspectors, wherever possible.

Open top cars loaded with farm machinery, tractors or any other kind of equipment, must be loaded according to standard loading rules, and must be inspected before forwarding, to make sure they are in condition to move. Any loading of unusual type or dimension must be carefully inspected by competent inspectors. The chief dispatcher should be advised of such movement at once so that he can follow through on the movement of the car.

### Previously Used Containers Call for Special Handling

Less than car load shipments should be inspected at point of origin to know that they are properly packed and marked and no damage exists. Many secondhand containers are now in use and we must be

particular to note that they are well closed and tied, old marks obliterated, and then plainly marked for new consignee and destination. It is my thought that at the present time, when containers are not up to standard and so many commodities are packed in glass instead of tin, all package freight must be handled as if it contained a "Fragile" label, as we never know just what the package may contain. There is also some Mexican pottery on the market at the present time which is very fragile and the slightest shock will cause breakage.



Rolls of linoleum must not be loaded on lip of warehouse trucks so as to avoid cutting, denting and chafing, and they must be loaded flat and not on top of anything with rough corners or edges which will wear through the paper protection by chafing.

#### Talking Alone Won't Prevent Loss

We should bear in mind that in taking action to prevent loss and damage, talking about it won't prevent it.

For the money the railroad pays its employes in wages and salaries, they get in return the service of such employes. For the money they spend for fuel they get steam generated by the locomotives which haul the tonnage. For the money paid out in claims, they get nothing except criticism from the consignee and loss of his good will. We can't afford to lose his business, as this will result in the loss of earnings on which our pay check depends.

Therefore loss prevention becomes a very personal matter with each and every employe.

Every employe must become personally interested and cooperate if we are going to lick this loss and damage problem. Let's put our shoulder to the wheel and *DO IT NOW.*

#### Engine Develops Elephant Trouble

The "Central Headlight," published by the New York Central system, recently carried this letter from one of its employes now stationed in India with a railway battalion on the Bengal & Assam Railroad:

"Here is one for the book on engine failures—it happened on our road. Here there are such things as elephant cars

and we have them. We recently had an engine failure due to running out of water. The tank had been filled at the last stop, so when the injectors broke, the engineman was sure that the trouble was the injector rather than the supply, but upon investigation he discovered a loaded elephant car immediately behind the engine.

"The manhole covers on the tenders are in the right rear corner of the tank. A bull elephant in this elephant car had noted the refreshing water going into the tank and evidently remembered to do something about it. This he did with all the enthusiasm of a play boy at a beach.

"The engineman found that the elephant had lifted the manhole cover, reached in with his trunk, had sprayed himself to his satisfaction, and was watering the vegetation along the right-of-way with the last remaining two gallons when detected.

"The fire, of course, was knocked and another engine sent out to forward the train. Our representative on the relief engine, being somewhat skeptical of the explanation offered, watched what went on as the train continued and found that this elephant continually kept trying to get more water from the empty tank in front of him. Now match that one!"

#### Latest War News Speeded to the Enemy by Howitzer

Army 105-mm. howitzers on the Italian front are being employed to speed the latest war news to the enemy.

For this purpose, 105-mm. base-ejection smoke shells are used. The smoke cannisters are removed from the interior of the shell and a time fuse with a small charge of black powder replaces the point detonating fuse normally used. About 300 news sheets, six by nine inches, are rolled up and inserted into the shell cavity. The fuses are timed to go off when the shell is in the air over the enemy lines. The black powder charge pushes the leaflets out the back of the shell and they flutter down in enemy-held territory.

The small throw-aways contain the latest authentic reports of the progress of the war on the Russian front, the bombardment of Berlin and other German industrial centers, and the latest developments in the Pacific theatre.

The pamphlets are well received by German front-line troops. German prisoners complained, however, that sharp-shooting American gunners followed the news barrage very quickly with a high explosive barrage, thus making it difficult for German soldiers to collect the news pamphlets. The prisoners suggested that a longer interval between barrages would undoubtedly be appreciated by their former companions in arms.

This is not the first time that messages have been fired at the enemy by guns. During the North African campaign the same technique was used to drop "Surrender" leaflets over enemy territory. Wily Arabs, scenting a business opportunity, gathered up as many leaflets as they could and sold them to German soldiers at one franc each, stating that the Germans needed these "Passports" to assure them safe passage through the American lines. Large numbers of Germans surrendered, holding aloft their "passports" in their hands.

"And where is Cadet Smith?"  
"A.W.O.L."  
"What do you mean by that?"  
"After women or liquor."

LCL shipments must be checked when received to know that we get what the shipping order calls for, any exceptions to be noted at the time of receipt and transcribed to bill of lading and waybill. Then the shipments must be loaded into the proper car and carefully stowed in such car using blocking or bracing or partitions when necessary to make a tight load and prevent damage in case of shifting.

LCL sacked commodities must not be dragged over floor or loaded along side walls or on top of other freight, which might tear or puncture the sacks.

LCL farm machinery should, as much as possible, be stowed separately and partitioned off from other commodities.

Furniture is causing tremendous loss due to damage. Here again the crating or container is not as good as in former days, and the quality of manufacture is not as good, and we must consider this when stowing and handling it. Other freight which is liable to damage exposed por-

### A Suggestion for Perfect Shipping

*R. J. Kemp, agent at Bayport, Minn., wrote the following for the loss prevention department's perfect shipping campaign letter-writing and suggestion contest. It was considered one of the 10 best suggestions made, and, accordingly, won \$10 in War Stamps for Mr. Kemp.*



**N**O DOUBT, every employe of the railroad has seen the sign on the farmer's gatepost *Beware of the Dog*. There is no question in a good many cases where this sign is posted that there even is a dog, or if so, it is as meek as a lamb. The theory of the sign, I believe, is just to keep peddlers and the like from trespassing on the premises. However, upon approaching the farm where this sign appears, one heeds the warning.

By slightly altering this notice to read *Beware of the Damage*, it could be well applied to loss and damage prevention of freight.

Precaution and correction of the causes of loss or damage before they occur would only take a few minutes—in some cases no extra time—and would eliminate loss of valuable man-hours, wasted commodities, and unnecessary transportation as well as delay of vital material.

Let's all "BEWARE OF THE DAMAGE" and speed the day of Victory.



# FRONT AND CENTER



**Ens. Wesley R. Ringius**

Ens. Wesley R. Ringius, son of Roy J. Ringius, locomotive engineer on the LaX&R Division, is serving aboard an aircraft carrier in the Southwest Pacific. He formerly studied aeronautical engineering at the University of Minnesota.



**Norbert E. Davis, Jr., U.S.N.**

Norbert E. Davis, Jr., machinist's mate 2/C, formerly a machinist apprentice at the roundhouse in Ottumwa, Ia., is the son of Norbert E. Davis, Sr., machinist in the roundhouse there.



**Corp. Willard J. Kinast**

Corp. Willard J. Kinast, formerly a stenographer at Milwaukee station before entering the Army, is shown at Camp Sutton, N. C., holding a baby ant eater from Guatamala. It is a mascot. Corp. Kinast is training with an engineering utility detachment.



**Edward Sucha, U.S.N.**

Edward Sucha, son of Art Sucha, engineer on the I&SM Division, is seeing active service somewhere in the Pacific area.



**Robert Doran, U.S.N.**

Robert Doran, A.O.M. 3/C, who is stationed in the Panama area, is the son of James Doran, yard conductor at the St. Paul yard.



**Corp. Chester Maciona**

Corp. Chester Maciona was an oiler on the rip track at Western Avenue, Chicago, before entering the Army in August, 1942. He is now in the Southwest Pacific area, recovering from injuries incurred when his gun exploded.



**Sgt. James R. Nelles**

Sgt. James R. Nelles, son of Freight Service Inspector F. S. Nelles, of Aberdeen, S. D., is teletype chief in the Air Corps at Gowen Field, Boise, Idaho.



**W. H. Tritchler, U.S.N.**

W. H. Tritchler, shipfitter 1/C, was formerly employed in a steel bridge crew. He is the son of W. E. Tritchler, chief carpenter at Austin, Minn. He has been stationed in New Zealand, but recently returned to the States to train for deep sea diving.



**Sgt. H. J. Betts, Jr.**

**Sgt. W. J. Betts**

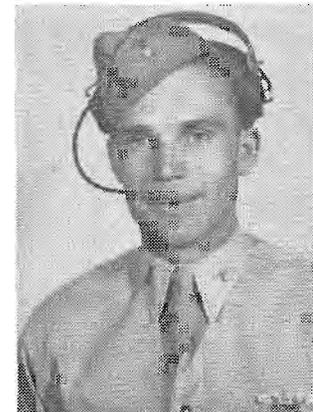
**Sgt. J. C. Betts**

H. J. Betts, employed in the freight auditor's office, Chicago, has three sons in the armed forces. 1st Sgt. H. J. Betts, Jr., who was also employed in the freight auditor's office at one time, is a military policeman, but his present location is not known. Sgt. William J. Betts, in the Army Air Signal Corps, is in England. Sgt. John C. Betts is serving somewhere with the Army, but his whereabouts is not definite.



**William J. Ranallo, U.S.N.**

William J. Ranallo, seaman 1/C, former track department employe, is the son of Track Foreman Ben Ranallo employed in the Chicago Terminals.



**2nd Lt. Erwin H. Halvorsen**

2nd Lt. Erwin H. Halvorsen, Flying Fortress pilot at Alexandria Army Air Base, Alexandria, La., is the son of E. H. Halvorsen, coal dock operator in Miles City.

THE MILWAUKEE MAGAZINE

## ACTIVITIES IN GENERAL

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

### Old Line Club

Celebrating their 17th wedding anniversary, Chairman Vernon L. Harper and Mrs. Harper entertained the Old Line Service Club, with lunch and refreshments, after the regular meeting of the club in Tietz Hall on May 17.

During the business meeting, an award of Hiawatha playing cards was made to Mr. Miller, operator at Beaver Dam, Wis., for the most tip cards submitted during April. Miss Mildred Lockwood, army



Mildred Lockwood, Army nurse who spoke at the May 17 meeting of the Old Line Club.

nurse, daughter of Engineer R. R. Lockwood, was a guest of the club. Miss Lockwood gave an interesting talk on her work, having just returned from Australia. She said the people there were friendly and customs much the same as in England. All houses were up on stilts as protection against animals which run around wild, even in the cities. Railroad operation is much different there than in our country—coaches being small. Conductors take tickets as patrons enter.

Miss Lockwood stated nothing she had seen could compare with our own country. Animals which were most frequently found were the kola bear and the wallaby, which is a small kangaroo. These animals were quite tame. Lizards of great size were also to be seen very close to the cities.

### Ottumwa Club

The maintenance of way and bridge and building department employes of the Ottumwa Service Club were in charge of the entertainment program for the Club meeting of May 29 which was held in the K. of C. hall in Ottumwa, Ia.

A short business meeting was held prior to the entertainment. The attendance was very good considering the many who were on duty and others working in the flood relief. To the date of this meeting the flood relief committee of the Service Club reported that more than 400 quarts of fruit, vegetables and preserves were donated by members of the Ottumwa Service Club to the Salvation Army, Red Cross and other agencies for the relief of the flood victims. Clothing donated could not be counted by so many articles but rather by the bundles. The clothing was contributed to the Salvation Army to assist the homeless. Many hours were given to aid the various agencies in relieving the suffering,

July, 1944



# Service Clubs



many of our ladies preparing meals and acting as Nurses' Aides at the various aid stations set up in the city. They also assisted at Sunnyslope Sanitarium where the children, many of whom had the measles, were taken. The members of the flood committee are Mr. and Mrs. D. E. Chambers, Mr. and Mrs. H. Glidden, Mr. and Mrs. Perry Grubbs, Mr. and Mrs. Walter Becker, Mr. and Mrs. Russell Scott. This is another instance of the activity of the employes in Ottumwa. Their act of charity in relieving suffering and want certainly will not go unrewarded.

The entertainment provided for the evening opened with three selections by the male chorus of John Morrel & Co., with Mrs. Paul Stoltz directing. The singing was followed by dancing, music by Buss Roach's six-piece orchestra. During intermission, lunch and refreshments were served. At 11 p. m., a \$25 War Bond was given away. F. Sable of Linby, Ia., was the lucky man.

Moving pictures released by the Army Signal Corps were shown by L. V. Schwartz, district storekeeper of Savanna, Ill.

Capt. W. Givens, son of Supt. W. C. Givens, was a guest of the club. Capt. Givens recently returned from the Pacific area.

### SERVICE CLUB SIDE-LIGHTS

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

#### Machinist's Daughter is Aberdeen's Relay Queen

The Aberdeen Milwaukee Service Club sponsored a winner in Miss Patty Lenihan, daughter of Machinist Frank Leenihan, when she entered the race for queen of the relays for 1944. Patty won over a large field of sweet young competitors, and we like to think that the work of our chairman, Bill Mertz and our club played an important part in this victory.



Patty Lenihan, Aberdeen's Relay Queen

Patty, in her sophomore year in high school, has an enviable record. She has been a member of the Pep Club, secretary of the Glee Club, and a member of the Youth Council. She has only two more years to catch up with her sister Mary's record. Mary Lenihan, who graduated last year, was Round-Up Queen, Pageant Queen nominee, vice president of the Sophomore Class, member of the Pep Club and of the Student Council. Patty also has three brothers who graduated from the same school and are now in the armed services. Robert and James are first lieutenants in the Marines and Emmett is an Army corporal. We know Patty has two hard years ahead and a record hard to beat, but we are betting on her.

When Chairman Mertz was forming his committees, he issued some very explicit instructions to the committee on entertainment, composed of W. J. Kane, division chief clerk, and E. L. Feddern, agent, to the effect that each meeting must have something of either educational or entertainment value. To date this order has been well carried out. At the June meeting they secured the services of the Elks Chorus, who are top notchers in entertainment in these parts, and if this meeting is a sample of what we may expect in the future, no one who is a member of this club can afford to miss being present.

#### St. Paul Club Entertains

Julius Pothén, vice chairman of the St. Paul Service Club, was given a tough assignment by Chairman Marion Cashill when she appointed him to act as chairman of the entertainment and arrangements committees to take care of the boys from the 744th Railroad Battalion at a party given in their honor on May 24. And what a job Julius did.

Anticipating approximately 70 enlisted men and officers to be in attendance, the



A group of soldiers at the St. Paul Club's recent party being served by C. M. Bono, boiler foreman at St. Paul.



This picture, taken at the St. Paul party, shows in the foreground, l. to r.: Sgt. W. J. Welsh (partly obscured), former trainman at Milwaukee; Julius Pothen, machinist in the St. Paul roundhouse; Sgt. Walter Davis, former conductor on the H&D Division at Aberdeen; and C. O. Lundquist, roundhouse foreman at St. Paul.

committee was somewhat dismayed when 125 men and five officers arrived on schedule. The party started off with a bang, and Julius sent out a call in all four directions to secure more refreshments. At that time of night it meant only one thing, and that was to get some of his business friends out of their rocking chairs, and glad they were to do it for the boys.

The parks and playground department of the City of St. Paul very graciously furnished part of the entertainment, consisting of singing, tap dancing, acrobatic stunts and accordion music. The appreciation shown each entertainer was wholehearted and such as only a bunch of soldiers can display.

Following this entertainment, Chas. (Chuck) Mulhern, of the KSTP radio station Sunset Valley Barn Dance program, entertained with his accordion. This developed into group singing and naturally the Army songs took precedence over the later songs. Much fine talent was displayed, but the boys, being tied up with a job that requires their full and undivided attention, could not be prevailed upon for the present to go into the entertainment world.

A very successful party goes on record for the St. Paul Service Club.

### Election Held by Platte-Stickney Club

A meeting of the No. 1 Platte Stickney Club was held at Wagner, S. D. on May 18, at which time new officers were elected for the coming year. A. S. King, agent at Ravinia, will act as chairman, and Joe Paulsen, agent at Delmont, as secretary. Some interesting conclusions were arrived at in this meeting and we hereby quote some of these conclusions from their minutes.

"ROBBERS! ROBBERS! Probably that is what you would scream to the police if someone were looting your home each day and night, and, incidentally, you would find some way to stop it. Well, such conditions exist with our railroad in the way of claims which are continually robbing our revenue. Is every one doing his bit to stop this robbery?"

"A courteous personnel is one of the greatest assets any business organization can have—particularly in

the railroad business in which we agents come in contact with the public where courtesy is of utmost importance. Courtesy pays big dividends.

"Now is the time to secure tip cards, to secure all we possibly can. This war will be over some day and our aim is to retain just as much of this transportation as we can. We have plenty of competition, but when it comes to real

transportation, the railroads can handle it the most successfully of all. Secure all the tips now. We will need them after Hitler and Tojo are eliminated."

And that's a fine set of conclusions to railroad by.

### Twin City Service Clubs Hold Picnic

By F. P. ROGERS

Division Editor, Minneapolis, Minn.

Fair weather, happy people—both young and not so young—and a pretty spot in



There were other members of the Twin City Service Clubs' picnic committee, but they were too busy to pose. Committee members shown here are, l. to r.: Richard Anderson, F. P. Rogers, Charles Tunnel, Wm. R. Manion, M. C. Ahern, Gladys Mirocha, J. G. Messicci, Carl Rodin, Wm. H. O'Neil.

the country! These are the important ingredients for a perfect picnic, and they were all present in profusion at Costello's



The 744th Railway Operating Battalion baseball team was composed entirely of former Milwaukee Road men.

Grove on Sunday, June 18, when the Minneapolis and St. Paul Service Clubs held their fifth annual picnic.

Despite a severe wind and rain storm the previous Saturday evening, the crowd commenced to arrive at the grove at noon and continued coming all afternoon and evening, it being estimated that there were at least 800 in attendance. All reported having a fine time.

The picnic committee worked hard to provide fun and amusement for everyone and they deserve a lot of credit for the success of their efforts.

Races, games, and contests of all kinds kept the kiddies busy in the afternoon, and one of the highlights of the picnic was a tug-of-war between a detachment of soldiers from the 744th Railway Operating Battalion and a group of Milwaukee employees. The Milwaukee gang showed no quarter to the soldiers and, after a hard tussle, won the event.

A five-inning ball game between the soldiers and a team of Milwaukee employees ended in a score of 8 to 5 in favor of the Milwaukee team, but the soldiers were not satisfied that the Milwaukee boys had the best team and have arranged for a return game to be played on the soldiers' home field at Fort Snelling.

The attendance prize, a \$25 War Bond, was won by Carl Rodin, carman at South Minneapolis shops.

C. F. Holbrook, yardmaster at Fordson, took the prize for the man with most years of Milwaukee Railroad service, and Miss Florence McCauley, clerk at Minneapolis

local freight office, was awarded the prize to the woman employe with the most years of service.

The evening hours were devoted to dancing in the pavilion and at 11 p. m. taps was sounded and the Service Clubs had scored another hit with their fifth annual picnic.

A good way to keep the kids out of the cookie jar is to lock it up in the pantry and hide the key under the soap in the bathroom.

A sailor's greatest trouble is a wife and money. A wife if he has one, money if he has none.



Above. The refreshment department did a big business at the Twin City Service Clubs' picnic.

Below. Bozo the Clown (Frank Cary) and a few of his playmates at the Twin City picnic.



## A Page Out of the Past

by W. W. Hunt  
Cashier, Yankton, S. D.

THE year of 1907 I was working as telegrapher on the I & D Division. Thinking I might have a better opportunity on a new line, I wrote to Mr. Boudier, chief dispatcher at Murdo, S. D., and asked for a job. He said to come out and he would take care of me.

Upon arrival in Murdo, I went to the dispatcher's office and Mr. Boudier asked if I would go to Scenic, S. D., as he needed an operator at that point. I had never heard of Scenic. Mr. Boudier took a folder which showed the line to Murdo and drew the rest of the line to Rapid City on the map in the folder and showed me about where Scenic was.

I got back on the same train I had arrived on and started for Scenic. Had to stay all night at Kadoka and arrived at Scenic the next afternoon.

I found a box car set out to use as a telegraph office. That car and the section house were the only buildings there were. I climbed up into the car and found a rough desk or table with a set of telegraph instruments installed on it. There was a half inch of coal dust on the floor and there wasn't a broom around. However, Mr.

Boland, the roadmaster, showed up and had the section men clean it out.

At supper time I went to the section house where I was to board and room. Was met at the door by an Indian woman who was the section foreman's wife. After supper there was no place to go and nothing to read, so very early I asked to be shown to my bed. The woman brought me a blanket and pointed to the floor. I was young then and could sleep anywhere.

### Coyotes Add Interest

I woke up during the night and the wind was blowing a gale and I would have bet the house was going to blow over. I heard something I had never heard be-

fore. It was coyotes and lobo gray wolves howling. Sounded as though there were hundreds of them.

The company at that time was graveling the west half of the Black Hills Division. The gravel pit was near the Cheyenne River and Scenic was at the top of the hill east of the river. Pusher engines pushed the gravel trains to Scenic; that was one reason the dispatcher needed an operator at Scenic, as the pusher engines needed orders to return to the pit. Train and enginemen from all over the Milwaukee system were out there to help do the job.

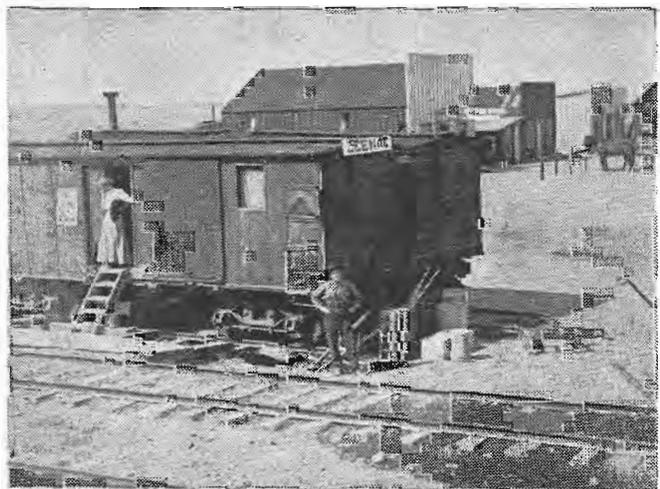
At first I worked almost continuous time. Had a cot sent to me and put it back of the telegraph table. At times the dispatcher would tell me to get some sleep and he would have the next train wake me up for orders.

My wife came out and the company set out another car. They lined the floor and walls of both cars with sheeting, put building paper on the ceilings and made a vestibule between the cars. We used one end of the first car as a bedroom and the other end as the office. The second car was our living room, dining room and kitchen. We were very comfortable in these quarters.

Homesteaders were coming in and we began to get quite a bit of freight. R. P. Edson, the division superintendent, came along one day and asked how much freight was arriving and when he found out the amount he asked me if I knew station work, which I did. He had the agent at Murdo send me some stationery, and I opened the station.

We had a gang of Italians working on the track. One day they scared up a cottontail and some of them gave chase. The rabbit ran into a hole in the side of the cut. The first man who reached the hole stuck his hand in for Mr. Rabbit, jerked his hand out and said the rabbit bit him. The second man then stuck his hand in and he also got bitten. Then they discovered that what was biting them was a snake. One of the men told me about it afterwards and I asked him what kind of a snake it was. He said it was one of those snakes that "ringa da bell." The first man who stuck his hand in died, but the other recovered after being very sick.

A depot was built after I had been at Scenic about a year.



The author and his wife at the Scenic, S. D., "depot" in 1907.

# The Milwaukee Railroad WOMEN'S CLUB

## Special Commendation

The last two weeks of May were very busy weeks for many members of Ottumwa Chapter. Due to the overflowing of the Des Moines River in their city, which caused the abandonment of more than 300 homes, in some instances on very short notice, the Red Cross Canteen Corps women were busily engaged in preparing meals for the flood refugees, while the Motor Corps women had plenty to do to transport food to the refugee centers and to relief workers in the flooded areas. The nurses' aides and members of the home nursing groups were called upon to assist at the hospitals, at Sunnyslope, and various places where flood evacuees received typhoid inoculations and other health treatments.

During the first few days of the disaster, some members of Ottumwa Chapter worked day and night, assisting in the preparation of the meals and serving them to the homeless, who were temporarily housed in the old Montgomery Ward building and the Salvation Army. A substantial collection of canned fruits and vegetables was effected through the efforts of several of our Milwaukee Road ladies, and more than 450 quarts were donated to feed the homeless.

Congratulations are extended to our Ottumwa members and families who, through their untiring efforts and donations, assisted in relieving the distress on this occasion.

### Ottumwa Chapter

K. M. Gohmann, Historian

The greatest satisfaction derived from work and effort put forth for the pleasure of others is from their favorable reaction. So it was on Sunday evening, May 7, Milwaukee Railroad Women's Club night at the local USO center. In observing the broad grins, outbursts of laughter and hearing the favorable comments, it was very evident that the servicemen and women enjoyed the entertainment.

Roundhouse Foreman Geo. E. Hogan acted as master of ceremonies, first presenting a play, "The Meeting of the Better City Campaign Committee," with a cast including Mmes. Ahrendt, Shinn, Campbell, Wagner, Thompson and Pencil. The radio quiz contest followed, prizes of \$1.00 being awarded to each of the winners. Beverly Bragg, accompanied by Harriett Pettigrew, entertained with a variety of popular song hits. Door prize of a carton of cigarettes was won by Serviceman Melvin Rasch of Davenport. The service table was attractively decorated, a green and yellow color scheme being used, and 150 servicemen and women enjoyed the luscious home-made pies, coffee and delicious home-made candy served to them. Milwaukee Road matches were distributed to all servicemen and women. Co-chairmen were Mmes. M. L. McNerney, R. C. Clapp and Perry Grubbs, with Mr. and Mrs. Fred Wilford and Mr. and Mrs. George Joslin serving as hosts and hostesses.

Our president, Mrs. McNerney, was requested to serve as chairman of a group of members to solicit memberships among Milwaukee Road employes to the Ottum-

wa Civic Music Association, through which organization is brought to our city some of the world's great artists such as Lawrence Tibbets, Arthur Rubinstein, Paul Robeson and others. Results of the committee were good.

Congratulations are certainly due our membership committee and Mrs. C. W. Becker as chairman for the wonderful job of soliciting members this year. We have gone over the 700 mark.

### St. Paul Chapter

Mrs. Arthur Mueller, Historian

Our St. Paul Chapter held its regular meeting in March. The program committee put on a spaghetti supper, 75 persons being served. After all had partaken of a delicious meal cards were played. The boys are grateful and appreciate the lovely home-made cakes sent to our Red Cross canteen at the depot. Many thanks to the ladies for this kind deed.

On April 14 our annual birthday party was held. A baked ham dinner was served. Tables were decorated very nicely. A good crowd attended. At meeting which followed good-cheer chairman reported five good cheer and nine sympathy cards sent. A donation of \$5 was made to the Red Cross. We are happy to announce the purchase of a \$100 war bond.

A silent prayer was offered in tribute to our beloved member, Mrs. George Brew, who passed away. Our deepest sympathy goes to her loved ones who mourn her loss. We also wish to extend our deepest sympathy to Mr. and Mrs. Lee Rutter and family on the loss of their beloved son, George, who was killed in Dallas, Tex., serving his country.

### Seattle Chapter

Mrs. M. H. McEwen, President

Our first meeting of the year was the usual routine meeting plus a recognition of our past presidents, of whom there were quite a number present. To solve the matter of rationing we served salads, each member bringing her own sandwiches. At first this idea was not so popular but as the year progressed it became very well liked.

In February we became quite patriotic, but instead of using either Washington or Lincoln as our theme we chose another great American, Benjamin Franklin. Many of our members read topics on the various aspects of his life. The feeling at the close of the meeting was that we had all spent a very enjoyable and profitable afternoon. Mrs. Grace DeMars provided us with chicken for a delicious salad, which Mrs. Clyde Medley prepared and served buffet style.

March was featured as St. Patrick's time with a molded salad carrying out the theme of our buffet table. In keeping with our plan to get all women really working this year we asked the Irish to sponsor the luncheon and the response was, of course, generous. Our speaker talked on the widespread activities of the Red Cross.

April was our spring luncheon. Mrs. Lano and Mrs. Marx served us a spring salad not to be surpassed, and this time we turned to thoughts of food, and an attentive audience listened to a splendid talk on the soy bean and what it could do for our kitchens.

May found our small club room turned into a Mexican scene, very gay and bright. Rationing was off and we were able to serve baked ham and salad and rolls. Mrs. F. W. McDougal, Mrs. M. H. McEwen and Mrs. Clyde Medley were our hostesses this month. Following business meeting we listened to a brief talk by one of our members who has recently returned from Mexico.

We have been an interested group for the first half of this year, with a fine percentage of attendance when we consider the urgent call upon our members for work both outside and within our homes. Members enter our rooms expecting a good time and they leave with expressions on their faces that prove they have not been disappointed, and in these war times we think we have accomplished a very great deal. Here in Seattle war seems to be on our very doorsteps, and if we can forget the uneasiness we feel for even an hour that is well.

In July we are to be the guests of Mrs. Roland Sanders and in August Mrs. Clyde Medley has invited us to be with her for a day.

Seattle Chapter is happy to report that it has gone "over the top" in membership, and that it now has 98 voting and 141 contributing members.

### Davenport Chapter

Mrs. Geo. Volrath, Historian

Our last meeting of the season was held at the home of our president, Mrs. Bowman, where plans were made for a picnic to be held the second Sunday in July. During the past year our chapter has made six wool quilts which we donated to the United Service Women's Club. At the present time members are

making handkerchiefs for the boys at Schick Hospital in Clinton, Ia. As we have no blood bank in Davenport several of our members are planning on going to Chicago to donate blood for the Red Cross.

### Harlowton Chapter

Lena W. Cavanaugh, Historian

Harlowton Chapter is still alive, with the following officers for 1944: President, Mrs. D. C. Keeler; first vice-president, Mrs. Clark Cass; second vice-president, Mrs. Harry Price; treasurer, Mrs. J. L. Cox; recording secretary, Mrs. Tom Wolton; corresponding secretary, Mrs. Lloyd Hawkins; historian, Mrs. W. M. Cavanaugh.

While we do not work as a club with the Red Cross, a large number of our members are doing Red Cross work. We take our turn with other organizations in meeting the trains to distribute treats, etc., to the service men and women, also help sell bonds and stamps in the various bond drives, and perform our other duties as a club. We have nice social meetings, one of the highlights at them being the reading of letters received by our president, Mrs. Keeler, from her daughter, Ruth, who is in Cairo, Egypt, for the Combined Agency for Middle East Relief.

### Deer Lodge Chapter

Mrs. J. Healey, Historian

A 1 o'clock dessert luncheon was served Friday afternoon, May 19, at the club rooms. Covers were laid for members at a long table artistically decorated with lilacs and apple blossoms.

A business meeting followed the luncheon with Mrs. Brautigan presiding. Plans were discussed for improving the club house, the work to be completed this summer. A short recess was called in order that the members could serve on the canteen for both sections of the Olympian which arrived during meeting.

A social hour followed with the playing of bingo.

### Tomah Chapter

Mrs. Francis Brown, Historian

In May, due to the absence of Mrs. Slade, president, our vice-president presided at monthly meeting. A pot-luck supper, to which the men were invited and which was very well attended, preceded our June meeting. Following business session a social hour with cards and prizes was greatly enjoyed.

Our ladies are very busy doing war work, serving as USO receptionists, snack bar hostesses, on the ration board (of which our vice-president is in charge), as Grey Ladies visiting Camp McCoy Hospital every week, and in many other ways. One of our ladies is at the head of the cutting department of the Red Cross, others are working on surgical dressings, some are knitting.

Sympathy is extended to the May family in the loss of Mrs. May's father; to the Wilsons in the loss of their daughter, and to Mrs. Young in the loss of Mr. Young, a retired veteran. A meal was served by club neighbors at each of these homes at the time of burial.

Our welfare chairman has reached 15 families and our good cheer chairman 164 families during the past four months.

### Green Bay Chapter

Mrs. W. F. Kramer, Historian

Green Bay Chapter held a pot-luck supper in the club rooms on May 4 for more than 65 members and their families. Cards were played during the evening following a short program. All present reported having had a very enjoyable evening. Mrs. Frank SantAmour was chairman.

It is with sorrow and deep regret that

we announce the recent death of one of our oldest and most beloved members, Mrs. Josephine McClean, affectionately known to her many friends in Green Bay as "Josie." Her loyalty and devotion to the Milwaukee Railroad Women's Club will long be remembered.

The membership drive is nearing the final stages and up to date the reports are very encouraging. Let's all get busy and go over the top with a bang.

### Beloit Chapter

Mrs. J. W. Thompson, Historian

Beloit Chapter held its regular meeting May 10 followed by a brush demonstration from which the club earned \$7.35. Members furnished cake, sandwiches and fruit for the service men's center May 6 and 7. A donation of \$5 was also given the center. On May 11 women of the club made surgical dressings at the hospital. Many of our members spend one afternoon each week making surgical dressings for the Red Cross. Five members of the Frank Beeler family are now in military service, four sons and one daughter.

### Terre Haute Chapter

Mrs. Edward W. Bevington, Historian

May meeting of Terre Haute Chapter was held at the clubhouse with a co-operative dinner as the main feature. A committee of men, with Pat Bailey as chairman and including Charles Longcor, E. W. Bevington, Clarence Graff, Walter Chapman, Aaron Wright and Harrison Powell, had charge of arrangements and acted as hosts for the evening.

Mrs. Charles Wilson, a charter member of this chapter, has been returned to her home, having been a patient in Union Hospital since early in March. Due to the illness of Mrs. Wilson, who had been serving as publicity chairman, Mrs. E. W. Bevington has been appointed to serve in that capacity.

In March club members met in the club rooms and baked cookies for the local USO in answer to a request from that organization. The USO furnished the lard and sugar for this project. Also in March the chapter cooked and served a chili supper realizing approximately \$17.

### Council Bluffs Chapter

Mrs. Carl Schonberg, President

Council Bluffs chapter on Railroad Day, April 21, served at the Servicemen's Canteen in the Union Station at Omaha, 12 ladies taking their turn at intervals from seven in the morning until twelve at night. Another group of ladies made 1,200 sandwiches, the expense of which was taken care of through a fund given by all the railroad men. Cakes and cookies in large quantities were also made and donated by our Milwaukee Road ladies, and boxes of apples and oranges were purchased and donated by our men through a collection of \$30 taken in the various departments. We all enjoyed the day very much and are anxious to serve again.

On May 16 our chapter celebrated the birthday of our club, honoring our first president, Mrs. Eva Gallagher. About 50 guests joined in the pot luck supper. In the center of the table was a large birthday cake. A very enjoyable evening was spent visiting with each other and playing games. Meetings have been adjourned for the summer. Our next meeting will be held in September.

### Mitchell Chapter

Mrs. O. D. Adams, Historian

May 8 meeting was opened with a program consisting of a play presented by a group of girls from the dramatic club of the Senior High, under the direction of Miss Lucille Backus, two vocal

solos by Margie Olson and a reading by Alice Kiese. Business session followed. Mrs. J. A. Smith, membership chairman, reported our chapter has gone "over the top" with 119 voting and 138 contributing members. Mrs. Caldwell, president, reported on the work of the Red Cross servicemen's canteen established at the depot recently. Mrs. Caldwell is acting as canteen chairman; Mrs. Walter Johnston is one of her co-chairmen, and a number of other railroad women are helping with the canteen work. An average of 50 service men and women were served daily during the first two weeks the canteen was in operation. Following the business meeting Mrs. J. P. Mortell's committee served lunch.

### Milbank Chapter

Mrs. Gerald Gardner, Historian

Our May meeting was held on the 5th with Miss Etta Lindskog, secretary general, guest of honor. An impressive service dedicating our service plaque, conducted by Mrs. Geo. Phelan was held following the singing of "The Star-Spangled Banner" by Mrs. Harold Robel, with Elaine Hanson at the piano. The flag was carried in by Mrs. Taylor and a beautiful bouquet of carnations was placed before the plaque. The names of mothers and wives were read by Mrs. Phelan. A poem written on "Guadalcanal" by Pvt. Dale Brensheim, whose name will also appear on the plaque, was read by Mrs. Cawthorne. A song, "God Bless Our Lads," completed the dedication.

Miss Lindskog gave us a grand talk after the program, extending Mrs. Kendall's good wishes and especially urged us to remember our service lads and girls after they come home as well as when they are away. Many of our older members have met Miss Lindskog before, and to the newer members it was a great enjoyment to meet and talk with her. Mrs. Mayer presented her with a gift in the name of the club, also presented a gift to Mrs. Gardner, your historian, who is leaving Milbank to seek employment as her husband is now in the army. Refreshments were served by Mrs. Tomek, Mrs. Taylor and Mrs. Frank Reeve.

A bridge and whist party was held in our clubhouse to honor Mr. and Mrs. Ernest Hanson, who did such a fine job of finishing our floor for us. They were presented with a nice gift, which we felt they deserved. Members from Big Stone, S. D., and Ortonville were also present. Lunch was served following which dancing was enjoyed in the depot.

April 26 was somewhat showery, but 17 members turned out for the meeting and answered roll-call with 35½ hours' work on surgical dressings and two phone calls to report. Mrs. Hanson expressed thanks to the club for the gift received. A letter was read from J. A. Seabrook, director of South Dakota Children's Aid at Mitchell thanking the club for its Christmas donation. He told of the wonderful work being done at Abbott House for homeless children. Twenty-eight dollars is to be spent in Mill Park for trees and hedges, reported Mrs. Hanson, our representative on the civic park board. Mrs. Hanson was awarded the attendance prize of \$1. Bunco was played. Lunch was served by Mrs. Chas. Matt, Mrs. Cleve Schmitt and Mrs. Geo. Anderson.

### Channing Chapter

Dorothy Whitenack, Historian

The Channing Chapter has not been idle during the past few months, even though you haven't heard much from us. We have quite a few new members and have really accomplished much that is worth while.

During recent months we have had, in addition to our regular meetings in the club rooms, two benefit parties which were successful financially as well as socially. Our club has taken an active interest in Red Cross work. Besides the

regular Red Cross sewing we had complete charge of the membership drive for that organization this year.

The following were elected as officers for the coming year of 1944: President, Mrs. Gerald Christian; first vice-president, Mrs. C. Huetter; second vice-president, Mrs. G. Walling; recording secretary, Mrs. E. Berg; corresponding secretary, Mrs. R. B. Whitenack; treasurer, Mrs. C. Peak, and historian, Dorothy Whitenack.

### Minneapolis Chapter

Mrs. J. J. Mintz, Historian

On May 3rd our board meeting was held at the Dykman Hotel, at which a nice luncheon was served. Mrs. G. Tallmadge, Red Cross, reported 82 hours on surgical dressings, 56 hours' sewing, 90 hours donated by the Grey Ladies and 13 hours of knitting donated by Mrs. B. Thill. Our Red Cross chairman deserves much credit for the efforts she has put forth in this field.

Other reports given at the regular meeting May 18 were: Membership, 98 voting and 527 contributing, making a total of 625 members; good cheer, four cards sent. Corresponding Secretary Mrs. A. Farnum read cards of thanks sent by Dorothy Holt, Miss Etta Lindskog and Mrs. C. F. Holbrook. Mrs. Philpot, safety chairman, read an article on the danger of leaving cutting blades lying around.

Mrs. Melquist invited the board members to an open house in honor of her son-in-law, T/Sgt. Ralph Carroll, radio gunner, recently returned from the European theater of war with 28 missions to his credit. He won the distinguished flying cross and the oak leaf with three clusters. He is leaving for the South with his wife, Betty, for a well-earned vacation.

After the meeting adjourned the members were invited to attend a program given by the Men's Service Club.

### Milwaukee Chapter

Mrs. John Ehlert, Historian

At our May 15 meeting recording secretary read a letter from the Interstate Company thanking us for the use of our tables and enclosing a donation of \$25.00, which was greatly appreciated. Miss Knoll, assistant recording secretary, reported for May total membership of 279. Sunshine chairman sent one card, made two phone calls; collection amounted to \$2.24. One new member for May and \$7.20 made on cards with a possibility that the card parties will be entirely discontinued until further notice.

The May report on Red Cross was: Knitting, hours 355, gloves, watch caps, helmets, socks, sweaters, mufflers, shoulder shawls; \$3.50 donated; surgical workers, 172; hours, 315; surgical dressings, 2,706; total hours worked during May, 670.

Let's all enjoy our two months' vacation and return in September full of willingness and readiness to cooperate with our president and her staff. May the feeling of sisterly kindness and friendly cooperation with every member be with us all.

### Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

The club met at the depot this month for its business meeting, as our club rooms are being redecorated. Bills were allowed and all routine business was attended to. It was decided to send cards to all the boys in service instead of sending boxes at this time. In the fall the matter of gift boxes to them will be carried out. After the meeting had adjourned members went to the Cozy Inn for refreshments.

The social meeting of the month was held in the newly-decorated club rooms. The walls and ceiling have been painted

with light paint which makes the rooms very attractive. New linoleum was put on the kitchen floor and table. New pieces of linoleum have been purchased for the large room. The floor was painted and we are very happy and proud of our club rooms. Cards were played at four tables with awards going to Mrs. Emil Kuchenbecker and Mrs. John Broderick. Mrs. Ben Bast received the door prize. Lunch was served by Mrs. Milo Potter, Mrs. Fred Williams, Mrs. Ben Bast and Mrs. Mike Perry.

### Mason City Chapter

Mrs. John Balfanz, Historian

The club met May 2 for a very delicious May Day breakfast, with Mes. W. Hendrickson, Kemp, Ferris, Schweer, Cross, Pack, McGregor and Larson in charge of the dining room and Mes. Anderson, Gross, Nelson and Toiby in charge of the kitchen. The tables were decorated with May noles and May baskets in pastel shades. Mrs. F. J. McDonald, program chairman, presented Geraldine Farrar, daughter of our good-cheer chairman, who played a flute solo accompanied by her mother, and a flute quartette composed of Miss Farrar, Katherine Pauley, Isabel Yelland and Maxine Rohde. This quartette won first place in the state contest. Group singing was led by Mrs. R. E. Sizer, with Mrs. C. A. Anderson at piano.

Mrs. Jess Matthewman, membership chairman, announced that the club had gone over the top in membership with a total membership of 389. Mrs. O. T. Anderson, Red Cross chairman, reported that Red Cross sewing will be done in the club rooms during the summer months and urged all to assist. The meetings will be held each Tuesday afternoon. Mrs. Cross service chairman, reported that the club with the help of the Milwaukee Road Service Club cleared \$40 for the canteen at the benefit party. Club adjourned for the summer.

### Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

We met May 4 with Mrs. J. J. Leitz, vice-president, in charge in the absence of our president, Mrs. Kline. Miss Mayhew spoke to us about her experiences and 18 years of life in China. She was sponsored by the Y.W.C.A. to teach physical education to Chinese girls and was the first teacher of this kind to teach in China. Business meeting followed Miss Mayhew's talk.

Secretary and treasurer gave reports which were approved. Rental chairman, Mrs. Joe McNulty, reported \$8.50 in rent received. Good cheer chairman, Mrs. A. C. Welke, reported 10 phone and personal calls and six messages sent. Mrs. Anthony McMahon won the prize package and Mrs. A. C. Welke the bank dollar. Prize package netted \$1.30; penny march, 50 cents. The social committee consisted of Mrs. M. McMahon, chairman; Mrs. E. E. Wilke and Mrs. A. C. Welke.

### Aberdeen Chapter

Mrs. Lisle Young, Historian

The Aberdeen Chapter enjoyed a visit from Miss Etta Lindskog, secretary general, at its last meeting. Miss Lindskog spoke informally to the group and they felt that they really became acquainted with her—those who had not met her before. She complimented us on the activities of the club and stressed the fact that the primary purpose of the organization was to promote a feeling of kindness and good-will among members of the Milwaukee families and to give aid to those in distress.

War work is claiming the attention of our members these days and Mrs. Joe Maketzky reported for the war work committee that 44 hours of Red Cross work had been done by the members, 240 hours have been put in at the servicemen's can-

teen, 184 hours donated to nurses' aid work, making a total of 871 hours of work credited to the club. Our next big project is the making of a large number of convalescent garments, according to a report from Mrs. Harold Murphy, Red Cross chairman. Mrs. Mary Karr, good-cheer chairman, reported that 92 families had been contacted during the month. Please visit us again, Miss Lindskog.

### Merrill Chapter

Mrs. R. R. Akey, Historian

Mrs. Thos. Thompson entertained members of our chapter at our regular monthly meeting on April 5, and Mrs. Frank Mattson at our meeting on March 1. Following the business session at both meetings, cards were played, with prizes going to Mrs. Elmer Bloomquist and Mrs. C. H. Randy in April, and Mrs. Thos. Thompson and Mrs. Randy in March.

### Savanna Chapter

Mrs. L. V. Schwartz, Historian

At the June meeting, the resignations of Mrs. W. G. McGowan as President, and Mrs. L. V. Schwartz as Historian, were read. Mrs. L. A. Rahun, First Vice President presided. The membership chairman reported a prize won for last year's membership. The attendance prize was won by Mrs. Paul Bridenstine.

A social hour followed the business meeting, with prizes going to Mrs. Paul Lambert for bridge. Mrs. James O'Neal for 500, and Mrs. Paul Bridenstine for 50. Refreshments were served by the hostesses, Mrs. L. Rabun, Mrs. H. Wuerth and Mrs. G. Rowley.

## Ben Dousman Retires

(Continued from Page 9)

brothers, first cousins, second cousins or to all of them as a group, the distinction is still considerable and a point of pride with Mr. Dousman, as well it might be.

Five years ago, at the time of his 60th anniversary with the road, Mr. Dousman was honored at a dinner given by company officers. He was presented with a gold button emblematic of his 60 years of service. Now that he has bettered that record by five years and a few months, Mr. Dousman feels, to use his own expression, that "65 years are sufficient." As an indication of the esteem in which he is held by the road's accounting organization, his old desk in the comptroller's office is to remain, available for his use whenever he cares to come in.

One of his favorite pastimes is writing good-natured heckling notes to writers of highly romanticized "historical" fiction in which Grandfather Michael and Uncle Hercules are portrayed inaccurately—if not libelously. As long as such stories continue to appear from time to time, he will never grow old. He may even dispatch a corrective note to the author of this brief sketch.

Truly, his retirement is a milestone in the history of our railroad. To Ben Dousman the Milwaukee Road bids an affectionate farewell.

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## MADISON DIVISION

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

Sgt. Lorraine Tiedeman of the Marines, who has been stationed at Camp Lejeune, N. C., has been home on a furlough. She looks wonderful and says she is enjoying her work. She was formerly employed as a clerk in the freight department.

That long-legged bird is on the wing again, leaving daughters with the following employees:

Chief Clerk and Mrs. R. K. Hurlbut, of the passenger department, on May 11. Patricia Mae is the name of the new arrival.

Switchman and Mrs. Dennis Murphy of Madison, on May 11. They have named their little daughter Jacklyn Alice.

Switchman and Mrs. Leslie Fiscus of Madison, on Mar. 20. Angeline Joan is the name and she tipped the scales at 11½ lbs.

John M. Lawless, agent of Waukesha, has retired after 48 years of faithful service with the Milwaukee.

Mrs. F. J. Dempsey of the store department, Madison, with her daughter, Patricia, has gone to Denver, Colo., to visit her son, Frank, who is stationed at Lowry Field.

Joan Pyre of the freight department, Madison, has accepted a position in the superintendent's office.

Wedding bells will soon be ringing for Miss Lois Randall of the passenger department, Madison.

Train Dispatcher Charles Agner has been confined at the Methodist Hospital for several weeks. Charlie underwent an operation and we are glad to report that he is getting along just fine and hopes to be at home soon. During the absence of Charlie, the first dispatching trick is being filled by Train Dispatcher Parkin.

Miss Marilyn Dempsey, clerk in the superintendent's office, is vacationing in Colorado.

We extend our sincere sympathy to the families of these employees who recently passed away:

Thomas McGowan, smoke inspector, Madison, succumbed at a Madison hospital. Tom underwent an operation earlier in the year and returned to the hospital for treatment on Apr. 25 and passed away May 27. He was employed on the Madison Division as fireman and engineer for 22 years prior to being appointed smoke inspector. He is survived by a brother, Timothy McGowan, conductor on the Madison Division, and a sister, Miss Mary McGowan.

Edw. Andrus, age 88, retired engineer, recently passed away at a Madison hospital after a long illness. He retired in 1937, having worked 48 years for the Milwaukee.

James A. Gillis, retired agent, died at his home in Prairie du Chien on May 30. Mr. Gillis was employed as agent and telegrapher at Wauzeka and Prairie du Chien, retiring in 1936, after being in the employ of the Milwaukee Road for 56 years.

On June 2 occurred the death of retired Engineer George W. Allen of Janesville. At the time of his retirement in 1938, he had worked for the Milwaukee for 58 years.

## CHICAGO TERMINALS

### Galewood Freight Station

Herman F. Boeck, Correspondent  
 Freight Office

The month of June, 1944, has seen the first female freight handlers at this station. At the present writing we have eight women working in our freight house; we certainly welcome them and wish them the best of luck in their new occupation. The "Female Help Wanted" sign is still up and any women desiring this type of work will be more than welcome.

When he recently visited his son, Wilard, at an Army camp, Louis Pabst, check clerk, was very much surprised to find that he had been promoted to the rank of captain.

The following employees of Galewood office who are now in military service recently visited us: Howard Johnson, Frank A. Morgan, Jr., and Louis J. Ippolito.

Leon Christensen, assistant timekeeper, sported a black eye recently which we understand was given to him by his prize-fighting son, who is four years old.

We understand that John P. McGrath, former night messenger, has been released from the Army on account of being under age. John has seen service on the Anzio beachhead in Italy and we

turn from her vacation. He visited with her for a few days and then returned to another Army hospital for five operations to be performed on his left arm which was wounded in street fighting in Italy for which he was awarded the Purple Heart award. Best of luck to him.

Thomas L. Lecture, Floyd M. Hall, and Alfred Wagner, three of the old-timers of Galewood office, are on the sick list and we hope that by the time this is printed that they will all be back to work.

### Western Avenue

T. A. Finan  
 Correspondent  
 Care of Yardmaster

Pvt. Elmer Kauke and Pvt. Wm. Radek were coach yard visitors during June.

2nd Lt. Roy Leader spent a furlough with his father, Terminal Engineer Roy Leader during June. He is stationed in Arizona.

We regret to report the death of Miles Toomey who died on June 13. Miles was on pension after many years as a switchman in the coach yard. Our deepest sympathy to his bereaved family.

There are plenty of arguments at Western Avenue freight yard between Mike Duffy and Heinle Lange as to who has the better garden. Only time will settle them.

We wish to welcome the following new members who have joined the forces of the division engineer's office: Gerald V. Stanton, instrumentman; George N. Buehler, rodman; John J. Roche, Jr., tapeman; and Patricia J. West, stenographer.

Our best wishes for a speedy recovery to C&M Engineer Seymour Bowman who is confined to his home because of illness.

Jean Brossard, son of Master Mechanic Brossard, was home on furlough recently. He was injured at camp but has recovered very nicely and looks fine.

We were glad to receive a nice letter from Capt. Earl Ewin, who was stationed in England.



Flowers, other appropriate mementoes, and a cake with her name on it—the latter presented by the boss himself—marked the 26th anniversary of Miss Lillian Arenstein's employment by the Milwaukee Road. The date was June 3 and her friends in the office of the superintendent of Chicago Terminals made it one to remember. Shown here, l. to r., are: Miss Arenstein, Catherine Martin, chief clerk, and E. G. Kiesele, superintendent. Mr. Kiesele, incidentally, is by way of being a veteran himself, having been in service 37 years.

know he will be anxious to get back in, as he quit school to join up. We will never lose a war as long as our boys have the spirit and gumption that this boy has. Good luck, John.

B. G. Pobloske, assistant agent, returned from a week's vacation and we understand his little woman gave him quite a workout around the house. Looks like vacations don't do us married men much good.

Mrs. E. J. Woods brought her son home from an Army hospital on her re-

## I & D DIVISION

### Marquette-Samborn

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

Sympathy is extended to the family of John J. Berry, carman helper at Mason City, whose death occurred quite suddenly on May 15.

M. L. Burnett, trainmaster's clerk, was pleasantly surprised by a visit from her son, Bill, who came home on a two-week furlough. Bill is in the Army Air Corps, stationed at Lowry Field, Denver, Colo.

We wish to congratulate George LaRue and wife on the arrival of a baby girl some time ago. We on the I & D read the H & D items also.

Mrs. J. L. Burns, wife of Operator Burns, underwent a major operation at Mercy Hospital, Mason City, on May 18. Reports are that she is now improving rapidly at her home.

Cheryle Lea is the name chosen by Mr. and Mrs. E. C. Gourley for their baby daughter, born May 18, at Mason City. Cliff is employed in the engineering department, Mason City.

William (Barry) Braheny, formerly baggageman at Mason City, now serving in the Navy, arrived in Mason City on a 10-day furlough and immediately upon his arrival was stricken with scarlet fever and spent some time in the Isolation Hospital. He has now reported back to Farragut, Idaho, for further training.

The following sons of employes spent their recent furloughs with their parents and friends in Mason City:

Cadet John L. Delaney, son of Yard Conductor L. J. Delaney. T/5 Robert Kelly, son of Conductor M. E. Kelly. Ens. LeRoy Anderson, son of Conductor O. T. Anderson. LeRoy recently won his Navy wings of gold.



### Sioux Falls Line

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

Assistant Interchange Clerk Michael T. Cavanaugh, son of Operator Thos. Cavanaugh, Sioux Falls, was married June 14 to Miss Helen Hilker, also of Sioux Falls. Mike had been in the Naval Reserve, but was given a medical discharge in September, 1942.

Clare Sheldon, storekeeper 1/c, completed a 20-day furlough in early June after 15 months in the Pacific. He is with a P. T. boat squadron and has been in the service for 30 months.

Aviation Cadet Chris Christopoulos, son of Section Foreman George Christ, has completed his training at Phoenix, Ariz., and is now on 20-day furlough and awaiting further orders.

Corp. Lyle Sheldon, younger son of Mark Sheldon, Sioux Falls, is located in Hawaii with the Air Corps and has been in the service four years.

Switchman Don Galland of Sioux Falls has taken his physical and is awaiting his call to the service.

Word has just been received that former Baggage Agent Lyle C. Riley is located at Camp Hood, Tex., in the Infantry.

### Sanborn-Rapid City

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



With the recent heavy rains in this territory there have been numerous wash-outs and the track men have been kept very busy.

Flight Officer Don Wangsness, who received his wings at Marfa, Tex., recently, spent his recent furlough with his parents, Mr. and Mrs. C. D. Wangsness.

Capt. Roland Halverson, son of Switchman Lawrence Halverson, who is with the 8th Army Air Force, has been given credit for shooting down two German planes while on foreign missions.

Pvt. Clement Quass, stationed at Ft. Knox, Ky., recently spent his furlough here with his family and parents. Conductor and Mrs. R. J. Quass.

Pvt. M. Henzlik, former roundhouse employe, is spending his furlough with his family. Max is located at Ft. Snelling, Minn., with a railway battalion.

Pvt. Russel Smith, son of Flagman Wm. Smith, spent his recent furlough with his parents and departed for Camp Campbell.

John Robertson, son of J. Robertson, roundhouse employe, has enlisted in the Navy.

Lt. Comdr. E. P. Kirch, son of Engineer Ed Kirch, has been assigned to a new cruiser, as senior medical officer, and will train with a crew at Newport, N. J.

## CHICAGO GENERAL OFFICES

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

Servicemen visitors included Norbert Izdep-ski, just having completed his boot training at Farragut, Idaho, and home to visit the family before shipping out. . . Elmer Schulz dropped in on furlough from the Air Corps, and the usual "Where's Elmer" was heard again. . . Jerome Merchut, fresh from the Great Lakes finishing school, visited home on his leave. . . He hasn't changed much, we were glad to notice, despite the Navy blues and GI barber shop deal.



Two office weddings, a little delayed in getting into print, but just the same legal transactions. . . Ex-serviceman Kenneth Swanberg went and got himself a wife. . . This all accounted for the deep silence from the War Bond bureau. . . Kenny knew just when to get out, too. . . he's since transferred to the payroll bureau.

Doris Schiek, formerly of the payroll bureau, visited her boy friend in Texas recently, and returned with a husband. The Navy has first call on him for just a little while, though. We wish the best of luck and happiness to the two new blissful twosomes.

Newest arrival for the Milwaukee Road family is one-month-old Master Stark, son of very proud parents Mr. and Mrs. Willard Stark. Willard formerly worked in the CDA office and now rails for Mr. Grothe at the shops. We eagerly trust that "Grandpaw" Herb Stark, AFE accountant at the shops, will load up one of those new freight cars with the necessary cigars and candy for distribution among his friends at Fullerton.

Latest serviceman from this department is Leonard J. Bigott of the time-keeping bureau. A combination picnic and party was the send-off for young Mr. Bigott, who will do his cutting-up in the future in the Navy.

We're very happy to learn that Mr. Engstrom is much improved and we hope for his early return to the office.

Sickness has overtaken two old Milwaukee shops rails who have since come down to Fullerton Avenue. . . C. F. Ramstack, assistant bureau head, AFE bureau, is laid up at home with a recurrence of an old ailment. . . A. R. Weber, of the general bureau, is also on leave due to illness. . . Let's hope Connie and Art can recover quickly and we'll certainly be glad to have them back with us.

Vacationists included Harriet Kennedy who did a little "good neighboring" in sunny Mexico. . . and Ellen Weber, computing bureau, who accompanied her Navy hubby back to the coast on his leave.

It's now officially Capt. Henry Wojcik of the Coast Artillery in Italy, hubby of Helen Wojcik of our typing bureau. Such a wife is hard to find but Henry probably knows just how lucky he is.

Irving Lavinski, formerly of the Minneapolis district office, was a visitor early in the month. Al has an honorable discharge from the Army and is employed

in Minneapolis. Minneapolis folks tell you he's still the same swell guy.

Just before deadline, two more very welcome visitors were Lt. and Mrs. John Asplin. . . Just a few days before, John was in Labrador. . . The lieutenant really looks great, as though the cold weather agrees with him. . . You seldom see a fitter looking officer. . . and you very seldom, if ever, see one with a prettier wife.

All of our servicemen visitors and those letters from overseas, like the ones Danny Clinnin sends to the timekeeping bureau, from the battlefronts of the world, are just more reminders and strong ones, too—that a good buy in War Bonds will be a hello to returning boys from overseas.

Porter: Boss, de ladies finally giv' in, ain't dey?

Boss: Give in? How?

Porter: Well, I just seen a sign down the street said: "Ladies Ready-to-Wear Clothes."

### Freight Traffic Department

Wesley S. McKee  
Correspondent



We regret to record the passing of Martin H. Girton, our co-worker and friend of many years. Marty died June 16 after a lingering illness. Our most heartfelt sympathy is extended to the bereaved family.

Smile and the world smiles with you, etc. If you don't believe that old proverb, ask Smiley Anderson. Wally, with the aid of an ingenious sign (that he didn't know about) certainly made the gals on the corner titter.

Don't forget our umteenth annual basket picnic to be held on July 8, gas and tires permitting.

I am told that Bill McCormick's "Can You Top This" program has been going on for 20 years and he still hasn't been topped.

W. W. Nehf, purveyor of trees and flowers unknown and unnamed, supplied one Sid Gracer, through a third party, a couple of gorgeous peony roots. The roots grew into fine sturdy plants and produced the best-tasting rhubarb in the neighborhood.

Everett Larson, Ropes O'Brien, "Coos" Prendergast and "Red" Wixted are battling it out for the cut-throat pinochle championship. Charlie "Buzzer System" Rank is referee and James E. "Criss" Cross is Chief Kibitzer. How do you pick 'em to win, place and show?

### Auditor of Overcharge Claims Office

Marie Hotton, Correspondent



Although unable to compete with the world-shaking news featured in the daily headlines, overcharge claims, in a modest way, offers a few homely items of local interest. For instance, Al Wackrow, a good public spirited citizen, was impeached for jury service in the Supreme Court, and W. A. Johnson has just recovered from a strenuous bout with pneumonia. Happy days too at the Johnson home in Berwyn, when Staff Sergeant and Mrs. Bob Johnson surprised the folks with a visit for his mother's birthday. Bob is stationed at San Pedro, Calif., in the Coast Artillery.

The manpower shortage has been temporarily alleviated by the presence of George Cook as office boy and the transfer of G. P. Weseman and Marty Nolan to the claim checking department. "Ham" Hamacher is serving us as mail clerk.

(Continued on page 25)

# MILWAUKEE EMPLOYEES PENSION ASSOCIATION

## Annual Report for the Year 1943

Chicago, Ill., Mar. 14, 1944.

To the Board of Directors and Members of the  
Milwaukee Employees Pension Association:

The annual report of the Milwaukee Employees Pension Association for the year 1943, as prepared by the secretary-treasurer, is herewith submitted.

During the year, a distribution of 10 per cent was made to members, being the sixth distribution since the Association entered liquidation, and making a total of 48 per cent that the Association has distributed. As you know, another distribution of 10 per cent was made to members Mar. 1, 1944, being the seventh distribution, and making total distributions up to this time 58 per cent.

Liquidation has been carried on vigorously during the year and we hope to have all remaining assets completely liquidated in the near future. In this connection, we wish again to express our appreciation to the Advisory Committee for their assistance in our efforts to liquidate.

As reported by the secretary-treasurer, the Executive Committee canvassed the votes cast in the March, 1944, election for two members of the Board of Directors and the result shows Messrs. R. J. Walker and John Johnson were re-elected to succeed themselves as members of the Board of Directors.

Respectfully,

L. C. BOYLE, President.

### Secretary-Treasurer's Report

Herewith balance sheet of the Milwaukee Employees Pension Association as at Dec. 31, 1943, compared with the balance sheet as at Dec. 31, 1942, as follows:

ASSETS	Dec. 31, 1943	Dec. 31, 1942	Increase* Decrease
<b>CURRENT ASSETS:</b>			
Cash in Bank .....	\$ 138,646.56	\$ 123,262.29	\$ 15,384.27*
Accrued Interest Receivable .....	6,363.06	16,742.50	10,379.44
Notes Receivable .....		1,116.63	1,116.63
Miscellaneous Receivables .....	18.36	56.61	38.25
Rents Receivable .....	956.05	3,129.14	2,173.09
<b>INVESTMENTS AT COST:</b>			
Bonds, Mortgages, Master Certificates and Real Estate Holdings.....	732,706.06	1,176,518.79	443,812.73
Amortization of Bond Discounts .....	1,169.07	1,837.10	668.03
Furniture and Fixtures in Buildings Owned .....	4,479.55	5,818.40	1,338.85
Office Equipment .....	1,841.81	1,841.81	
Prepaid Insurance .....	2,299.33	4,584.81	2,285.48
	<u>\$ 888,479.85</u>	<u>\$1,334,908.08</u>	<u>\$ 446,428.23</u>
<b>LIABILITIES</b>			
<b>CURRENT LIABILITIES:</b>			
Sundry Liabilities .....	\$ 1,767.13	\$ 1,004.37	\$ 762.76*
Social Security Taxes Payable .....	320.79	258.54	62.25*
Reserve for Amortization of Premium on Bonds .....	1,942.84	1,796.84	146.00*
<b>FUNDS:</b>			
Members' Contributions .....	1,035,804.05	1,231,944.01	196,079.96
Refund Certificates Payable .....	50,350.39	59,994.29	9,643.90
Operating Fund (Income Account) .....		39,910.03	
Deficit .....	201,765.35		241,675.38
	<u>\$ 888,479.85</u>	<u>\$1,334,908.08</u>	<u>\$ 446,428.23</u>

The Operating Fund (Income Account) shows a decrease of \$241,675.38 for the year, which is accounted for as follows:

Gross Income .....	\$ 18,944.67
Reduction in Reserve for Doubtful Interest Receivable Account .....	1,250.00
	<u>\$ 20,194.67</u>
Less:	
Legal Fees and Expenses .....	\$ 6,624.80
Operating Expenses .....	13,324.46
Social Security Taxes .....	242.88
	<u>\$ 20,192.14</u>
Loss on Investments Liquidated..	239,040.00
Capital Stock Tax for 1942 and in- terest thereon .....	2,637.91
Total .....	<u>\$261,870.05</u>
Deficit .....	<u>\$241,675.38</u>

Respectfully submitted,  
M. F. KOLBE, Secretary-Treasurer.

Chicago, Ill., May 31, 1944.

Mr. L. C. Boyle, President,  
Milwaukee Employees Pension Association.

Dear Sir:

In accordance with your joint letter of May 17, 1944, appointing the undersigned as a committee to examine the accounts of the Association for the year 1943, we wish to report that we have examined the accounts of the Association for the year 1943 and find that the balance sheet for that year as submitted in the Annual Report correctly reflects the financial condition of the Association.

Respectfully,

R. J. WALKER,  
W. B. CARR,  
C. A. PETERSON.

# Number of Traffic Tips Reported by Traffic Tip Supervisors During May, 1944

Divisions	No. of Tips			Divisions	No. of Tips		
	Pass. Tips	Frts. Tips	Per 100 Employees		Pass. Tips	Frts. Tips	Per 100 Employees
Seattle General	35	11	25.1	Madison Division	12	—	1.5
Iowa & S. Minnesota	59	46	11.2	Trans-Missouri Div.	15	—	1.4
Chicago Terminals	—	193	6.5	La Crosse and River	27	2	1.2
Dubuque and Illinois	72	9	5.2	Terre Haute Div.	3	10	1.2
Hastings and Dakota	28	13	3.2	Chicago General	22	6	1.1
Kansas City Division	24	2	3.1	Coast Division	12	—	1.0
Idaho Division	12	—	2.8	Superior Division	4	1	0.7
Rocky Mountain Div.	22	—	2.1	Twin City Terminals	13	2	0.6
Milwaukee Division	25	—	2.0	Milwaukee Terminals	10	3	0.3
Iowa and Dakota	31	1	1.9	Miscellaneous	1	—	0.07
Iowa Division	13	16	1.7				
<b>TOTALS</b>					440	315	2.4

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
<b>Chicago General Offices</b>					<b>Coast Division</b>				
Auchampaugh, Leo	Asst. Engineer	Chicago, Ill.	1		Albrecht, Edna M.	Demurrage Clerk	Tacoma, Wash.	1	
Barnett, H.W.	Hd. Clk., Frt. Clm.	Chicago, Ill.		2	Anderson, M.J.	Clerk	Tacoma, Wash.	2	
Bauer, Dorothy	Steno., Transp. Dept.	Chicago, Ill.	1		Clover, F.	Chief Clerk	Tacoma, Wash.	1	
Bloom, Edward G.	Aud., Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		DeGuire, C.E.	Clerk	Tacoma, Wash.	2	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		2	Hutchinson, G.E.	Boiler Foreman	Tacoma, Wash.	1	
Burtness, T.W.	Secretary	Chicago, Ill.	3		Olson, A.W.	Asst. Supt.	Tacoma, Wash.	1	
Dempsey, G.M.	Gen. Safety Inspector	Chicago, Ill.	1		Rusch, H.	Stenographer	Tacoma, Wash.	2	
Downing, C.P.	Staff Asst.	Chicago, Ill.	1		Trautman, M.J.	Clerk	Seattle, Wash.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		2	Trautman, Stan	Clerk	Seattle, Wash.	1	
Highland, A.E.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1					12	0
Hill, C.G.	Bureau Hd., Car Acctnt.	Chicago, Ill.	1		<b>Dubuque and Illinois Division</b>				
May, E.M.	Asst. Frt. Aud.	Chicago, Ill.	2		Ames, J.A.	O.S. & D. Clerk	Dubuque, Ia.	1	1
Meyer, Mrs. Cecile	Mail, Expr., Bag. & Milk	Chicago, Ill.	1		Artus, George A.	Conductor	Dubuque, Ia.	1	
Morando, Irene	Clk., Frt. Aud.	Chicago, Ill.	1		Bogue, D.F.	Engineman	Dubuque, Ia.	1	
Pace, Jos. E.	Asst. Buyer	Chicago, Ill.	1		Clark, C.H.	Ret. Conductor	West Union, Ia.		2
Rennebaum, E.A.	Gen. Frt. Traffic	Chicago, Ill.	1		Davidshofer, John	Laborer	Dubuque, Ia.	2	
Stainer, Otto	Dist. Safety Engineer	Chicago, Ill.	1		Ervin, Charles	Boilermaker	Savanna, Ill.	1	
Stevens, A.F.	Clk., Frt. Aud.	Chicago, Ill.	1		Hacker, F.J.	Helper	Dubuque, Ia.	1	
Storms, H.	Mail, Expr., Bag. & Milk	Chicago, Ill.	1		Hocking, W.C.	Bill Clerk	Dubuque, Ia.		1
Strohmeier, J.A.	Frt. Aud. Office	Chicago, Ill.	1		Kurt, Francis B.	Clerk	Waukon, Ia.	23	3
Thelander, L.R.	Asst. Staty. Buyer	Chicago, Ill.	1		Layton, George	Cap. of Police	Savanna, Ill.	1	
			22	6	Long, William E.	Ret. Machinist	Savanna, Ill.	1	
					McDermott, Anne	R.H. Clerk	Savanna, Ill.	2	
					Mulder, Grace	Clk., Store Dept.	Savanna, Ill.	8	
					Schmidel, George	Cashier	Savanna, Ill.		1
					Schroeder, P.A.	Store Dept. Chauffeur	Savanna, Ill.	3	
					Schuster, L.A.	Equip. Mntnr.	Dubuque, Ia.	1	
					Schwartz, K.R.	Term. Trainmaster	Davenport, Ia.		1
					Schwartz, L.V.	Dist. Storekeeper	Savanna, Ill.	7	
					Stafford, Wm. A.	Clk., Traffic Dept.	Dubuque, Iowa	3	
					Stark, Nabel	Store Dept.	Savanna, Ill.	1	
					Thompson, L.E.	Chauffeur	Dubuque, Ia.	1	
					Tuttle, Norvalee	Store Dept.	Savanna, Ill.	4	
					Urmacht, H.A.	Gen. Foreman	Dubuque, Ia.	4	
					Whitney, Walter	Janitor	Savanna, Ill.	1	
					Withhart, F.M.	Baggage man	Savanna, Ill.	5	
					Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	1	
								72	9
<b>Chicago Terminals Division</b>					<b>Idaho Division</b>				
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Allen, Blanche, M.	Wife of Rdmstr.	Spokane, Wash.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		6	Brath, Maree	Operating	Spokane, Wash.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		8	Brothie, F.W.	Capt. of Police	Spokane, Wash.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		7	Brundage, Mrs. W.W.	Wife of CFA	Spokane, Wash.	1	
Chalifoux, R.	Rate Clerk	Galewood, Ill.		2	Cantrell, Cecil	Clk., Engineering	Spokane, Wash.	1	
Dyba, T.	Rate Clerk	Galewood, Ill.		2	McAnear, Virginia	Stenographer	Spokane, Wash.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		5	Morgan, Olive L.	Traffic Dept.	Spokane, Wash.	1	
Ewing, John J.	Clerk	Galewood, Ill.		5	O'Reilly, W.T.	Chief Clerk	Spokane, Wash.	1	
Hampton, G.J.	Agent	Franklin Park, Ill.		1	Osborne, A.M.	Engineering	Spokane, Wash.	1	
Hanson, H.	Rate Clerk	Galewood, Ill.		5	Stoll, E.J.	Asst. Engineer	Spokane, Wash.	1	
Kodish, Lester	Asst. Recon. Clk.	Union St., Ill.		1	Stromberg, N.F.	Wk. Supervisor	St. Maries, Idaho	1	
Latkowski, J.A.	Icing Clerk	Union St., Ill.		1				12	0
LeMire, G.E.	Rate Clerk	Galewood, Ill.		78					
Miller, John H.	C/L Notice Clerk	Chicago, Ill.		4					
Oettering, J.J.	Rate Clerk	Galewood, Ill.		24					
Pobloske, B.G.	Asst. Agent	Galewood, Ill.		33					
Reimann, B.	Rate Clerk	Galewood, Ill.		1					
Schumacher, L.D.	Clerk	Galewood, Ill.		2					
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		4					
			0	193					

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

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Hastings and Dakota Division</b>					<b>Iowa Division</b>				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	2		Barnoske, George	Clk., Supt's Off.	Marion, Iowa	10	
Bauer, Barney	Sec. Laborer	Wolsey, S.D.	1		Beal, P.V.	Brakeman	Madrid, Iowa	1	
Boettcher, E.F.	Roadmaster	Aberdeen, S.D.		1	Bryant, Mrs. L.B.	Wife of Cpl.	Ft. Leavenworth, Kansas		
Dragseth, Andrew	Section Foreman	Wolsey, S.D.	1		Bryant	Chf. Yard Clk.	Cedar Rapids, Ia.	1	
Dunn, J.E.	Co. Surgeon	Groton, S.D.	1		Burke, R.J.	Rndhse. Foreman	Cedar Rapids, Ia.	1	
Faeth, F.A.	Cashier	Aberdeen, S.D.	1		Cooper, W.E.	Ret. Conductor	Council Bluffs, Ia.	1	
Fossum, Lois	Steno-Clerk	Aberdeen, S.D.	1	1	Cornelius, C.R.	Rate Clerk	Cedar Rapids, Ia.		1
Fuller, Rosa	Stenographer	Aberdeen, S.D.	1		Curran, Francis	Custodian	Grant Center, Ia.	2	
Geiser, Mrs. F.M.	Wife of Agent	Strasburg, N.D.	1		Dvorak, Ben J.P.	1st Operator	Cedar Rapids, Ia.	2	
Geiser, W.A.	Agent	Fairmount, N.D.	1	1	Manton, Thomas	Per. Frt. Insp.	Cedar Rapids, Ia.	1	
Geiser, W.M.	Agent	Wilmot, S.D.	1		McCalley, Hazel, T.	Stenographer	Cedar Rapids, Ia.		4
Hagen, J.G.	Agent	Wolsey, S.D.	1		McGuire, Alice E.	B. & B. Clerk	Marion, Iowa	1	
Keenan, J.S.	Chief Dpstr.	Aberdeen, S.D.	1		Myers, W.M.	Sec. Laborer	Bayard, Ia.	1	
Lieb, George L.	Operator	Ortonville, Minn.	7		Neff, W.E.	Ret. Carpenter	Marion, Ia.	1	
Lonn, Fred E.	Store Dept.	Aberdeen, S.D.	1		Sullivan, Denis F.	Machinist	Perry, Ia.	1	
Lotzer, L.M.	P.U. & Dely. Clk.	Aberdeen, S.D.	2					13	16
Makinster, A.L.	Agent	Hague, N.D.	1						
Mitchell, J.M.	Asst. Engineer	Aberdeen, S.D.	4						
Moriarty, W.J.	Chief Clk., Store	Aberdeen, S.D.	4						
Seiler, J.J.	Chf. Clk., Engr. Dept.	Aberdeen, S.D.	1						
Straup, A.D.	Track Dept.	Aberdeen, S.D.	5						
Whiting, J.E.	Local Attorney	Woonsocket, S.D.	1						
			28	13					
<b>Iowa and Dakota Division</b>					<b>Kansas City Division</b>				
Anderson, Erick E.	Sec. Foreman	Delmont, S.D.	2		Atkin, F.W.	Rate Clerk	Kansas City, Mo.	1	
Bailey, Jay W.	Time Revisor	Sioux City, Ia.	1		Baker, C.H.	Div. Time Rev.	Ottumwa, Ia.	1	
Binderup, H.	Storehelper	Mitchell, S.D.	1		Bowen, Nell	Steno-Clerk	Ottumwa, Ia.	1	
Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	1		Chambers, Virginia	Clerk	Ottumwa, Ia.	5	
Claney, F.L.	Brakeman	Sioux City, Ia.	1		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	5	
Cline, Mrs. P.M.	Wife of Ticket Clk.	Sioux City, Ia.	1		Ferrell, J.T.	Clerk	Ottumwa, Ia.		1
Dimmitt, Robert J.	Asst. TM & Trav. Engr.	Mitchell, S.D.	2		Givens, W.C.	Superintendent	Ottumwa, Ia.	1	
Flynn, Helen H.	General Clerk	Sioux City, Ia.	2		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	4	
Hatzenbuehler, Edwin	Machinist	Mitchell, S.D.	3		Hampshire, J.F.	Clerk	Ottumwa, Ia.		1
Jelkin, John	Engineman	Yankton, S.D.	1		Henson, H.L.	Steno-Clerk	Ottumwa, Ia.	1	
McCarthy, Daniel	Sec. Laborer	Madison Jct., S.D.	1		Holman, Mrs. V.	Widow of Telegrapher	Ottumwa, Ia.	1	
O'Brien, J.F.	Rate Clerk	Sioux City, Ia.	1	1	O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	
Osthoff, A.H.	Chief Clerk	Sioux City, Ia.	1		Pearson, Hilma	Stenographer	Ottumwa, Ia.	1	
Parker, A.W.	R.H.F.	Mitchell, S.D.	4		Purvis, Marjorie	Steno-Clerk	Ottumwa, Ia.	1	
Paulson, Bertha	Wife of Agent	Corsica, S.D.	4		Sanford, J.A.	Dispatcher	Ottumwa, Ia.	1	
Rugee, Carrie B.	Stenographer	Mason City, Ia.	1		Santee, Margaret	Clerk	Ottumwa, Ia.	1	
Shadle, W.G.	Conductor	Sioux City, Ia.	2		Taylor, M.L.	Div. Engr. Clerk	Ottumwa, Ia.	3	
Sopoci, S.	Sec. Foreman	Tripp, S.D.	2					24	2
Wegehaupt, E.F.	Sec. Laborer	Delmont, S.D.	1						
			31	1					
<b>Iowa and Southern Minnesota Division</b>					<b>La Crosse and River Division</b>				
Anderson, H.W.	Agent	Zumbrota, Minn.	2	1	Baker, Carl	Carman	La Crosse, Wis.	1	
Bachtold, G.J.	Sec. Foreman	Albert Lea, Minn.	1		Berg, C.E.	Instrumentman	La Crosse, Wis.	1	
Bauer, F.W.	Engineer	Albert Lea, Minn.	1		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Bruha, F.H.	Agent	Dexter, Minn.	2		Cross, M.A.	Ret. Conductor	Watertown, Wis.	4	
Decker, J.J.	Storehelper	Austin, Minn.	1		Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
Devir, J.P.	Loco. Engineer	Austin, Minn.	2		Frye, M.J.	Chief Clerk	Merrill, Wis.	1	
Dosey, E.H.	Cashier	Bloomington, Minn.	2	39	Genrich, Herman	Frog Shop Frmn.	Tomah, Wis.	1	
Evenson, A.M.	Conductor	Austin, Minn.	1		Hansen, V.M.	Chief Carpenter	La Crosse, Wis.	1	
Finnegan, S.A.	Agent	Owatonna, Minn.	1	1	Karow, C.A.	Cashier	Winona, Minn.	2	
Fuller, Fred	Boilermaker	Madison, S.D.	1		Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2	
Hanson, J.C.	Operator	Fairmont, Minn.	1		Manskee, C.O.	Operator	Watertown, Wis.	1	
Hartwig, DeEtte	Wife of Agent	Alden, Minn.	1		Owecke, H.A.	Rate Clerk	Winona, Minn.	2	
Hayes, Albert	Operator	Albert Lea, Minn.	5		Ruder, George	Wrhse. Foreman	Merrill, Wis.	1	1
Healey, J.S.	Sec. Foreman	Austin, Minn.	1		Ruder, William	Yard Clerk	Merrill, Wis.	1	
Ibsen, Mrs. J.R.	Wife of Agent	Welcome, Minn.	1		Schaad, Gregory	Trucker	Merrill, Wis.		1
Johnson, A.J.	Conductor	Albert Lea, Minn.	1		Singer, J.W.	Operator	Merrill, Wis.	1	
Johnson, Charles	Agent-Operator	Sherburn, Minn.	3		Uehling, U.	Rodman	La Crosse, Wis.	4	
Kaisersatt, J.T.	Loco. Engineer	Madison, S.D.	4		Wheeler, Morton	Bill Clerk	Winona, Minn.	2	
Kelley, A.S.	Conductor	Albert Lea, Minn.	1		York, C.	Sec. Foreman	Cannon Falls, Minn.	1	
King, B.A.	Local Store-keeper	Austin, Minn.	1					27	2
Mattice, A.J.	Conductor	Austin, Minn.	1	1					
McDaniel, Mrs. F.R.	Wife of Agent	Fountain, Minn.	2						
McKinney, George	Conductor	Madison, S.D.	3						
McMichael, C.W.	Operator	Albert Lea, Minn.	1						
Moose, W.P.	Clerk	Madison, S.D.	1						
Olson, F.J.	Operator	Albert Lea, Minn.	1						
Olson, H.L.	Agent	Brownsdale, Minn.	1						
Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	3						
Olson, Helen	Daughter of Agt.	Brownsdale, Minn.	2						
Perry, M.T.	Boilermaker	Madison, S.D.	2						
Peterson, R.A.	Agent-Operator	Winnebago, Minn.	1	3					
Peterson, V.A.	Clerk	Pipestone, Minn.	1						
Post, Ed	B. & B. Foreman	Austin, Minn.	1						
Samuel, G.	Agent	Lansing, Minn.	1	1					
Schulze, R.W.	Operator	Pipestone, Minn.	1						
Williamson, G.B.	Cashier	Austin, Minn.	1						
Wopat, E.L.	Agent	Vienna, S.D.	1						
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.	6						
Wopat, Judy Ann	Daughter of Agt.	Vienna, S.D.	1						
Wopat, Nadeen	Daughter of Agt.	Vienna, S.D.	1						
			59	46					
<b>The name of a prospect on a traffic tip card is half the job of making a prospect a customer.</b>					<b>Madison Division</b>				
Griffin, George	Transfer Agent	New York, N.Y.	1		Blethen, W.W.	Stenographer	Madison, Wis.	5	
			1	0	Coleman, James F.	Ret. Clerk	Madison, Wis.	1	
					Conlin, R.A.	Asst. Cashier	Madison, Wis.	2	
					Glenn, W.	Retired Flagman	Madison, Wis.	1	
					Hansen, E.J.	Trucker	Richland Center, Wis.	1	
					Piasecki, A.J.	Clerk	Richland Center, Wis.	1	
					Thompson, K.	Rate Clerk	Madison, Wis.	1	
								12	0
<b>Milwaukee Terminals and Shops</b>					<b>Off Line Offices and Miscellaneous Group</b>				
Becker, Fred	Carpenter	Milwaukee, Wis.	1		Griffin, George	Transfer Agent	New York, N.Y.	1	
Eichstaedt, August	Carpenter	Milwaukee, Wis.	1					1	0
French, W.A.	Safety Engineer	Milwaukee, Wis.	1						
Guschi, Audrey	Clk., Frt. Car Dept.	Milwaukee, Wis.	1						
Keller, E.A.	Check Clerk	Milwaukee, Wis.	1	2					
Ladwig, F.J.	Chief Clerk	Milwaukee, Wis.	1	1					
Mieritz, Richard	Machinist	Milwaukee, Wis.	1						
Schultz, Leona	Hist. Record Clk.	Milwaukee, Wis.	2						
Tenge, Fred	Carp. Foreman	Milwaukee, Wis.	1						
			10	3					

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Milwaukee Division</b>					<b>Seattle General Offices</b>				
Haeni, Arthur	Track Laborer	Horicon, Wis.	1		Barkley, A.H.	Off. to Asst. to Trustee	Seattle, Wash.	2	
Harper, V.	Track Laborer	Horicon, Wis.	1		Beeuwkes, R.	Elect. Engineer	Seattle, Wash.	1	
Karas, Kenneth	Track Laborer	Horicon, Wis.	1		Bouldin, Charlotte	Chief Clerk	Seattle, Wash.	1	
Kolell, Mrs. Aug.	Flagman	Horicon, Wis.	1		Donald, Patricia	Dtr. of Gen. Mgr.	Seattle, Wash.	1	
Lentz, D.	Track Laborer	Horicon, Wis.	1		Farrow, S.	Stenographer	Seattle, Wash.	2	
Mackay, R.	Engineer	Milwaukee, Wis.	2		Finlayson, Mrs. C. S.	Wife of Asst. Purch. Agt.	Seattle, Wash.	1	
Mahnke, A.	Foreman	Mayville, Wis.	1		Goodman, C.	Asst. Chf. Clk.	Seattle, Wash.	1	
Noel, M. E.	Roadmaster	Horicon, Wis.	1		Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	2	
Passage, G. E.	Trainmaster	Horicon, Wis.	2		Hanson, Chas. F.	Attorney	Seattle, Wash.	2	
Olson, A. H.	Roadmaster	Horicon, Wis.	4		Mayer, N. A.	Supt. of Transp. Clerk	Seattle, Wash.	1	
Weginger, John	Sec. Foreman	Iron Ridge, Wis.	2		Moody, Lillian R.	Asst. Chf. Surg.	Seattle, Wash.	2	
Whitty, H. E.	Mtce. Clerk	Horicon, Wis.	7		Naramore, Dr. H. S.	Chf. Clk. Purch. Dept.	Seattle, Wash.	9	
Willard, J.	Track Foreman	Horicon, Wis.	1		Reynolds, Frank D.	Telegrapher	Seattle, Wash.	2	
			25	0	Rode, W. H.	Clerk	Seattle, Wash.	4	1
					Sanders, R. C.	Gen. Frt. Agt.	Seattle, Wash.	1	
					Strassman, J. N.	Auditor	Seattle, Wash.	1	10
								35	11
<b>Rocky Mountain Division</b>					<b>Trans-Missouri Division</b>				
Finkebner, S. W.	Carman	Lewistown, Mont.	1		Dishtash, W. P.	Conductor	Miles City, Mont.	1	
Gilham, Roy B.	Loco. Engineer	Lewistown, Mont.	1		Gilmore, McKinley	Sect. Stockman	Miles City, Mont.	1	
Haanes, Ole	Roadmaster	Lewistown, Mont.	1		Gossmann, Peter	Sec. Foreman	Leammon, S. D.	1	
Jersey, A.	Roadmaster	Butte, Mont.	2		Holter, E. I.	Night Rndhse. Foreman	Miles City, Mont.	1	
Keeler, Art	Rndhse. Foreman	Lewistown, Mont.	2		Kinkright, Floyd	Storehelper	Miles City, Mont.	1	
Kester, Guy	Cashier	Lewistown, Mont.	1		Nugent, Tom	Whrse. Foreman	Miles City, Mont.	5	
Mathews, Chris	Mechanic	Lewistown, Mont.	1		Piver, R. E.	Mach. Helper	Miles City, Mont.	1	
Mentsel, John	Section Foreman	Lewistown, Mont.	1		Shields, C. M.	Mach. Helper	Miles City, Mont.	1	
Mundt, E. H.	Car Foreman	Drummond, Mont.	1		Tripp, Mrs. C. P.	Wife of Agent	Hettinger, N. D.	2	
Newbury, Mabel	Clerk	Lewistown, Mont.	1		Timmons, M. E.	Powerman	Miles City, Mont.	1	
Nummerdor, C. A.	Asst. Supt.	Lewistown, Mont.	1					12	0
Rodgers, Beatrice	Cashier	Butte, Mont.	1						
Samuel, Gus	Carman	Lewistown, Mont.	1						
Spring, S I	Engineer	Lewistown, Mont.	1						
Thompson, W. J.	Operator	Lewistown, Mont.	5						
Young, P. J.	Conductor	Deer Lodge, Mont.	1						
			22	0					
<b>Superior Division</b>					<b>Twin City Terminals Division</b>				
Chapman, C. E.	Conductor	Green Bay, Wis.	1		Burge, Bertha	Clerk	Minneapolis, Minn.		1
LaHaye, E. J.	Car Inspector	Green Bay, Wis.	1		Carlson, E. F.	Crossing Flagman	Minneapolis, Minn.	1	
LaVeau, F. J.	Agent	Republic, Mich.	1		Flaherty, E. R.	Asst. Car Distr.	Minneapolis, Minn.		1
Robbins, W. S.	Conductor	Green Bay, Wis.	1		Hewing, H. L.	G. C. D. S.	Minneapolis, Minn.	1	
Witters, W. L.	Car Foreman	Green Bay, Wis.	1		Moloney, John	Police Dept.	Minneapolis, Minn.	1	
			4	1	Neumann, William	Electrician	St. Paul, Minn.	1	
					Simensen, A. R.	Rodman	Minneapolis, Minn.	8	
					Smith, A. H.	Clerk	Minneapolis, Minn.	1	
								13	2
<b>Terre Haute Division</b>					<b>If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.</b>				
Caldwell, Kathryn	Steno-Clerk	Terre Haute, Ind.		1					
Daniels, E. E.	Asst. Engineer	Terre Haute, Ind.		9					
Ellis, Robert L.	Chief Clerk	Terre Haute, Ind.	3						
			3	10					

Business is good—what there is of it—traffic tips help to make more of it.

# RETIREMENTS

The following Employees' Applications for Retirement Were Recorded in May, 1944

## CHICAGO GENERAL OFFICES

Harris, Creston . . . . . General Agent . . . . . Winnipeg, Man.  
Hendricks, Garner J. . . . . Waiter . . . . . Chicago, Ill.  
Lange, Charles H. . . . . Electrician, Accounting . . . . . Chicago, Ill.

## DUBUQUE AND ILLINOIS DIVISION

Huff, Fred J. . . . . Loco. Engineer . . . . . Marquette, Iowa

## IOWA DIVISION

Groom, Archie L. . . . . Agent and Opr. . . . . Arnolds Park, Iowa  
Legvold, Lars J. . . . . B&B Foreman . . . . . Perry, Iowa

## IOWA AND DAKOTA DIVISION

Kemerling, Daniel A. . . . . Section Foreman . . . . . Rapid City, S. D.  
Meinke, Otto . . . . . Section Foreman . . . . . Mitchell, S. D.  
Miller, Hans M. . . . . Section Foreman . . . . . Fairview, S. D.  
Weller, Ernest H. . . . . Section Laborer . . . . . Ft. Atkinson, Iowa

## IOWA AND SOUTHERN MINNESOTA DIVISION

Borck, Henry . . . . . Section Laborer . . . . . Hokah, Minn.  
Haling, Mark S. . . . . Agent and Operator . . . . . Kenyon, Minn.  
Olson, Berndt E. . . . . Locomotive Engineer . . . . . Austin, Minn.

## KANSAS CITY DIVISION

Pickett, James G. . . . . Brakeman . . . . . Kansas City, Mo.  
Wells, Arthur G. . . . . Brakeman . . . . . Kansas City, Mo.

## LA CROSSE AND RIVER

Gallagher, Francis C. . . . . Conductor . . . . . Minneapolis, Minn.  
Green, Raymond E. . . . . Loco. Engineer . . . . . Minneapolis, Minn.

## MILWAUKEE DIVISION

Anderson, Chris . . . . . Conductor . . . . . Racine, Wis.  
Burwell, Leon E. . . . . Switchman . . . . . Beloit, Wis.  
Cropley, Charles W. . . . . Custodian . . . . . Solon Mills, Ill.

## MILWAUKEE TERMINALS

Auler, Adolph F. . . . . Lumberman, St. Dept. Milwaukee, Wis.  
Erdmann, Ernst A. . . . . Painter, Car Dept. . . . . Milwaukee, Wis.  
Graf, Herman G. . . . . Tinner, Car Shops . . . . . Milwaukee, Wis.  
Gruetzmacher, J. F. . . . . Carp., Car Dept. . . . . Milwaukee, Wis.  
Rose, Robert J. . . . . Machinist . . . . . Milwaukee, Wis.  
Sonnemann, Wm. H. . . . . Machinist . . . . . Milwaukee, Wis.  
Wiegatz, Gust. J. . . . . Carp., Car Dept. . . . . Milwaukee, Wis.

## ROCKY MOUNTAIN DIVISION

Moore, Moody . . . . . Car Inspector . . . . . Deer Lodge, Mont.

## TWIN CITY TERMINALS

DeLong, Alvin O. . . . . Yard Foreman . . . . . Minneapolis, Minn.  
Prokosh, John . . . . . Roundh. Lab . . . . . Minneapolis, Minn.

(Continued from page 20)

Two more highly valued members have been added to our staff in the persons of Mrs. Evelyn Hamann, lately of the Seattle-Tacoma Shipbuilding Office and Tom McShane, a broth of an Irishman, who came to us by way of Glasgow, Scotland.

Another native of Glasgow, "Scotty" Milton, storekeeper 1/c, paid us a visit and exhibited a chestful of campaign ribbons earned in the South Pacific, besides an interesting collection of Japanese trophies. "Scotty" is again back on duty and so is John White, a fleeting refugee from the heat of Camp Bowie, Tex.

The fighting Siudas—Lucille, George and Leonard—have lately received a lot of well-earned publicity in the papers, and brother Eddie is immodestly proud of them. 1st Lt. Lucille Siuda, who is young and petite, favored us with a call and described some of her harrowing experiences in the 14 months of her service in the New Hebrides Islands. A top flight nurse, Lt. Siuda has more than 700 flying hours to her credit, and our hats are off to the brave girls who pioneered for the Flying Nurses' Corps in the Jungles of New Caledonia.

The La Rues are again in the lime-light. Paratrooper Arthur C., Jr., is serving with our forces in Italy and Arthur, Sr., has a new grandson, Mike, the new addition to the Kenneth La Rue family. This time it's a girl, reports W. N. Lutsch, Sr., and the baby, who is naturally very beautiful, has been christened Randalyn Lee, and is at present residing at Norfolk, Va., with her doting parents, Lt. (j.g.) and Mrs. Bill Lutsch.

June, the month of roses and brides, was very short on romance but produced a few triumphant graduates, namely Geraldine Weichbrod, the daughter of B. J. Weichbrod, who received her diploma from Trinity High School, and Dennis, the youngest son of Mr. and Mrs. A. W. Slodowy, who completed his training at the Bishop's Quarters School in Oak Park, Ill. Miss Geraldine Siuda was also a girl graduate and is preparing to enter the Alvernia High School in the fall.

It also produced an unusual number of tall stories among our victory gardeners, a few of which can be traced to Charlie Brossman, now known as "Strawberry" Brossman, since he acquired his estate at Glenview. He's getting a lot of competition these days from farmers Aff, Weseman, Johnson, Hills and Frandsen, who aren't a bit backward in boosting the relative merits of their cabbages, tomato plants, onions, and such.

The friends of Lt. Ray Walton of the Air Force will be glad to know that Ray, who was taken prisoner while on a flying mission over Germany, has been reported safe and interned in Sweden. Bob Dillon is serving as a radio operator aboard ship somewhere in the Pacific. This is a similar post to the one occupied by Jim Lynch, still on duty with a destroyer escort.

A note from Howard Atherton in England discloses a strange apathy to British pulchritude. The famed "peaches and cream" complexions so highly touted come up to expectations but are too often accompanied by inadequate dentistry, reports Howard with a jaundiced eye, and for an American accustomed to the comforts of central heat, iceboxes and gas stoves, the beauty of the English countryside has little to offer, except where the scenery is enhanced by the infrequent appearance of a "pub." This was cheering news, for as long as there is a gripe left in Howard, we know that everything's just fine.

The last issue of the Magazine published a picture of ex-correspondent Gene Heing, a staff sergeant at Hamilton Field. Eleanor Schindler, on her recent trip to California, had a nice long visit with Gene and his photograph bears out her statement that he is getting "fat and sassy."

Conditions in the Aleutians are just as dull as ever, according to Don Ostien,

July, 1944.

## THE NEW MAN TAKES HIS CUE FROM YOU SHOW HIM THE SAFE AND EFFICIENT WAY!



who is bored to the point of studying French and Spanish for amusement. That I should live to see the day! Although notoriously short on beer rations, the boys have the advantage of seeing the latest Hollywood movie attractions and were unanimous in their approval of Bing Crosby in "Going My Way."

Remember how you laughed over Corliss Archer in "Kiss and Tell?" Well, if you'd like to follow her further adventures and those of her long-suffering admirer, Dexter, read "Meet Corliss Archer," by F. Hugh Herbert, now in demand at the Women's Club Library. Other light summer books now available include the historical novel "Dragonwyck" and the ever popular "A Tree Grows in Brooklyn." For more serious reading, the story of the great Paul as depicted by Scholem Asch in his "The Apostle" can't be too highly recommended.

### Freight Auditor's Office

J. A. Strohmeier  
Correspondent

Momentous!—Stupendous! Tremendous! It happened Saturday afternoon, June 3—the grand opening of the brand-new Saida Drive, leading from Altgelt Boulevard into the yard and to the rear entrance of the Fullerton Avenue building, so named after Albert C. Saida, building superintendent.

Rine Berscheid had a birthday on June 12 and received as a gift from the girls whose desks are near his a superb pair of sox. Joe Ripplinger is asking: "Just what's Rine got that I'm lacking?" Others hope for a gander at those sox.



W. F. Miller, freight auditor, Chicago, acted as host early in June to two former members of his office force who are now veterans of the war on land and sea. Pvt. T. P. O'Meara has been overseas two years serving as a medical man in the Air Corps. He was in the initial North African landing and has since been in Sicily, Sardinia and Italy. "The States look wonderful," he said. "Particularly the lights at night." M. C. Griebenow, radioman 3/C, has been at sea the greater part of the time during the last 14 months, his last service being aboard an aircraft carrier. He was with a British task force for a while and later was on convoy duty between the States and Africa.

Lillian Bohn became a Milwaukee Road veteran June 27. Congratulations from all of us.

Clair E. Murphy, retired, formerly head clerk in the rate bureau, an employe in the freight auditor's office for many years, died May 20. To his beloved wife, Marie, and to his children, Lois, Rita, Clair, Jr., Shirley, William, James and John, his many friends throughout the Fullerton Avenue building extend their sincere sympathy.

Otto Reinert, special accountant, with Mrs. Reinert, returning from a visit to their soldier son in California, stopped at Albuquerque, N. Mex., for an overnight visit with Sam Spense. They found him at work in his victory garden, attired in shorts. Sam's health is better. Otto said Mrs. Spense's good meals convinced him Sam should be making very rapid improvement.

Wedding Bells: Harry Baldacinni will be married soon to a charming Miss who hails from Pipestone, Minn., and who has been employed in the freight auditor's office about two years. This *femme fatale* is Gerry De Jong. Both have been active in sports and social features among employes here and their host of friends wish them well.

Joan Lynch, accounting machine room, was married June 17 to Pfc. Willard Cedar, whose home town is Milwaukee. He has been stationed in Alaska, was in a hospital at Spokane for a short time, and expects to be transferred to an army camp at Durham, N. C. Congratulations to them from all of us.

Margie Neu, accounting machine room, who has been in a hospital for some time, is now convalescing at home and hopes to return to work soon.

That summer is officially here is proved by the fact that James Kelleher, formerly president C. M. St. P. & P. lodge of the B. of R. C., was seen coming out of a barber shop in the neighborhood with his ears—both of them intact and how! Also, Harry Meyers has removed his coat a few times during working hours.

Eleanor Klein just returned from a vacation visit to her uncle's home in New York.

Art Lindmark, home front soldier, has donated to the Red Cross blood bank for the eighth time, and is proud of his medal therefor.

Frank, son of Joseph Chesei, rate bureau, and of Irene Gauthier Chesei, formerly employed here, has taken the Army Air Force examination and is awaiting results. Joe has been employed in the rate revising bureau for many years.

Marine Allen McSween, now stationed in Hawaii, wrote that he's afraid of tackling and fighting nothing—unless it's a mongoose. And Otto Hartung sends greetings from Anchorage, Alaska. Pvt. Carl Berner, formerly employed in the machine room, now stationed at Camp Davis, N. C., was a visitor on May 31. Hirshel Vallandingham, S1/c at Great Lakes, was a visitor on June 3. He expected to graduate from storekeeper school in a few days and then to be transferred to an advanced storekeeper's school in the East.

Do you know

how to play a joke on yourself? Ask Frank Mueller, rate bureau. On June 8 he organized his own favorite luncheon, wrapped it up nicely, tucked it under his arm and dashed along Southport Avenue to the office, deep in his thoughts of the importance of correct freight rates. On opening his luncheon package at noon he found it contained a loaf of bread instead of the dainty, tasty morsels he had whetted up an appetite for. Moral: The sawhorse has contributed much more to the welfare and progress of mankind than the race horse.



### Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

M/Sgt. Carl Jensen's notice of his homecoming came as a pleasant surprise to all of us, as Carl has been in the South Pacific for 28 months and has seen plenty of action.

Dick Finlay and Rod Grove are in New Guinea. Most of the fellows report they get the magazine every month, so this might be a way of letting them know they are in the same area.

Ed Rhyner, who is now a navigator on a navy bomber stationed somewhere in the Pacific, is due in soon in order to continue his studies so that he may become a pilot.

Bob Klein writes us from Corsica that the island is to be compared with the northwoods and also added the Germans are not the least bit hospitable, but that the fellows are overcoming that obstacle by elimination.

Buzz Martin has signed up for active sea duty. He had a chance to go to radio school but declined so that he could get right in and pitch.

Edythe McKenna took a trip to Texas and arrived back in Chicago wearing an engagement ring. An idea, gals, just go down Texas way.

June had its toll of weddings from our office—Marcella Pfaff and Al Gumler (both of A.P.&S.A.) and Ruth Maresk and Ralph Thompson said their "I do's." We wish them all the happiness life has to offer.

After 19 years in the central typing bureau, Elsie Gretler has been transferred downtown. We will miss her very much, especially the home-made cookies and cakes.

Ed Rumps has joined the suburbanites for the summer. Get a load of Ed getting up at 6:00 every morning, when he usually arises at 8:20.

The response to the gift subscription for Charlie Baker (prisoner of war in Germany) was very gratifying, and I know Charlie will be pleased with the package.

Swede Drangsholt was in to say hello. He looked swell and said he attributed it to the California sunshine.

Frank Russell also stopped in to say hello en route to North Carolina. He has been in two campaigns—Africa and Sicily. He looks swell and is as brown as a berry. He said it was wonderful to be back, and asked us to say hello to all his old friends.

### Doggerel

I took my hungry dog into a butcher store.

The butcher threw some sausage to the dog upon the floor.

The butcher said, "Now eat it." The dog said, "I decline, For in that link of sausage is that old sweetheart of mine."

First Salesman: "Say, I'll bet I cover more ground than you do."

Second Salesman: "Maybe. What're you selling?"

First Salesman: "Grass seed."

### Car Accountant's Office

Harry M. Trickett  
Correspondent



On May 23 our candy man, Edward R. Colby, made his last appearance, as he was inducted into the U. S. Navy on May 26. He got off to a bad start on the first day with food poisoning and spent a few days in the hospital, but is now at Great Lakes, Ill. He was very appreciative of the cash purse and the service flag placed on the gum machine.

Beatrice (Olson) Brown, thinking that her friend in the Coast Guard was at sea, was overjoyed when he made a surprise visit to Chicago. They were married on June 1.

Clyde Osborn is in the Belmont Hospital for surgery. Mamie Dahlman is now convalescing at home after an operation. Edgar Dunning and Loretta Sprenger have returned to work after illness of several months. Grace Enders, who has been ill for the past several weeks, was taken to St. Elizabeth's Hospital.

U. S. Cadet Nurse Ester Domanico visited us on May 16. She has been in training for the past two years at St. Anne's Hospital.

Jessie Nicoll Carins, formerly of our office several years ago, announced the birth of baby boy on June 10.

Pvt. James Ward is still confined in Brooks General Hospital, Convalescent Unit, Annex 4, Ft. Sam Houston, Tex. He injured his arm in July, 1943, and has since been taking treatments at various hospitals. For the past few months his arm has been in a brace, which has just been removed and he expects to be in the hospital until the last of June.

M/Sgt. Harry Reinhart, who has been in the Southwest Pacific for many months, is being returned to the states for officer's training.

### Purchasing Department

Josephine O'Hara  
Correspondent



Three members of our department, G u s s i e Weinrich, Loretta Kuhn and Penelope Gooch, took part in the recent appearance of the Milwaukee Road Choral Club before The Fellowship Club of the Seminary Federated Church of Chicago. The program was greatly appreciated by the audience and the Choral Club well merited the compliment paid it by the speaker of the evening who remarked that it was indeed an honor to receive such a cultural contribution from a large railroad.

Beulah Tompkins has been adorning her desk with a variety of beautiful flowers from her garden. Her bouquets follow the flowers in season with lilacs, roses and lilies of the valley coming in that order.

Two new girls, Eleanor Magnuson and Roma Perri have made their appearance among us. They are both of Chicago.

There is a new story concerning the well known needle of the haystack. In a hurried moment, Norma Van de Linder ran a misplaced needle into her hand. The finding and removal of this needle cost her several stitches in her hand.

"Letters from home" are helping to keep the boys happy and it may be claimed that letters from the boys keep the girls at home happy, too. Anita Beckler's husband, "Boots," would be more than pleased with himself if he could see what his letters do to Anita. The effect of these letters continues in a circle for the happiness radiated by Anita finds its way throughout the office, so let's keep writing.

Pvt. Robert Reiter is a mobile soldier

in England and enjoys his opportunity to see a lot of the country.

Robert Narden, F3/C, is still at Pacific Beach, Wash., and Pvt. Michael Matara is at Moody Field, Ga.

Pvt. Dorothy Croffoot is taking her basic training at Ft. Oglethorpe, Ga. She has three classes in the morning and two in the afternoon plus an hour and a half of drill each day.

Jayne Schultz, SK3/C, is happily located at Alexandria, Va. She works six days a week from 8 to 5:30 p. m. with a half day off during the week. Jayne saw Washington, D. C., in cherry blossom time this year and found it equal to its tradition of beauty.

Our visitor in uniform this month was Pvt. Warren Melgaard, son of Ben Melgaard. Warren seemed to be enjoying his first furlough and from the happy smile on Mr. Melgaard's face, he enjoyed it too.

### Passenger Traffic Department

E. R. Will, Correspondent



Surely at a time like this a writer is permitted to deviate from rigid journalistic regulations and write of himself and his. Upon receipt of that generous wedding gift from my fellow employes, I attempted to express my appreciation with stumbling "Thank you's." Now for both Mrs. Will and myself, I again say "Thank you all."

Bob Johnston received an anonymous phone call to go down to the train sheds and meet an old friend. Bob responded and was surprised to see Bill Caughey aboard a train bound for Camp Pendleton, Calif. Army regulations did not permit Caughey to detain, but he said that he expected a month's furlough in a few days after spending two years in the Aleutians.

The newly appointed general agent of the passenger department, Victor Hitzfeld, was practically without a male force right off the bat. It seems that all the traveling agents and city passenger agents are in the reservation bureau lending their experience to Mr. Keller in these hectic days. Such handsome gentlemen as Messrs. Schrip, Van Buren, Kubicek, Grafensten and Hyett can vouch for the fact that their own days in the bureau were never like this. I repeat—that office deserves the plaudits of the whole railroad.

The mention of Mr. Hitzfeld's name rarely passes without Ray Freitag or George Gloss bringing up an amusing but embarrassing incident that occurred about three years ago. The telephone rang and the rate clerks were busy so yours truly picked it up with the usual "passenger rate" exclamation. The voice at the other end asked for someone who wasn't available and then inquired: "Who is this?" "This is Will," said I. "Who are you and what's the trouble?" Imagine a young clerk who still thought a tariff was the cause of the Revolutionary War asking Mr. Hitzfeld, then A.G.A.P.D. such a question?

Gilbert Henkens and wife took the Olympian on June 17 bound for their sailor son's Oregon base. There has been an increase in Gil's family and he is the proud father of a new daughter-in-law.

"There's something odd about you this morning," said Hitler to Goering. "Yes, I know what it is. For the first time since I've known you, you've left off your medals."

Goering looked down at his chest. "Great heaven!" he cried. "I forgot to take them off my pajamas."

Another fellow who lives off the fat of the land is the girdle manufacturer.

THE MILWAUKEE MAGAZINE

## TWIN CITY TERMINAL

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

### A Page From an American Diary

JUNE 6, 1944:

On awakening this morning we turned on the radio, as is our custom, to hear the morning news, and the air was filled with news—the news that we had been waiting for—the invasion of France. And good news it was with reports of thousands of Allied troops affecting a landing and establishing beachheads on the Normandy peninsula.

By 8 a.m. news of the invasion was the topic of discussion everywhere. Everyone went about his tasks soberly, but with a new enthusiasm, signifying a real and personal interest in the conflict by all on the home front.

By noonday many people had visited the churches and in the early evening hours thousands gathered in their places of worship to offer prayers of thanksgiving for the success of our armed forces thus far gained, and prayers of supplication for their further success.

There was no cheering or rejoicing such as was witnessed on Armistice Day, for the populace was thinking of those gallant young lads who were going through their Gethsemane on the blood-drenched sands of a foreign shore 3,000 miles away from their homeland.

Throughout the day the news commentators gave us word pictures of every phase of the invasion. All commercials were eliminated and the raucous radio comedians with their jokes and gags were replaced on the airways with such hymns as "Onward, Christian Soldiers," "Ave Maria," "The Battle Hymn of the Republic" and "Columbia, the Gem of the Ocean."

The highlight of the day's events was the beautiful prayer offered by President Roosevelt over all of the networks at 10 p.m., Eastern War Time, in which he was joined by all Americans at home.

"D" Day will be recorded in history as a memorable one—one when Americans everywhere united in the Fatherhood of God and the Brotherhood of Man.

### St. Paul Freight House

Allen R. Rothmund, Correspondent

Well, Mrs. Edith Jahnke's husband is in the Navy now and George bought her a motorcycle before he left just so she could go places and not get too lonesome. She gets 60 miles on a gallon of gas. George is at Great Lakes.

Do you know of a shorter name than "Ek"? Chris Ek is a blacksmith in St. Paul.

I found a "short snorter" dollar bill in my purse the other day. Guess I'll hold on to it just in case.

I heard a complaint in the street car the other evening. It was on this order: "You just can't get up to the bar any more, and you can't even get a seat on the car—too many women."

I attended a wedding the other evening and from where I sat I could see a Milwaukee Road calendar. I hope that was a good omen. It was my daughter's wedding. It is hard to understand, but nevertheless a fact—parents raise their children for somebody else.

Just learned that Yard Clerk Neal Ryan was taken from work in an ambulance. I am told it may be a heart attack. Neal can take it, and I know he will be back soon.

A lady in Mankato has a hobby of dropping sealed bottles into the Minnesota river. She encloses a note asking the finder to communicate with her, and to make it attractive she encloses a dollar bill. Her last bottle heard from was picked up in Muscatine, or did she say Dubuque?

I wouldn't be a bit surprised to learn that some of our boys from this office and

freight house were right in the thick of it on "D-Day." And we know, too, they will give a good account of themselves.

Well, the fifth war loan drive is on. I sold a series "G" thousand-dollar bond for cash the other day to one of our Duluth line conductors. That's a good start, and now for the finish.

### St. Paul Traffic Department

Brooksie Luth, Correspondent

We were all deeply saddened by the sudden passing of our livestock agent, A. H. Wilkins, on May 31. It hardly seems possible that we will no longer hear that cheerful chuckle of his nor listen to his droll humor. "Wilk" was everyone's friend, and is badly missed. He was a poet, too. He wrote some lovely poems and some clever ones. Here is one of my favorites:



Summer's went,  
And fall's a brewin'  
Winter's storms  
And other ruin.  
What happened to  
My summer's wages?  
Spent, I guess,  
In easy stages.  
Difficult to figure, too.  
Haven't got a thing  
That's new—  
Didn't drive my  
Car as far—  
Didn't spend it  
At a bar.  
Must have been  
The ceiling prices.  
Weekly stipend  
Just suffices.  
Got a bond or two,  
Of course,  
Kept my policies  
In force.  
Haven't put a dime away  
For that certain  
Rainy day.  
No chance either  
That I might  
Get a raise—  
'Twouldn't be right.  
So I'll have to struggle on.  
Summer'll come  
When winter's gone.

Our newest addition to the Passenger Department, Roger Johnson, recently deserted the ranks of "eligibles" and took unto himself a wife. Congratulations, and all such stuff like that there.

My spy at the St. Paul yard tells me that Ed Peltier, Al Anderson, Frank Shanahan and "Tubby" Erpl have been fishing at St. Croix Lake, and have reported good catches. However, the ques-

tion has come up as to why "Tubby" has to travel all the way to the eastern border of the state for his fishing when he has a home on the shore of White Bear Lake, where the water—and the fish—come right up to his door. My spy says the answer is that the fish know "Tubby" and won't bite, but I dunno.

Fashion note for victory gardeners: The well-dressed St. Paul gardener will wear hip boots and rowboats while tending his garden. The boys have almost decided to raise bull frogs instead of vegetables. If these rainy days don't quit soon, it might be a good idea.

M/Sgt. Frank Engebretson, former stenographer in the passenger department, stepped in to say hello. Frank has been in Persia, and expects to have a short furlough at home before he is sent to further classwork somewhere in the United States.

### South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Department

Notes on Service Men: Greetings to Pvt. Ralph Holte, recently home on a short visit en route to army hospital in Maryland to receive treatment for malarial infection contracted in the South Pacific. Ralph had been in Australia area for over two years and had seen action in three major battles in New Guinea, receiving decorations for his service. By coincidence his brother, Pvt. Elmer Holte, with an engineers' battalion, landed in Australia about the time Ralph arrived in the United States. Elmer has had his training for better than two years at Fort Lewis, Wash., in Alaska and North Carolina, prior to overseas duty.

Sgt. Robert Ingvaldsen writes from somewhere in India that he is learning the Hindustani language and finds living over there very different than in the U. S. A. He has promised to send his picture in the uniform worn in India.

Best of luck to James W. Cully, former helper at the Minneapolis shops, who has joined the Maritime Service, reporting for duty on June 16.

Congratulations to Cortland W. Johnson and Mrs., on arrival of a baby girl on May 21. Mother is fine and the little gal is a honey.

Congratulations also to the newlyweds: Mr. and Mrs. Frank Barzdis, married June 1, and Mr. and Mrs. Henry J. Myrvedt, wedded on June 10, now vacationing in Denver.

Andrew G. Lindquist retired on May 29 following 30 years of service in car department at Minneapolis shops. Gust is going to fish and enjoy life at leisure at his home near Coon Lake.

Louis Jensen, age 59, died on June 6 following retirement in November, 1942. Mr. Jensen had worked as carman at



This glance backward shows the scene at the laying of the corner stone of the "new" roundhouse at Mitchell, S. D., late in the fall of 1884. The ceremonies were conducted by the Masonic Lodge.

the Minneapolis coach yard about 30 years.

In the cinema: "The Rains Came." In Minneapolis: The rains continue, and we don't like it. Wonder if our Chamber of Commerce knows about it.

## South Minneapolis Locomotive and Store Depts.

*Thelma Huff, Correspondent  
Office of Shop Superintendent  
South Minneapolis*



Remember H&D Division Engineer Charlie Haack? He retired several years ago, you know, and lives out at Mound, Minn., but while making some calls in Minneapolis on June 5 stopped around at the office and we all agreed his nimbleness belied his 77 years.

Our Emma Zinn slipped unwillingly into the limelight this month by investing in an operation at Northwestern Hospital. She's home again and coming along fine, thank you! Emma is one of those versatile people who can not only make as fine an elderberry wine as ever graced a tongsil, but can also whip up a delectable meal with the same dexterity as she wields a comptometer in the store department.

The 1944 design Minneapolis mosquitoes have a wing spread and effectiveness that would do justice to a B-24 bomber and, to quote George Meyers, it is most discouraging to "grass lunch eaters."

Now that the ice fishing season is over for a while "Arizona Bill" Karlson has joined Welding Supervisor A. A. Edlund at the American Locomotive Company, Schenectady, N. Y., for a few weeks and is "angling" for learning about the inner workings of those new S-3 engines being built for us.

Someone called Trainmaster Farnham recently and tried to order, of all things, some Sunday school chairs. It could be the similarity between his name and a furniture store up town had something to do with it.

A test of his "come uppance" and ability to enjoy a vacation despite all odds was put to B&B man, Ben Webster, recently. Someone with a pass key went into his room at a loop hotel and ungraciously stole \$175 and a treasured watch while he was out for a few minutes early on the morning he expected to leave for New Orleans.

Traveling Engineer Tommy Wade returns from Avery, Idaho, where he has been riding some of those new diesel freight locomotives, with greetings from our old friend Heinie Dersch, now traveling engineer on the Rocky Mountain Division.

We inadvertently happened onto a new name for the nimble fingered Milwaukee Road stenographers the other day when one of us ordered some "flexible slaves" instead of "flexible sleeves."

Spring is the happiest time of all the year, June is the happiest time of all the spring and June brides are the happiest of all people and Rosemary Hazel, daughter of B&B Foreman Chris Hazel, is no exception. Wedding bells rang out for her and Paul V. Jacobson, a car department man, on June 8 at Annunciation Church.

We regret to report the passing on May 27 of Mrs. E. A. Laulainen, wife of blacksmith helper in the Minneapolis shop. The daughter of Arthur Mosby, fireknocker, passed away on May 16.

Home on 24 day furlough, Machinist Tony Metznerhuber, now M. M. 1/C, gave us first hand some of his experiences. Tony joined the Navy for the second time three days after Pearl Harbor and was on the first ship that made the invasion in North Africa—when they knocked out the Jean Bart at Casablanca. His credentials told us he is "A Trusty Shellback" as well as a mem-

ber of the "Golden Dragon" and, please get this one: crossed the equator seven times in one day.

Another Navy man, Jack Armstrong, boilermaker apprentice, now F. 1/C, after 18 months in the South Pacific, flew up from South America for a month's leave during May and June, and didn't forget us. Jack spent five months on a destroyer but was more recently assigned to a crash boat—one of those with six enlisted men and one officer, you know, the kind where they take turns at making the chow. He says those little Spanish girls are nice but not as nice as the ones on the States side of the Panama Canal.

The third one of the Madson brothers from Minneapolis is "in the Army now"—Pvt. Otto P. Madson, 765th Railway Shop Battalion (machinist to you), writes Bill Anderson from Camp Plauche, New Orleans, that they have a swell camp—good barracks and food. Otto says: "As you know, there are only two ways of doing things—the Army way and the right way. Down here, they tell you, the Army way is the only way. Maybe they are right."

Simultaneously with being reported missing by the War Department, S/Sgt Robert L. Medinger, radio operator and gunner, Army Air Corps, informed his father, District Safety Engineer M. L. Medinger, that he is recuperating in a hospital in Italy. Bob, who is a former St. Paul yard clerk, also writes that the climate where he is in Italy is a great deal like Minnesota.

"I took a test for soundman a couple months ago and passed it, so I'm 3/4



### "Harmless" Remarks Tell the Enemy Plenty

soundman now," writes John Sweeney, former store helper, to Bill LeEVERS. "We've been out at sea now for quite a while without touching land. We got quite an initiation when we crossed the equator, and most of us looked like scalped Indians the way they cut our hair."

To Bertha Burge from Hawaii, Switch Tender Sam Baker, now C. M. 2/C with the Marines, writes: "The girls here are really something. They not only have pivots and swivels in their hips—they are set on jewels. Big eyes, dark lashes and a beautiful tan like fresh roasted duck. The girls here are the only ones I've ever seen that have a walk that says: 'Come along with me,' and when you catch up the cold eyes and stare say: 'What in hell are you doing here?'"

Another letter from Jim Mueller, store department man and son of B&B Foreman Mueller, gives out that he received his sergeant rating on May 10. Jim also said in his letter to Bill LeEVERS: "It will really be swell when all us guys get back home together and I'm not just kidding you."

We hear that Jackie Senti, Minneapolis switchman and son of retired Machinist Clem Senti, is in England, making himself right at home by reading Cedric Adams' column. Since January, 1942, Jackie has spent 21 months overseas and one year in Iceland.

"Sez" Les Soderman in a letter dated May 3 somewhere in New Guinea to Bill LeEVERS: "Just received two of your welcome letters today. They were, however, written before Christmas," and adds: "I went to see if I could see Harry Miller but didn't have any luck. The hospital area is much too large. I certainly would like to be back on the lift truck."

Switchman "Ossie" Osberg, now with a Railway Operating Battalion tells Bertha Burge some things of interest about the railroading business in Iran: "We had English steam engines when we first came here and I'm sure not very many of the engineers at home have ever had the chance to operate one. They had a reverse lever on them that had to be turned like a cider press; steam brakes and a throttle that would stick—very ticklish. The firebox didn't have any grates in it and the coal was of a very poor grade—guess they never saw a coal chute out here because all the tenders were loaded by hand by the natives and they weren't particular whether they scooped up dirt or coal and dirt doesn't burn very well, as you can imagine. Water is scarce out here and that was full of scale and sure was hard on the boilers so we had our fun. We now have diesels and they fit the country better, as oil is plentiful and they get over the road without much trouble. Railroading through these mountains is an engineering feat. In one place you pass the station three times before you enter it and I am sure I couldn't tell from which way I entered the station, either. When you come out of one tunnel, you just seem to fly through space and into another."

According to J. V. Anderson, Sheldon Stafford is really seeing London—Westminster Abbey, Buckingham Palace, St. Paul's Cathedral. Sheldon also received an Air Medal, as well as an Oak Leaf Cluster.

Stanley Blackburn told us while here for a 10 day leave from Fort Sumner that he is off night flying and back on day instrument flying, which pleases him immensely. Mrs. Blackburn returned to Fort Sumner with Stanley.

A great big "Hello and good luck to all" was enclosed in a letter to J. V. A. from Pfc. George N. Byer from out there somewhere. Likewise Jim Shand, as well as Art Titus, and all of them stated they hear regularly from Marine Katherine McBride. Incidentally, I understand the young lady expects to visit us soon.

Twenty-one hundred miles in 10 hours and presto former Yard Clerk (now Lt.) Jim Scanlan arrives in San Francisco from Honolulu after 26 months in the South Pacific to spend a month with his dad, P. J. Scanlan, operator at South Minneapolis.

Pvt. Salome Bosquez, Minneapolis roundhouse man, writes home to his dad, Concepcion Bosques, also a Minneapolis roundhouse employee, that Fort Francis E. Warren, Wyo., where he is now located, is two miles from the capital of Wyoming. He says the "guys dress like cowboys and farmers and even the girls wear overalls rolled up above their ankles—so you see the people are all of western style."

Husband: "Why haven't you mended the holes in these socks?"

Wife: "You didn't buy that fur coat I wanted, so I figured if you didn't give a wrap, I didn't give a darn."

Prof.: "Take this sentence: 'Let the cow be taken out of the lot.' What mood?"

Freshman: "The cow."

## The 744th

T/S Joe W. Kizzia

Our battalion mess officer, Lt. Henry F. Lucas, was promoted from second lieutenant to first lieutenant on June 6. Formerly connected with the Milwaukee Road in Chicago as chief clerk to division engineer, Lt. Lucas joined the 744th upon activation and since that time has been doing an excellent job of helping keep morale high with the "three squares" that his men turn out daily. Handicapped at the beginning by a lack of trained personnel, Lt. Lucas has worked hard to build up a highly skilled mess section with good cooks and mess sergeants. He has certainly been successful.

The Fifth War Loan drive is now well under way and the 744th has been taking an active part in it. Lt. McGeen, War Bond officer for the battalion, has held several meetings with the officers and men of the unit and a good part of the personnel have pledged to buy extra bonds besides their regular monthly payroll bond deductions.

It is the belief of men in the military service that in order to win this war in the shortest possible time they must help finance it as well as serve and fight for victory. Such was the theme of a stirring talk given by Major Shea of the 744th at the mass bond rally held at Fort Snelling on Infantry Day, June 15.

Rarely equalled in success stories is the one of 1st Lt. Clifford R. Johnson, formerly a member of Company "C" of the 744th:

For almost 20 years before he entered the Army back in 1942, Lt. Johnson worked in the terminals and yards in Minneapolis, and the Army, always striving to get the right man for the right job, was quick to see that he was good material for the Military Railway Serv-

leadership and worked hard on any job that came his way.

Recently, based on his railroad background, both military and civilian, he applied for a direct commission in the Army of the United States. His application went "through the mill" and early in June he received word from the War Department that he was to be discharged as an enlisted man to accept a commission as first lieutenant. At that moment he was about the happiest fellow in the state of Minnesota, so he says, and we join all his fellow GI's and friends back home in our hearty congratulations.

## D & I DIVISION

### Second District

Lucille Millar  
Correspondent  
Dubuque Shops

Our sincere sympathy is extended to the families of:

Train Dispatcher Forest Dohlin, who died on May 8.

Conductor John Fisch, who passed away at his home on June 9 after an extended illness.

Mrs. Anton Lanners, wife of a reclamation plant employee, who passed away suddenly on May 15.

Reported on the sick list on our division is retired Locomotive Engineer Dennis Schaffner.

Paul R. Unmacht, aviation student, is the latest name added to our list of boys in the service; Paul is taking his "boot" training at Great Lakes, Ill.

L. V. Schwartz, Southern District storekeeper, who is being transferred from Savanna to Chicago, called on us lately. Accompanying him was our newly appointed division storekeeper, L. G. Cronin.



Taken in the St. Paul roundhouse recently, this picture shows another of the employe-soldier teams to be found in the Twin Cities these days as the 744th Railway Battalion trains there. At the left is Pvt. Gerald Kanska, formerly a shipyard worker, while at the right, shielding his eyes from the glare of the arc as he complies with the photog's request to "let us see your face," is Boilermaker A. Wydell. The picture was taken through the firebox of a locomotive. (Army Signal Corps photo.)

ice. He was consequently assigned to the Transportation Corps where his knowledge of railroading was good cause for his being promoted to technical sergeant.

When the Milwaukee's 744th was activated, he asked for a transfer to the unit sponsored by his own railroad. This was completed in due time and since coming to the 744th it had been his duties to act as instructor in the rules "classes" of Company "C". He displayed qualities of

young voices around these parts again.

It was nice seeing Car Foreman and Mrs. William Delaney from Tacoma, Wash., in their "hum town" again.

Reminiscences: It is 5th War Loan time again. My, it seems but yesterday to some of us, that first loan was around the time "we" were in France before. Remember? And now we are Over There again and our boys are in there pitching. We said then, as we say now, "This Must Not Happen Again." Let's make

it come true this time. Many of these boys (and girls, too) left jobs similar to yours and mine . . . pay-day twice a month, for less pay, less comfort; yes, lots of "less." Let's show them how much their sacrifice means to us by writing them regularly, sticking lots of jitneys in the cigarette boxes on the counters and INCREASING OUR PURCHASE OF WAR BONDS all that we possibly can. I'll do it. Will you?

## LACROSSE & RIVER DIVISION

### First District

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

We are sorry to report the death of Engineer August Liske, 62, which occurred in Milwaukee recently after a long illness. August was one of our veteran enginemen and he will be greatly missed on the east end. We extend the sympathy of our division to his bereaved ones.

Since Engineer Hank Zamzow has forsaken the steam for the diesel and is bringing the afternoon Hiawatha in on time we have been puzzled how he does it; that is, we were until the secret came out that someone hangs a big wall-eye pike on the hind end of third No. 5 and Hank tries to catch it to add to his already large collection of walleyes. Believe it or not!

Retired Yardmaster Thomas Bloomfield has been hospitalized since his wife passed away and is now in a hospital at Madison for treatment. We all hope he makes a speedy recovery.

## SUPERIOR DIVISION

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



The boys' gang got off to a good start on the Superior Division, one gang working near Forest Jct. ballasting track and putting in ties and another gang doing the same thing on the Menominee Branch. We had considerable success with these boys last summer and hope to do equally well this season.

E. D. Crim, the city ticket agent at Green Bay, spent considerable time landscaping his property and planting some Lombardy poplar trees for shade, but the other day a couple of high class nursery men from the city came over to Crim's place and readjusted the landscaping, planting some fruit trees and uprooting some of the poplars. They planted two apple trees and two pear trees and probably will pay Mr. Crim a return visit to plant some plum trees and no doubt will proceed to uproot more of the poplars. Mr. Crim is quite confident of a wonderful crop of fruit and is already booking orders.

Conductor A. J. Howlett who has been yard foreman at Menasha for a number of years, has applied for his pension, and so has Engineer Mike O'Neil who has been off for some time due to an injury. Hope these boys will be able to enjoy their pension for a number of years.

## H & D DIVISION

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

### Middle H & D

S. A. Brophy  
Locomotive Engineer  
Correspondent

We all wish good will to M. P. Ayars in his new field of endeavor as superintendent.

Fireman C. F. Jahn has resigned and has accepted other duties.

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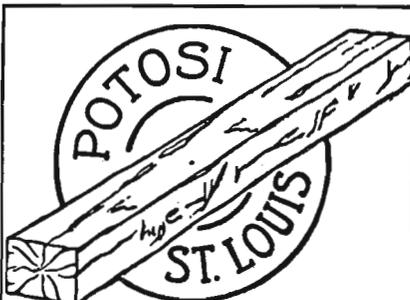
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Engineer Frank Fowler has replaced Engineer Starbeck on second 15 and 16. Whitman's extra gang is doing a real job of track raising west of Appleton, and a second work train has been assigned to the pit.

Conductor Howard Shimo of the 744th Railway Battalion was home on a furlough recently.

On Sunday, May 28, the Montevideo Chapter of the Women's Club arranged and carried out a program that is most worthy of mention. A fine dinner was served at 6:30 p. m., followed by a comedy skit with the ladies being attired as men and wearing gay nineties mustaches.

J. E. Hills, former assistant superintendent, now retired, has decided to remain in Minn., and has purchased a nice home at 4036 Woodale Ave., St. Louis Park, Minn. John says he will be pleased to see any of the gang should they hie out his way.

**TRANS-MISSOURI DIVISION**

**West End**

*Pearl Huff, Correspondent  
Miles City, Mont.*

Lt. Gordon W. Spear, Navy pilot, and Mrs. Spear spent their vacation the fore part of June in Miles City, visiting their parents. Lt. Spear has been in combat duty for the past 10 months in the South Pacific and is glad to be back in Montana. Gordon is the son of Mr. and Mrs. Frank Spears, Miles City, Mont.

Sgt. D. N. Wilson, son of Engineer Dola Wilson, has finished the last phase of his combat training at Clarksdale Field headquarters as an engineer gunner on a B-26. He spent his furlough in June visiting in Miles City.

Fred E. Fulks, son of Mr. and Mrs. Jack Fulks, has been promoted to petty officer 2/c. He has been in the South Pacific for many months. He recently wrote his parents that May 5 was like Christmas to him as he received a belated Christmas package, and "was it ever swell because out here one forgets what candy and nuts taste like." His brother, Robert Fulks, has been assigned to Hospital Corps School at Farragut.

We are happy to report that further word has been received from Sgt. Donald Grainger, son of Mr. and Mrs. Hugh Grainger, Miles City, and that he is doing fine after his accident in England; his hands were burned while putting out a fire on a plane.

Miss Laurel Wilkerson, operator at Marmarth, visited her parents, Mr. and Mrs. Thos. Wilkerson, during May.

"Karene Lezetta" arrived May 11 at the home of Mr. and Mrs. Parke Krumpe at Miles City. She is a granddaughter of J. E. Burrows, Miles City, and is the first grandchild in the family.

Miss Georgia Burt has accepted a position as operator at Mildred, Mont. Miss Burt has been attending the telegrapher's school at Miles City, and took her examination immediately after her graduation from high school.

T/S Bernard Vonderheide, after combat service as top turret gunner and engineer of the Eighth AAF B-17 Flying Fortress "Hot Rock," has been spending a furlough at the home of his parents, Mr. and Mrs. Chas. Vonderheide, Miles City. Bernard was awarded the Distinguished Flying Cross to be added to his previous decorations of the Air Medal with three Oak Leaf Clusters. He said that the United States and Montana looked good to him.

Pvt. Shirley Taylor, Wac of Alva, Okla., and Pfc. Thos. T. Wolf of Miles City, Mont., were united in marriage in Newport, Ark., on May 27. Pvt. Taylor was a telephone operator prior to her entering the Wacs in April, 1943. At present she is telephone operator at the Newport Army Air Field Signal Office. Pfc. Wolf is the son of Conductor Theo. C. Wolf of Miles City, and at present is a radio mechanic at Newport Air Field transient hangar.



Conductor Henry V. Wyman of Moberge, S. D., had 36 years of service with the Milwaukee when he retired recently, and before coming to the road had worked a few years for the North Western. "We aim to please" was always his motto. One of his fellow employes recently remarked, "Heinie is the only railroad man I ever knew whom some one didn't hate."

**TERRE HAUTE DIVISION**

**Faithorn District**

*Berniece Sparks, Correspondent  
Faithorn, Ill.*

One of the biggest events these past months was the promotion of Trainmaster J. W. Wolf to assistant superintendent at Montevideo, Minn. Mr. Wolf has been trainmaster here at Faithorn for the past two and one-half years and during that time he has made many friends. We all wish him the best of luck in his new position.

We welcome our new trainmaster, J. A. Jakubec, to the Terre Haute Division and hope that his stay here will be a pleasant one.

The railroaders' wives in the Faithorn district held their regular pinochle party at the home of Mrs. Darwin McReynolds on May 22. Prizes were awarded Mrs. Arthur Grote, Mrs. Herbert Seehausen, Mrs. Belle Perkins and the booby prize went to Mrs. Darwin McReynolds. The next session will be held at the home of Mrs. Herbert Seehausen.

Sgt. Donald Heck, son of Agent Heck at Andres, surprised his folks recently by coming home from Italy. He was in the Salerno and Anzio beachheads and had 213 days in the front line trenches. He has been injured twice, and was awarded the Purple Heart with Oak Leaf Clusters. Joel Manwarring, S1/C, son of Section Foreman Manwarring, was home recently on short leave. He had just returned from convoy duty to Ireland.

S/Sgt. Donald Withers has returned to Camp Pickett, Va., after spending more than two weeks at home with his parents. He is the son of Switchman A. Withers.

**Terre Haute District**

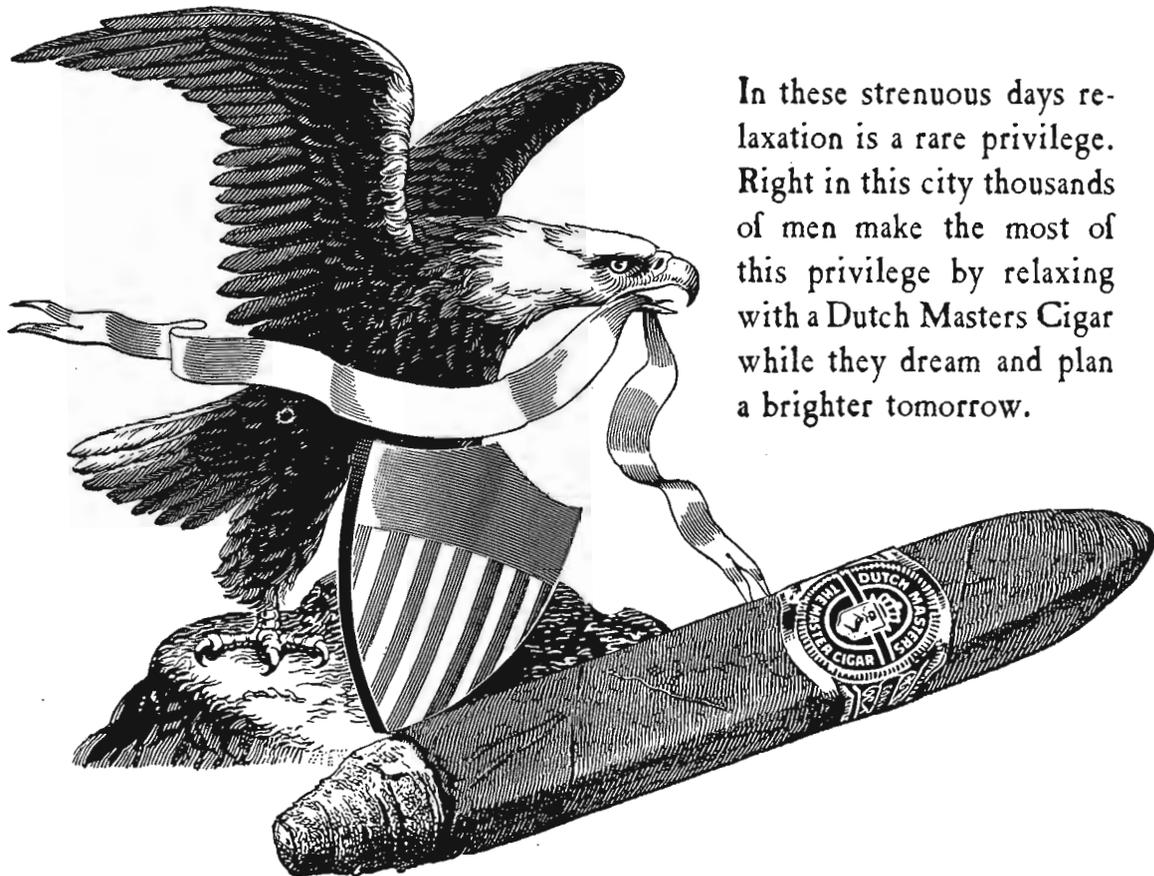
*William Nadzeika, Correspondent*

H. J. Barry, district adjuster on the Terre Haute Division for the past seven years was appointed in the same capacity with headquarters at Des Moines, effective June 1.

P. M. Fagan, retired D.F.&P.A. at Terre Haute, underwent an emergency appendicitis operation recently and is recovering nicely.

Wm. Petrie, one of our oldest operators in service on the division, is seriously ill, and is being relieved by operator Talkington at Westport, Ind.

# AN AMERICAN PRIVILEGE



In these strenuous days relaxation is a rare privilege. Right in this city thousands of men make the most of this privilege by relaxing with a Dutch Masters Cigar while they dream and plan a brighter tomorrow.

## DUTCH MASTERS CIGARS

Operators Hugh Burns of West Clinton and James Anderson of Terre Haute recently passed for the armed services and will report for duty within a short time.

A. R. Blythe, operator at West Dana, is recovering from his illness and expects to report for work within a short time.

### Terre Haute Freight Office

S. M. Whitaker, cashier, reports that his son, Jack, was home on a 25-day furlough from Trinidad.

George Lundwall, revising clerk, recently visited his daughter in Washington, D. C.

One of the newcomers is Maxine Shaw, relief clerk during vacations.

A new track has been added to our west yard; it will facilitate switching operations materially.

Earl Mullen and Rex Myers, car inspectors, were also "Flow Boys" this spring; they helped many people plow their victory gardens.

Warren Allen Davis of the Marine Corps and Miss Betty Jane Hutson were married June 8. Betty is a sister of Dale, car department clerk, and Warren is the youngest son of Car Foreman J. C. Davis. We extend our congratulations.

Francis Carroll of the clean-out department, is again able to be out.

Conductor Vaughn Allen reports his son, Carl, was home on a short furlough recently, he was also a brakeman before entering the services.

Money can be lost in more ways than won.

July, 1944

### MILWAUKEE TERMINALS

George A. Steuer, Division Editor  
Superintendent's Office

#### Fowler St. Station

Dorothy Bertha, Correspondent

We've received visits and letters from several of our servicemen this month and they tell us that, excluding the Milwaukee Road Magazine, they appreciate nothing more than the letters they receive from home. So how about dropping them a line? I have the addresses of all our boys, and they are yours for the asking.

It wasn't very long ago that Lt. William Flynn was in for a visit. A recent letter from him informs us that he is now in the 5th Air Force, somewhere in New Guinea. He says it's nothing like home and he appreciates the milk and steak most.

Corp. John E. Williams, former fruit house employe, writes from a hospital in New Caledonia, where he is recuperating.

Marine Corp. Virginia Knowlton was in the other day, looking mighty sharp in her summer uniform. She is a baker and cook, no less, and has gained 15 pounds. We think that with her enthusiasm for the Marines, she would do well in the recruiting division.

Marvin Kuehn, former stenographer in Dummmler's office, was in the other day

during his 10-day leave. He is yeoman 3/c, stationed in Norfolk, Va.

Two of our yard clerks in the Reed St. yard have been in different districts for the past few weeks. Earl "The Mad Russian" Arndt has been on a vacation and filling in on the Meno. Belt, and our favorite Shirley "Temple" Cary is at her old job for a while at Grand Ave. We still have a lot of zip in the yard office, because that snappy "Town of Lake Gentleman," Roy Schmitz, is with us and you who know Roy know also that there is never a dull moment with him around. Shirley returns to break in Mary Casey, Engineer Tom Casey's daughter, to take over her district while she hops out to Arizona to see that 6'2" Air Corps man of hers.

Ed Hawkins, foreman of extra gang No. 10, Reed St. yard, has had an awful let-down from the big, fine looking car he had, to the little puddle jumper he has now. Ed says he moved and the big car did not fit in the new garage. Couldn't be that gasoline rationing had anything to do with it?

Three of the boys in the Reed St. yard are six-timers at the Red Cross blood center, and one is a seven-timer. W. W. I. B. Inspectors Jim Gleason, Bill Ranscht and Yard Policeman Jim Freitag are the six-timers and W. W. I. B. Inspector Jim Moore will join the gallon club next time he is due.

Nick "P. F. I." Westover has just returned from his vacation and reports a very good time except that if he had it to do over again he would spend the first four days in Aberdeen instead of the last four. Nick says the old town sure misses him (like a headache).



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Railroad Cross Ties  
Hardwood Lumber  
Timbers**

**Webster Lumber Company**  
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St. Paul, Minn.

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T-Z Products give unexcelled service.

"Crescent" Metallic Packing  
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T-Z Products, as standard equipment,  
are daily proving their merit.

**T-Z Railway Equipment Co.**  
8 So. Michigan Avenue  
Chicago, Illinois

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SAFETY Requirements  
DEMAND the Best  
Equipment**

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FUSEES**

**Fill the Bill  
SAFE DEPENDABLE EFFICIENT**

**LAKESIDE RAILWAY  
FUSEE COMPANY**  
Beloit, Wisconsin

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Unimasters**

**Since 1896**

**"THE LINE THAT CAN'T BE  
MATCHED"**

**PANAMA-BEAVER, Inc.**

600 Van Buren St.  
Chicago, Illinois

789 N. Broadway  
Milwaukee, Wis.

The boys at the fruit house are very jealous of the new and bright finish on the freight office. They say they have been forgotten and are wondering if the fruit house office will ever have its face lifted. Tut, tut, boys, where is the fruit house office?

"Agent" Ed Hardina in the Reed St. office reports that he is all through with his spring house cleaning at home. Eddie says that washing walls is a lot of bunk and there should be a law against it. We agree one hundred per cent.

Employees and friends at Fowler St. wish to congratulate Wm. P. Radke on his promotion to the position he now holds at Crane, Ind.

Remember Ed Koepke, former P. F. I. man? He has taken over his father-in-law's tavern on 21st and National, and is certainly getting a lot of our trade. He is beginning to miss the old railroad.

The Milwaukee Hiawatha Club, Unit No. 13, is still signing up members. Bruno Kowalski handles the office and freight house end. Vice-Chairman Henry Hofer handles the Stowell, P.M., and other outlying districts, and Secretary Roy Schmitz takes care of everything between Reed St. and Grand Ave.

**Muskego Yard**

*Grace Johnson  
Correspondent*

The "Roundhouse Rumbblings" are somewhat fainter this issue, but they are still rumbbling, and according to Earl Moore a really sweet young lady is the "Duchess" we mentioned in the previous issue, by name Miss Ann Wolf who has become an important part of the clerical forces. She is replacing Miss Audrey Smith who was recently transferred to the S. M. P. office. Caller Lawrence Ewart has returned from his two weeks vacation with a good tan which looks suspiciously like "back-porch" tan, but in these times that's the patriotic way to spend a vacation.

News of our servicemen: Lt. Robert W. Bruss, son of Paul Bruss, one of our switchmen, enjoyed a 10-day furlough with his folks. At the expiration of his furlough he went to Lincoln, Neb., for heavy bombardment training. Roy Lewis, another one of our switchmen, who has been in the service of the road since 1912, had a nice visit with his son, Lt. Col. Harry James Lewis, when he was here on furlough, prior to going overseas. Lt. Col. Lewis was a West Point grad in 1935 and has been in the service ever since. The past three and a half years he has been stationed in Washington in command of a new signal corps post near the capital. He went from here to Camp Crowder, Mo. Uncle "Bulgy" (George Goetz) had a "V" mail letter from Pfc. H. L. Flint, former train clerk at Muskego yard. Herb sent his sympathy to Norv Wolf, who was recently married (probably should have sent it to Norv's wife) and said he hoped the yard wasn't all cluttered up with females by now. He is in New Guinea where he couldn't possibly know that the "Barn Boss" is really "Uncle Bulgy." Greg Schueller has written in and tells us he is stationed at Camp Plauche, New Orleans, now. On May 19, he became the proud father of a baby girl. He is with a railway shop battalion and will no doubt be coming up North for his technical training. Says he will be glad to get out of the South.

Frank Kelnhofer decided evidently that two boys in the service were not enough, so he contacted the stork department and got priority to obtain a brand new baby girl; no doubt he plans to make a Wac of her. She is only three weeks old but he can dream, can't he?

Pfc. Dick Baxter, former train clerk, is in San Francisco. Norbert Miller, Jerome Miller's son, has a N. Y. address now, and is probably on overseas duty by now.



We have an important, if belated, statement from W. A. French, district safety engineer. This statement was received in May but too late for the June issue. Mr. French states that Milwaukee Terminal employees had a total of 78 injuries last year in May and had a total of 34 this year. This is really a fine showing and proves that we are all conscientiously trying to be "safety-conscious." We have had one fatality to date this year and also had one last year at this time. Both Mr. French and Trainmaster Crippen are concentrating every possible effort on safety and are to be commended for pulling Milwaukee Terminals up to middle place. We hope to continue to climb on that list. Mr. French reports that strains, and sprains lead the list, all due to falling over objects and stepping in holes, and wrenching muscles through pulling. He also says the old ground, or ball throw switch is still giving us accidents and all of these can be avoided by using your head and watching your step. Mr. French has promised to give us a statement each month and I think this is something that we will all be interested in watching. We need every man and need every man working.

Waiter: "There's most everything on the menu today, sair."

Crabby Patron: "So I see. Bring me a clean one, so I can read it."

**I & S M DIVISION**

**East End**

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

Lt. Col. Hotchkiss and staff of the 744th Railway Battalion were Austin visitors on June 1.

I read a very nice letter from Sgt. Ralph McCoy, who is in a railway operating battalion located in India, explaining in detail the difference between railroading in India and Minnesota.

**Recent Changes and  
Appointments**

C. W. Stephenson, agent at Hayward, has bid in second operator's trick at Albert Lea.

A. W. Harnoss has been appointed agent at Kenyon, and H. L. Weihn has left operator's position at Northfield to take over Mazeppa station.

H. O. Otterness has been appointed agent at LeRoy. F. J. Olson went from Albert Lea to the agency at Good Thunder upon the retirement of Wesley Aldrich.

C. W. McMichael has been appointed agent at Vienna, S. D.

P. M. Minnick has been appointed second operator at Northfield.

L. R. Stokes is relieving at Austin while dispatchers are on vacation.

Marlys Case, one of our new operators, has been appointed agent at Plymouth.

Donald V. Sheehan, trucker at Northfield, entered the Army late in June.

Arnold Peters, engineer on the First District, was confined to St. Olaf Hospital for some time with pneumonia.

With so many of our boys being called into the armed forces, the plan of using other members of families for service with the railroad is working out very satisfactorily on this division. Operators have become so scarce that wives of regular agents have taken over hubby's job while he works as operator at some other station. For example, Mrs. M. E. Hopperstad is acting as agent at Castle Rock; Mrs. A. W. Finnegan, agent at Grafton; Mrs. J. A. Janousek, agent at Webster; Mrs. J. E. Clayton, agent at Alpha; Mrs. Sadie Anderson, daughter of H. S. Lewis, agent at Roswell, while her father relieved at various stations.

My west end assistant, Jim Gregerson.

received his call from the Navy and has reported for duty, which leaves us short handed for news from that quarter.

Furthermore, L. R. Stokes has been so busy moving and relieving the dispatchers at Austin that he didn't have time for any notes this month.

Under appointments perhaps I should have mentioned my recent election as president of the Austin Junior Chamber of Commerce; and, last but by no means least, on May 28, Mrs. Swank presented our household with a bouncing baby boy who a little later on will come running when you call Freddy Karl.

Guy Williams, Jr., son of Cashier G. B. Williams, spent his leave with his parents upon completion of his course at Stillwater A. M. & E. School, Stillwater, Okla., and has reported to Corpus Christi, Tex., for further training. He is an aviation radio technician 3/c.

## MILWAUKEE DIVISION

### "C & M"

Wiley Moffat  
Correspondent  
Superintendent's Office  
Milwaukee, Wis.

#### Special Commendation



On June 6, as an "extra west" handling empty ballast cars pulled into Fox Lake, Sectionman Carl Neitzel noticed something wrong with one of the cars, and the train was stopped. Inspection developed a wheel loose on an axle, and the car was set out. Inasmuch as the defect could be seen only when the car was moving, the alertness of Mr. Neitzel avoided what could have been a very serious accident.

Roadmaster C. F. Allen, formerly on the C&M and now on the Metaline Falls line out of Spokane, dropped in for a short visit recently. "Cap" hasn't changed a bit in the seven years he has been out west. He asks to be remembered to all his old friends and associates he didn't have a chance to see while here.

Anything can happen on a railroad, and usually does. Ordinarily, in a crossing accident the auto hits the train, or vice versa, but on May 25, on the railroad crossing at Wadsworth, two automobiles had a collision with no train around. This puts them in the same category as "man bites dog."

The Hibernians, as a nationality, must be slipping. At the same time a week or so ago Conductors Henry O'Neill, J. F. Kennelly, Fred Tew, John H. Costello, Dan Healy and C. E. Flannigan were laid low for sundry reasons. Can you guess which one was incapacitated because he sat on his false teeth and got bitten?

Employees of the First District who have departed to test the veracity of General Sherman's famous statement are Harvey Riess and Don Beak, firemen, and Gene and Charles Knobel, brakemen. Don is off for the bounding main, the others will "hay-foot, straw-foot."

Word from those who already know that Sherman's aforementioned statement is correct comes from Corp. Myron Tabbert, somewhere in England, who says he would gladly trade the whole country for one little patch of U.S.A. Myron is the son of Train Dispatcher O. C. Tabbert.

Corp. Herbert Bowser, who formerly worked in the track department at Rondout, and son of Operator B. O. Bowser, Pacific Jct., has been rattling around in China for the past six months. He reports plenty of work, good G.I. food now that they are off the rice diet, but the worst trouble is caused by the rats, which are prevalent everywhere. The crossing of the Himalays en route from India to China was a thrilling experience, climbing to an altitude of 22,000 feet and still seeing mountains towering overhead. He

would like to send pictures of the many wonderful things he has seen but, of course, is unable to obtain film. Sherman was right!

The sympathy of all is extended the family of Lineman A. A. Spear, Sturtevant, who died as a result of injuries incurred June 7; and to the family of Engineer H. S. Bowman, who passed away June 15.

Retired Engineer C. R. Falconer has come north for a few weeks after harvesting a bumper orange crop on his Florida ranch.

THERE IS STILL TIME TO GET IN ON THE FIFTH WAR LOAN DRIVE!!

### Depot Dabs

The glad hand is out to W. A. Krohn, D. R. Eckers, R. A. Krueger and A. M. Bratland, tapemen in the Milwaukee division engineer's office; to James F. Quinn, ticket stock clerk, and to June Malchow, draftsman (I hope I'm right about the classification) in the signal department. May their stay be long and happy.

R. R. McConahay was given a nice send-off when he left for the Army on June 15 and is expecting assignment to a railway battalion.

Marvin Kuehn, yeoman 2/c, was home for a short furlough recently and moved his family—wife and infant son—back to Norfolk, Va., with him. Marv was secretary to General Superintendent Munson before entering the service.

Pvt. Edward C. Dey, Camp Hulen, Tex., who formerly worked in the baggage room, writes the most humorous letters ever seen from servicemen. In one of them he states he is driving a jeep, a half-ton truck and a two and a half-ton truck, and that there are two ways to drive them—the right way and the G.I. way—so he is learning the G.I. way.

In a letter from Warrant Officer Ray Lemke, somewhere in Italy with military police, he has the following to say:

"The other day I went up the line to one of our detachments. It was the first chance I had to see a battleground before it had been cleared of mines and damaged equipment, and you can be sure I didn't get off the road to explore. It was certainly a sight to see—all of the trees were bare, not a leaf left on them, and the limbs were practically all shot off to the tree itself and some of them just hanging. The ground was all cut up and full of shell craters. Perhaps seeing what they had to go through, and also the American cemetery along the way had something to do with my deciding to donate a pint of blood. Went out to the medical lab yesterday and gave them a pint. I think that if some of the people back home could see some of these things, things would be different."

With that thought in mind, have you done, and are you doing, everything you can to get this war over with and bring our boys back as quickly as possible? There are two things everyone can do—BONDS AND BLOOD.

### "Old Line"

Hazel Whitty,  
Correspondent  
Ticket Clerk  
Horicon, Wis.



Employees of this district were shocked and grieved to hear of the highway accident near Mayville on June 12, in which Arthur, 12-year-old son of Engineer Rhinhold Puls of the Horicon-Portage run, lost his life. Local employees furnished a beautiful floral basket.

Horicon loss was Fond du Lac's gain when Engineer Max Schessow and family moved to that city from Horicon. The moving of this family will be felt in almost every circle of the city but, inasmuch as Max was unable to hold steady work here, it became necessary to make the change.

Ye scribe had the pleasure of meeting

friends, old and new, at a meeting called at Milwaukee recently for instruction on the change in timekeeping of track forces.

Irving H. Meyer, son of Agent I. C. Meyer of Beaver Dam, is coming home from Spokane, Wash., very shortly. He has been in Farragut for 17 weeks and has three and a half more to go.

Roadmaster A. H. Olson of Horicon recently entertained royalty in his home at Horicon when his daughter, Beverly, was chosen Prom Queen for the Junior Promenade.

The shortage of houses in Horicon caused a good deal of worry for Roadmaster A. H. Olson and M. E. Noel of Horicon, Wis., as both houses they were living in were sold almost on the same day. As a consequence, we find Mr. Olson living in an 8-room house and Mr. Noel in a three. Both will have to move before cold weather sets in—one because the house he lives in is reputed to take 30 tons of coal and the other because there are no heating facilities.

### Second District

F. J. Love, Correspondent  
Beloit, Wis.

Engineer M. J. Stehling has retired after 45 years' service with the company.

I'm glad to report that O. F. Daniels, traveling car agent from Mr. Brown's

**PROTECTION**  
for

**Railroad Employees**

through our liberal Accident and Sickness Policy.

Get full details from a  
Travelers representative,  
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**THE TRAVELERS**  
HARTFORD, CONN.

80th Year of Accident Insurance

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80 E. JACKSON BLVD.  
**CHICAGO**

**RAIL JOINTS**  
Reformed to meet specifications for new bars.

**VULCAN XX STAYBOLT IRON  
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**CREOSOTED  
MATERIALS  
and  
COAL TAR  
PRODUCTS**

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**Republic Creosoting Co.**  
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**MAUMEE INDIANA  
WASHED COAL**

**CLEANER  
HOTTER  
BETTER**

Mined on  
THE MILWAUKEE RAILROAD

**THE MAUMEE COLLIERIES  
COMPANY**

Coal Miners and Shippers  
TERRE HAUTE, INDIANA

DRILLS, REAMERS, CUTTERS, TAPS AND DIES—DRILL PRESSES, METAL CUTTING POWER  
SAWS—GRINDERS, ELECTRIC TOOLS—HOISTS, HAND AND ELECTRIC—PNEUMATIC TOOLS,  
HAMMERS, DRILLS, GRINDERS—CHUCKS, LATHE AND DRILL—PRECISION TOOLS—MI-  
CROMETERS, GAUGES—BLOCKS AND VERNIER CALIPERS—CARBIDE TIPPED TOOLS—SAWS,  
HAND, POWER AND BAND—ALLOYS, CERROMATRIX, CERROBEND, BRONZE—VISES, ALL  
MAKES AND TYPES, BENCH AND MACHINE—JACKS, MECHANICAL AND HYDRAULIC,  
PIPE BENDERS—ARBOR PRESSES, BENCH AND FLOOR—GAUGES, PLUG, RING AND THREAD  
GAUGES—HYDRAULIC HIGH PRESSURE FITTING "ERMETO"—PIPE MACHINERY AND  
TOOLS—BELTING, LEATHER, RUBBER AND CANVAS—FILES, ALL MAKES AND TYPES—  
WRENCHES, PIPE, SOCKET, CAR.

**STERLING PRODUCTS CO., 121 No. Jefferson St., Chicago**

office, is well on the way to recovery from a major operation and that he will be back at work soon.

J. J. Grattelo, warehouse foreman at Freeport, has entered business for himself at Freeport, and Les Strappazon, steno-clerk, has resigned and is accepting other employment at Chicago.

Charles Swanberg writes that he likes his work and new location at Spokane very much and wants to be remembered to everyone back here.

Brakeman John A. Lewis is with a railroad battalion located in England. He thinks England is a pretty nice place but says he would like to be back and make a few trips around here. John's wife recently joined the Waacs.

Congratulations to the following couples: S/Sgt. Glen Miller, former agent at Kansasville and Miss Helen Daniels of Dover, Wis., who were married at Dover on June 1. Glen is with the 744th Railway Battalion. Homer Harris and Miss Dorothy Allen were married at Lancaster, May 20, and are now making their home at Rockton. Conductor and Mrs. A. W. Lewis are spending their wedding trip visiting in Virginia.

John Cain of Savanna, Ill., retired engineer of the Iowa Division, spent last week visiting his son, L. J. Cain, and family at Beloit. Mr. Cain is 90 years old and is enjoying good health and states that he had a fine time while here. For years Mr. Cain pulled the Pacific Limited and Nos. 11 and 7. At the time of his retirement Mr. Cain and his son had a total of 95 years' combined service.

### In Nineteen Fifty-Three

(Written in 1943)

The bonds that you purchase today, tra la,

Go only for winning the war,  
But each little dollar you pay, tra la,  
In one little decade away, tra la,

Will bring you that dollar and more.  
Just linger around and you'll see!

Yes, linger around while we set up a cheer  
For that glorious, happy, incredible year,  
That giddy and gay, almost edible year,  
OF NINETEEN FIFTY-THREE!

When that rolls around we'll have plenty  
of jack,  
For that's when the Government gives it  
all back.

We'll sally out gaily with blood in our eye,  
And here's just a few of the things that  
we'll buy:

Paper clips,  
Buggy whips,  
Marshmallow candy,  
Napoleon brandy,  
Dynamos, rubbers, and twenty-course  
meals,

Butter and nylons and automobiles.

High heels,  
Fly wheels,  
Hershey bars,  
Kiddie Kars,  
Perfumes with a rare aroma,  
Down front seats for "Oklahoma!"  
Railroad seats for distant places,  
Solid platinum shoelaces,  
Gorgeous coats of countless sables,  
Coca-Cola, racing stables,  
And e'er we leave the festive scene  
Gasoline and GASOLINE!

All of these you'll buy, and how!  
IF YOU PURCHASE WAR BONDS  
NOW! —GEORGE F. KAUFMAN.

## IOWA DIVISION

### East End and Branch Lines

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

Claude Evans has taken the ticket clerk job at Marion, succeeding Hugh Jones who has taken the cashier job at Perry, Ia. H. D. Johnson is the new man replacing Claude on the night ticket and yard job.

Time Revisor Cleveland has returned to work after a vacation spent down in Mississippi, spent with his son, Grover, who is in the Army.

A recent visitor in Marion was retired Passenger Conductor "Brookie" Burnham, who, since his retirement, has made his home at Des Moines.

The boys in the South Pacific may tell about the torrential rains they have experienced, but they surely have not experienced any more than we have during the past few weeks. Out here in Iowa we discuss our rainfall in feet now instead of inches, and from all appearances we will have established a record for future years to shoot at.

Section Foreman Sieck at Marion is setting them up on the arrival of a new son at his house. We understand that the walking he has become accustomed to in line of duty has come in handy at night when it becomes necessary to walk the floor.

Second Trick Operator Marl Marchant, "MA" office, Marion, Ia., is sporting the title of daddy also.

We on the home front have time yet to purchase that additional \$100 War Bond before the Fifth War Loan drive ends. The boys on the second front have not had time to sit around and gripe about ration points and the scarcity of luxury items, the way milady's silk hose bag at the knees, and hundreds of other little things that so many of us on the home front find time to beef about. Invest that extra \$100 today in the Fifth War Loan drive for a better world.

### Council Bluffs Terminal

*Lillian Kinder, Correspondent  
Car Foreman's Office*

Just where I should start in order to bring news of the Council Bluffs and Omaha Terminals up to date has me perplexed. Some of my news, for a spell, might be rather stale to us around here, but it will enlighten those who have been wondering what has become of the west end of the Iowa Division.

Our sister act in the coach yard is temporarily broken up due to the fact that Cleo Birdsong is busy changing her name to Stanley. We all wish her the very best of the best of luck. Incidentally, Cleo has the most beautiful red hair and such an abundance of it that our general foreman, T. P. Schmidt, is more than envious. I wonder how a red toupée would look; maybe T. P. Schmidt is wondering too. The other sister is Geneva Larsen, whose husband, Ray, formerly worked here as a coach cleaner before entering the services of the Army. The last we heard, Ray was stationed in "Somewhere," England.

The fellows during the past week have been busy securing orders at the store department. Could it be the necessity of material wanted or the fact that we have a new girl in that department? Agnes is the daughter of Martinus Christiansen who for many years worked here as a car inspector. We all wish her a most hearty welcome. To accommodate another employe in the store department it was necessary to enlarge the office. To you carpenters: Where was the level when the addition was being erected? Agnes will have to sit at an angle to be in line with the building.

Our Service Club held its meeting May 25 at the Railroad YMCA, at which time

officers for the ensuing year were elected. Al LaHeist, a machinist in the locomotive department was elected president. Russell Anderson, carman, as vice-president. Ed Lee, switchman, as secretary-treasurer. J. B. Dede, public relations representative, was here at that time to lend a helping hand and to inform us that another Milwaukee Appreciation Party is being planned for this point. We had such a grand time at the last one that the next cannot come too soon.

### Omaha

Now to switch over to the other side of the river and bring you some news of our Omaha folks:

W. J. Swening just returned from Los Angeles after spending two weeks with his son who is engaged in defense work. H. G. Sterva, rate clerk, is spending his vacation in Portland, Ore., trying his luck salmon fishing. Let's have a picture of the catch for the Magazine. A picture will save wear and tear on the muscles of your arms when explaining how big they were. E. E. Davis, chief clerk, is back on the job after recovering from a broken leg.

M. M. Wolverton, general freight agent at Omaha, has a son, Robert, age 14, who is a very gifted pianist. On June 11, Robert was presented at a piano recital at the Joslyn Memorial in Omaha, sponsored by the Society of Liberal Arts. We are looking forward to hearing his music many times in the future.

Robert Brady, son of Charles F. Brady, CTA at Omaha, graduated and received his wings in the Air Force at Seymour, Ind., on May 23. Another son, Jack Brady, is in the Navy. Charles Brady served 18 months overseas in the first World War, but he has a tougher job now trying to take care of the traveling public.

Now that we have a politician in our midst, we are able to find out in a hurry just what is going to happen in our city of Council Bluffs. Recently, Army Schoening, carman helper at this station, was elected alderman of the 4th Ward.

As I'm writing this, my mind keeps reverting to our boys in the service and especially those who on this day (June 6) are taking part in the invasion. I can't say in words just how I feel, but I'm sure all of us are silently praying for their safety and victorious return. To you boys whom this Magazine may reach, we want you to know our thoughts are with you at all times and the greatest day in our lives will be when we can greet you with a warm "hello" that reaches the bottom of our hearts, and with a firm hand clasp, which, if it could speak, would say, "Thank God you're back, and back to stay."

We have quite a number of former employes and employes' sons and daughters now in the services of our country. In the near future I hope to have pictures of them published.

### G.I. This and G.I. That!

Sitting on my G.I. bed,  
My G.I. hat upon my head,  
My G.I. pants, my G.I. shoes,  
Everything free, nothing to lose.

They issue everything we need,  
Paper to write on, books to read;  
Your belt, your shoes, your G.I. tie,  
Everything free, nothing to buy;  
You eat your food from G.I. plates,  
Fill your needs at G.I. rates.

It's G.I. this and G.I. that,  
G.I. haircut, G.I. hat;  
G.I. razor, G.I. comb,  
G.I. wish that I were home!

No woman really makes a fool of a man; she merely gives him opportunity to develop his natural capacities.

### Cedar Rapids Terminal

Clifford R. Taylor, Correspondent

Asst. Cashier Corinne Dixon left recently to see that Certain Somebody when he received those wings at graduation. Corinne will spend several weeks in Arizona and other southern states.

2nd Lt. Rex Huffman spent several weeks' leave in May with his parents, Asst. Agent and Mrs. Huffman, in Cedar Rapids.

Charles Zoble, S/3, surprised his family and spent a short leave in Cedar Rapids during May. Charles had been at sea for several months and when he docked in the good old U. S. A. and had several days' leave, he took advantage of it and spent it with his parents, Switching Clerk and Mrs. Victor, and sister, Rita.

How about some news from the various departments? It is pretty hard to make our column interesting unless we get something to write about.

### Iowa Middle and West

Since the boys and girls in the armed services at home and overseas are most interested in knowing what their friends in the service are doing, we are devoting most of our space to news about them.

During the last month those home on leave or furlough included Pvt. William Lafferty from Fort Sam Houston; Jack Sands from the Merchant Marine, with headquarters at Sheephead Bay; Corp. Raymond Cross from Camp McLellan, Ala.; Aviation Machinist Mate Ross Edwards and family from Jacksonville, Fla.; Irene Shearer from the Wac at Des Moines; Lt. Robert Heiser from Roswell, N. M.; Clyde Birmingham, seaman 1/c from San Francisco; Maj. Raymond Boberg, and family from Pittsburgh, Pa.; Lt. John Shirley from the bombardier school at Midland, Tex.; Leonard Burns from the armored infantry at Abilene, Tex.; Pvt. Henry Hollis from Camp Chaffie, Ark.; Sam Legvold, seaman 2/c from Farragut, Ida.; Pvt. Harold Vaughn from Fort Benning, Ga.; Gunner's Mate James Overton of the east coast Navy from New Jersey; Don Gardner, seaman 1/c from San Francisco; Pvt. Keith Stapleton from Fort Leonard Wood; Robert Smithson from Camp Hood, Tex.; Lt. Henry Lytton, S/Sgt. Francis Donovan, Corp. Stanley Smith, Sgt. Francis Holdridge and Lt. Arthur Merkle, all on stop-overs from one camp to another.

Transfers which did not permit of a visit home were made by Robert Hanner who moved from San Diego to Lowry Field, Denver; T/4 Ebert Munko transferred from Camp Howie, Tex., to Army ground force headquarters in Washington, D. C.; Corp. John Phleger transferred from headquarters company to Army Transport Corps at Fort Benning, Ga.

Lt. James Cline, a navigator, is reported missing in action from a raid over Germany. Lt. (j.g.) George Wagner has been advanced to Lt. (s.g.) in the Naval Air Corps.

Those to join up since last report included Harold Peterson, cashier at Perry freight office, Fireman Orville Salzgeber, Brakemen Arthur Santee, Barney Sorenson and Machinist Frank Upton.

Brakeman Ray Walrath received his wings and a commission as second lieutenant.

Lt. William Templeton became a member of the Milwaukee family when he married Miss Dorothy Swift, daughter of Engineer Charles Swift. The wedding took place at the Post chapel at Winfield, Kans., on May 3.

Miss June Connell also became a member of the Milwaukee family when she married Sgt. Francis Holdridge on his return from two years overseas with the Marines. They were married at the Wee Kirk of the Heather, May 31. Pharmacist Mate Francis Phillips was married to Donna Lou Jones, daughter of Will Jones of the roundhouse force.

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## ROCKY MOUNTAIN DIVISION

### Main Line

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

And did the lilacs in our little city bloom this spring? The town and the station grounds were like one huge bouquet of lovely flowers, and "the rains came . . . and did it rain! Well, day and night almost since the last week in May, and so that is the reason our yearly boxes of lilacs did not arrive at the Butte offices.

There is plenty of work on the division—extra gangs, ditchers, rail laying and what have you, good crops in prospect and the sun for once is shining as this goes to press . . . so what else have we to wish for?

Our agent, H. C. Rector, is off on sick leave, taking life easy in an easy chair. Traveling Agent Joe Jost is working in his place at the present. Agent Alexander of Manhattan is on first trick operator's position, and Young Stanley Colum is working third caller's job. . . Operator Doc Byrne of second Deer Lodge is also off for a few months' rest, and Operator Fields is relieving him.

Conductor and Mrs. Art Carlson recently had a week's visit with their son, William, who is in the Navy.

One of the surprise weddings of the division was that of Kathleen, youngest daughter of Mr. and Mrs. A. J. Carlson, to Ralph Wilcox in Bozeman on June 2. Kathleen was born and raised here and was one of the popular girls of the town. Mr. Wilcox has been ranching with his father up the Madison.

T/Sgt. H. A. Jersey, son of Roadmaster Art Jersey, has returned to Mississippi after a two weeks visit with his folks. He has been stationed in the Aleutians with the field artillery.

We regret to write of the death of Andrew Plett of this city on June 4, after a short illness. Mr. Plett was the father of Louis Plett, trainman of this division, and we extend our sincere sympathy to this family.

Eric Williams, traveling engineer on the Rocky Mountain, recently enjoyed a visit from his son, Gordan and wife. He is stationed in South Carolina.

Eugene Burns, son of Conductor Robert Burns, and who has also been in train service west, out of Deer Lodge the past few years, has enlisted and has recently been transferred from Salt Lake to New Orleans. Bob Jenkins who has been caller here for the past six months, has enlisted in the Marines; the Jenkins family now have three sons and a son-in-law in the service. The youngest son, Don, has been pretty worried for fear the war will be over before he can get in it.

Engineer Frank McAvoy, who has been running on our division since September, 1927, has retired. He has been on passenger for many years, and was at one time traveling engineer on this and the division west of Deer Lodge which they now call the Rocky Mountain. He expects to remain for some time in Deer Lodge where he has a beautiful home, and will

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A beautiful cluster of orchids direct from Hawaii by air mail special delivery were sent by George Barth to his mother, Mrs. W. J. Barth, on Mother's Day. They arrived in excellent condition.

Dennis Lee is the name of a new son in the family of Sgt. Jack Wagner of Rockford, Ill., making the twelfth child for Conductor Frank Wagner.

Conductor and Mrs. A. B. Cate celebrated their golden wedding anniversary on June 10.

Maj. Donald Rait came from Martinsburg, W. Va., to take his mother, Mrs. W. D. Rait, home to live with him. A few weeks later she fell and broke her hip and is now confined to the Newton D Baker Hospital which has been erected under the supervision of Maj. Rait of the Army Engineers.

Paul Salzer, car inspector, collected bounty on a couple of foxes in May, one of which was killed with a packing iron when it ran under a car on which he was working in Manila yard.

Hospital patients during the last few weeks included Engineer D. R. Wagner, who was at Rochester; Engineer O. V. Robinson in Wesley Memorial; Clarence Dettman, Jr., in Wesley Memorial; Edward Fitzgerald at University Hospital, Iowa City; Richard Seeman and Virgil Olson in the King's Daughters Hospital at Perry.

The death of these individuals brought sorrow to Milwaukee families during the last month: Charles Hurd, retired store department helper; Mrs. Mary McMillen, widow of Chris McMillan, an old-time conductor; William Wheeler of the Perry shops force; H. H. Rissler, retired conductor; and Steve Gatelich, station helper, who drowned at Madrid.

Ever stop to think that the word American ends with "I Can"?

A woman is a person who can hurry through a drugstore aisle 18 inches wide without brushing against the piled-up bottles, and then drive home and knock the doors off a 12-foot garage.

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for the rest of his life let the other fellows do the hard work while he looks on. Pete Kolokotronis, clerk from Avery, has been assigned to the timekeeper's job with McBride's extra gang. Word has just been received from the War Department that his brother, George, who was missing in action over Germany since Mar. 16, was killed.

William G. Byrne who was with the engineering department on this division prior to his enlistment, is at present commanding officer of a Naval construction battalion serving with a Marine division. He led the first Seabees to land on Japanese territory in the invasion of the Marshall Islands last February. Members of his battalion were decorated recently. He got all this experience long before he landed on the Marshalls—from slides, and earthquakes on the Rocky Mountain, I imagine. We have sent this kind of men all over the world, and are proud to know them.

Our own Jimmy Searles from Butte yard has enlisted and has been relieved by a young man whose name I do not know and who talks at such a terrific rate of speed I cannot even catch his initials . . . but he is right on the job, anyway.

Fireman Allen and Mrs. Allen are the parents of a son born the first week in June. Congratulations!

## MILWAUKEE SHOPS

Office of  
Mechanical  
Engineer and  
Supt. of Car Dept.

Harold Montgomery  
Correspondent



Eugene Weber, Hiawatha band leader, is coming along nicely under the watchful eye of one Athur L. Schultz, orchestra leader. They have become "bosom" pals. We hear reports that Gene was lately seen up at the Schultz mansion cutting the lawn, digging fence post holes, and plowing the garden. It looks like maybe the band has a new member.

George Rodenbeck recently went to Louisiana to visit his brother who is located there. George sports a nice coat of tan and says he enjoyed his stay immensely. He was swimming three-fourths of his vacation, as being in the water is George's first love—next to drawing on the drafting board. George is now back again, anxious to get to work. Oh, oh, I'm sorry. He's gone again. He just was called to fire a choo-choo on the La Crosse Division.

Fred Wiegartz just had to paint his fence on both sides, but due to an irate neighbor he could not get on his land. So Fred took the fence down, made it into sections, and before putting it up painted both sides. This vexed the neighbor no little, so Fritz had that big lawyer man serve a peace warrant on him and now all is quiet—he hopes.

Elmer Reinke had a major set-back

right at his own board—minding his own business, too. It seems Elmer bent over to open his drawer and bent a little too far. Half hour later Elmer was back again going about his work, none the worse for wear.

Ralph Haslam had a big job at the ball park the night of the big windstorm. Ralph was busier than a bee when the roof was torn off. It was quite a new experience for Ralph, but he was equal to the occasion and helped avert a panic. Ralph also visited his old friendly Milwaukee players (now Chicago Cubs), Charley Grimm, York, Johnson, Vandenburg and Fleming. He got a baseball souvenir to show he wasn't fooling.

L. P. T. just hit the jackpot after he threatened to quit if he didn't win. Nothing like keeping the cash customers satisfied.

Bob Jonas, North Division high school senior, is spending his summer vacation over the drafting board and is doing nicely. Bob is one of the basketball stars of the Blue and White team. He will return to school in the fall. Glad to have you with us, Bob!

## Store Department

Earl L. Solverson  
Correspondent

We were all glad to see J. T. Kelly, general storekeeper, back on the job. The occasion was marked by a bouquet of flowers from the office staff.

Mrs. Joe Reiter is not so keen about victory gardening after being chased out of the garden by a grass snake.

Pvt. Frank Brewa, located in California, earned his first furlough and called at the shops on June 9. Says he likes the Army and expressly emphasized this fact to the writer.

Charles Klug, blacksmith shop foreman, retired June 15. His co-workers from the various departments extended their sincere wishes for every happiness and presented him with many gifts. It has been a pleasure to work with Charlie.

Shirley Folz, the new mail girl in the GSK and DSK office, is quite adept at getting around with the skooter. Of course, she had to call on Vernon Kulk to get the balky thing started.

We are envious of the stockman in the scrap yard who receives fresh flowers almost daily from the girls in his department. We will have to investigate his technique.

It's now Sgt. Robert Metzfeld, now in England or points farther east.

Leon Esser recently heard from Sgt. Chester Raasch, who is in North Africa. Leon writes that he is among the veiled women and ragged beggars. He was recently awarded the Bronze Star Medal for meritorious service in connection with military operations against the enemy.

Art Metzen received a letter from Buck Ormson after nine weeks of silence. He cabled a bouquet of flowers to Mrs. Metzen.

Pete Peterson is a radio operator aboard a bomber somewhere in Italy and writes that he is seeing the world—which he would not be doing in civilian life—and expresses his thanks to the Air Corps.

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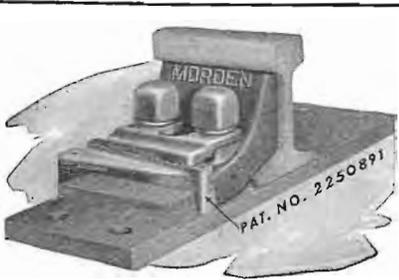
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Clarence Matuka of the signal store was married on June 13 (Father's Day). Congratulations.

Wm. Pape of the upper floor section, suffered a fatal heart attack on June 8. His co-workers extend their sincere sympathy to his family. He has two sons overseas.

D. C. Curtis, chief purchasing officer, visited the shops on June 15 and called at the various store sections.

We are happy to learn that Mrs. G. A. J. Carr, wife of the district storekeeper, was able to move to Milwaukee, which should enable the family to have a reunion more often. We hope Mrs. Carr will soon become acquainted and learn to like Milwaukee.

We were just becoming acquainted with Leroy Cronin, former chief clerk to the DSK, when he was moved to Savanna as division storekeeper. We thought Roy knew of the many difficulties in making shipments after 4:30 p. m., but the first or second day at Savanna he phoned at 4:30 p. m. requesting a tender shipment in the next 30 minutes. He got it, but we think he owes us a bottle of Schlitz.

Jerry Meyer has been scanning the real estate ads and is due to take his vacation about the middle of July. He's just as secretive about the impending marriage with Miss Madeline Johnson as were the military forces in Europe before the invasion. We'll soon find out.

Store Department Unit No. 11 of the Milwaukee Hiawatha Service Club will conduct a meeting and social on Saturday, June 17, at the Red Arrow Club. This unit has been most active and recently raised more than \$100 to further its activities. The members will also be

invited to participate in the picnic of all units. It is not too late to become a member and receive more than a dollar's worth of activities. See the officers—Rudy Freuler, chairman; Joe Reiter, vice-chairman and Kenny Kulk, secretary and treasurer.

Gladys Rosenow was surprised by her boy friend "Todd" who was home on a furlough recently.

The following were elected on June 13 to serve as officers of Milwaukee Road Post No. 18 and auxiliary of the American Legion: Commander, Ed Carlson; 1st Vice Commander, Bernard McCoy; 2nd Vice Commander, Oscar Swift; Adjutant, J. Rossbach; Finance Officer, Harold Wood; Chaplain, Rev. C. N. Bittle; Sergeant-at-Arms, G. Volkman. Auxiliary: President, C. Hardenbrook; 1st Vice President, C. Finkler; 2nd Vice President, E. Johnson; Treasurer, Ioan Hallander; Secretary, C. Weidig; Historian, N. Freuler; Sergeant-at-Arms, Hoffman and Brost; Chaplain, A. Carlson.

### Car Department

*Myrtle Zunker, Correspondent*

During the past month, Uncle Sam called a few more of our boys to help him put Tojo and Hitler in their places. Robert Buschmann, Donald De Rosia, and William Neumann from the freight shop and Kenneth Masch from the electrical department are now members of the great team fighting for the championship.

It has been revealed that Robert Golen, former blacksmith helper, who was reported missing in action in February, is a prisoner of war. This is heartening news and it is a pleasure to look forward to seeing him when the war is over.

Former Freight Shop Helper Steve Plicka was home on furlough from Bermuda where he has been stationed for 23 months. Steve is the son of Carman Tony Plicka who also has two sons stationed in England. Steve is with the Coast Artillery, Anti-Aircraft, and says it's a pretty lonely existence, acting as the eyes and ears for some of our defenses.

Foreman George Lewitzke's son, in the Army Ordnance, has been moved from Hawaii to New Guinea.

Carmen John Healey and Bill Sloan were certainly proud daddys when their two sons visited the shop. John's son, Edward, is a Marine sergeant whose occupation is turret gunner. He has spent over a year in the region of New Britain and came back wearing a beautiful array of medals to prove that he has been working hard. Bill's son, Norman, an Army pilot, has been in India and China, going on missions "over the hump," one of the toughest spots in the East.

Congratulations and best wishes to Alex Wagner and Margaret Hoffmann, who became Mr. and Mrs. Wagner on May 27.

Sven Bjorn Berg, son of O&W Plant Foreman Sigurd Berg, is an Army pilot who pioneered in glider experiments in this country. We have a report that he, in company with two other pilots,

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safely landed troops by glider behind the German lines in France. Then they worked their way back through the lines and to the coast and got back to England for another trip. That's really doing a job.

Stanley Gralewicz brings us more news from India. Stanley, you know, is Army railroading down there but says the employment situation is terrific. His opinion of the native labor isn't too high. He tells of bringing a welding machine in and not being able to convince the natives that they must not watch the arc. He wasn't successful and the next day they couldn't imagine why they all had sore eyes. Of course, we do have that same trouble around here but I guess most of us are learning that a welding arc is the place not to look if we want to maintain eye comfort.

The Navy sent us a visitor during the past month, too. George Hoferer was home from Norfolk where he is continuing his training. He is following his peacetime job of being an electrician but has changed employers.

Heard that Dewey Tomich, former welder, has left Great Lakes and is now in Alabama. Dewey has been a welding instructor in the Navy.

When John Beck made a business trip to Green Bay recently he brought back "Hello" from Bill Weatherall. It was nice to hear from him because even though Bill is now a member of Green Bay car department, we all still have an interest in him.

No news yet of the whereabouts of Siegie, Ralph Midgley, or Ted Tanin, but we should be hearing from them soon.

Air brakeman Al Boettcher tells me his son, Robert, is with the Marines, going to school in San Diego.

Ordinarily the arrival of a "Junior" means one treat but since both Daddy and Granddaddy Stark are one of us, the arrival of Baby James Stark in Willard's family meant a double treat of candy and cigars. Lots of luck to the little fellow—with a background like his, he'll probably end up being president of a railroad.

We regret reporting the death of Mrs. Albert Tyler and extend our deepest sympathy to Mr. Tyler.

We are all very glad to welcome back Carpenter Val Brugger and Millwright John Trost who have returned to work after prolonged illnesses.

The end of June brought the end of the railroad career of Blacksmith Foreman Charles Klug when he decided 42 years was long enough to work. The boys gave Charlie a good send-off and presented him with some fishing equipment to help him while away those well-earned hours of leisure. We're going to miss you a lot, Charlie, and we hope you enjoy life to the fullest.

Former Upholsterer Roland Roenspies, now motor machinist mate in the Navy, is on his way to parts unknown. The same is true of Upholsterer Lawrence Kulczynski's son who is in the Army.

Corp. H. C. Klind, son of upholsterer foreman, has been made part of the cadre at Camp Hahn.

Former Upholsterer Fred Jakobek reports that he's pretty sure his work as a parachute rigger is correctly done, as you never know when they're going to ask you to try out one of your own chutes.

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Eugene Comdohr, son of Upholsterer Al Comdohr, has been transferred to Camp McCoy. Lucky fellow to be able to get home now and then.

The men of the upholstering department are wondering where John Schumacher has located and would like to hear from him. John is with the Intelligence Service of the Army.

Edwin Mueller of the upholstering department had news that his son, Corp. Edwin, Jr., with the Army in New Guinea, had suffered serious burns to his arms and shoulders. However, his condition is improving and he is now able to add a little left-handed printing to the letters sent home for him. We wish him a speedy recovery.

With the invasion on in Europe and the heavy push continuing against the Japs, do we need the incentive of war loan drives and special radio programs to remind us that our boys need our support? I don't think so, and I'm confident everyone of us will put every penny we can into bonds and stamps until "GI Joe" comes marching home.

### KANSAS CITY DIVISION

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

Because of the flood conditions, the Cedar Rapids line was washed out at two points by the Iowa River near Middle Amana and at numerous points between Sigourney and Hedrick by the North and South Skunk River, the line being out of service from May 22 to the night of May 25. Repairs were made as soon as the water receded. Due to the high water and flooding of the Des Moines River at Ottumwa, the line between Sherman Street and Jefferson Street stations was washed out and service discontinued between those two stations from May 23 to May 25, inclusive.

We were all glad to hear the announce-

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## UNION PACIFIC High Speed Freight Cars Go 2,303,010 Miles on Timken Bearings . . . .

The only freight cars in high-speed, main line service equipped with anti-friction bearings, are equipped with Timken Roller Bearings. One such installation, comprising 10 box cars, is on the Union Pacific Railroad, used in high-speed merchandise service.

These box cars have been in service 4 years and 10 months and during this time have averaged over 4,000 miles per month per car without a moment's trouble or delay due to bearings. The average mileage per car during this period was 230,300 miles. The highest total mileage credited to any single car is 265,649, made by car No. 9192.

Timken Roller Bearings now are available for all types of new high-speed freight car trucks.

**THE TIMKEN ROLLER BEARING  
COMPANY, CANTON 6, OHIO**

ment that Frank A. Sable, section laborer at Linby, held the lucky number and won the War Bond at the Service Club party on May 31. Sponsors for the fourth appreciation party were the maintenance of way employes with P. M. Loftus and Iver Carlson as co-chairmen. The Service Club contributed 50 pounds of coffee to the flood refugees and all employes who attended the meeting brought a donation of canned fruit or vegetables and 346 quarts were collected in this manner, besides a quantity of clothing, all given to the Salvation Army and Red Cross for meeting the emergency needs caused by the flooding of the Des Moines River in Ottumwa.

Capt. W. C. Givens of the Marine Corps was at home for one month after two and a half years away from home, most of which was spent in the actual fighting areas in the Southwest Pacific. He reported at the Marine Training Base, New River, N. C., on June 26. His brother, Norman, has a commission in the Navy and reported at Princeton University the latter part of June. He and his wife left June 16 for Austin, Minn., where Mrs. Givens will remain indefinitely with her family.

One of Ottumwa's leading ladies' ready-to-wear stores presents an orchid each week, in conjunction with a radio program at 2:30 p. m. each Sunday, to one of the outstanding women of the community. On June 4 the orchid was presented to Mrs. J. L. Frost, wife of a locomotive engineer. Two sons are serving in the Army—Richard, who is overseas, and Jack, now stationed at Lowry Field, Denver, Colo.

We received a note from Martin Bardill, assistant division engineer, who was recently taken to Rochester, Minn., where he was a surgical patient in the St. Mary's hospital. He says he is improving.

A group of co-workers of George W. Anderson entertained at a dinner in his honor on June 10 at the Hotel Ottumwa, presenting him with a pen and pencil set. He was transferred to Chicago on June 1 as district adjuster. Howard J. McLaughlin, adjuster from Des Moines, was

promoted to the position of district adjuster on the K. C. division, succeeding Mr. Anderson.

New residents in Ottumwa are the members of Chief Carpenter Don Fisher's family, who moved from Shannon, Ill., on June 5 and are occupying the house vacated by Traveling Engineer C. D. Smith and family, now residents of La Crosse, Wis. There are two sons, Alan K. and Lyle, and one daughter, Jeanne. Alan K. has enlisted as an Army Air Corps cadet and was to go to Ft. Sheridan sometime during June.

Roadmaster A. O. Marg recently established his home at 935 W. Third Street, Ottumwa, and has been joined by his wife, son, Jan, and daughter, Mrs. Kenneth Tuttruff, whose husband is in the Army Air Corps. The Margs formerly lived in Dancy, Wis.

Death claimed Mrs. Chester Gage on May 29 at her home in Ottumwa. She is survived by her husband, for many years an employe in the Ottumwa roundhouse, three daughters and two sons; one son, Wheeler, is with the Milwaukee at Bensenville, Ill. Retired Engineer J. T. Sweeney of Manhattan, Kans., and his daughter, Mrs. L. J. Churchill of Topeka, Kans., were in Ottumwa for the funeral of Mrs. Gage. The deceased Mrs. Sweeney and Mrs. Gage were sisters.

The remains of Mrs. Mary Wendell of Hollywood, Calif., were brought to Ottumwa for burial, funeral services were held on June 3. Her husband, who preceded her in death a number of years ago, had been a road foreman for some period of time on the K. C. Division. Her son, W. I. Wendell, is the ticket agent at the Jefferson Street passenger station, Ottumwa.

Fireman Everett F. Carlo has a new daughter, Barbara Jean, born on April 19.

Kathryn Chambers, a Wave, and daughter of D. E. Chambers of Ottumwa, was married on June 8 in Chicago to Gordon L. Benningfield, storekeeper 1/C. of Ft. Worth, Tex.

Word has been received that 2nd Lt. Albert J. Alsdorf, bombardier on a Liberator bomber flying from Italy has been missing in action over Rumania since May 18. He was recently awarded the Purple Heart for wounds received in action, the Air Medal and two Oak Leaf Clusters for meritorious achievement in aerial flight while participating in sustained operational activities against the enemy. His father is Boilermaker Fred Alsdorf, Ottumwa roundhouse.

Lt. Max Peters, son of Locomotive Engineer Frank Peters, has been made assistant physical director at the Las Vegas, Nev., Army air station. He has been a pilot on the high altitude B-26 bombers and though still privileged to take up the B-26's, his principal work will be in the physical education department.

The first war casualty among former K. C. Division employes is George Sward of the Army. He was the son of Section Foreman Oscar Sward at Linby and worked as a laborer in his father's crew before entering the Army. He died on Nov. 27, 1943, when his troop transport was sunk. A memorial service was held on May 28 in the Packwood, Ia., High

School auditorium, sponsored by the Richland Post No. 504, American Legion and the auxiliary unit.

Lt. W. E. Ross, former division engineer on the K. C. Division, recently spent 10 days leave in Ottumwa with Mrs. Ross. He returned on June 1 to Portsmouth, Va., and is now stationed at the Norfolk Navy Yard.

It was a short but happy time for the C. J. Capps family in late May when they were reunited in San Francisco. Mr. and Mrs. Capps, with their younger son, left Farson, Ia., on May 25 for the west coast; four of their sons, on short leave, met them in San Francisco for a brief visit.

Agent-Telegrapher L. W. Nigus, formerly employed on the D & I Division, worked temporarily as relief agent at Dawn, Mo., while awaiting call for induction into the Army.

Switchman Robert Jacobi of Kansas City entered military service on May 7 and Oscar W. Austin, former switchman at Coburg, is now stationed at Farragut, Idaho, for his Navy boot training.

During early June, retired Conductor S. J. Davis and wife, of Kansas City, went to Omaha to visit their son, Capt. Harry Davis of the Marines.

## COAST DIVISION

### Tacoma

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



Alex McDonald, helper in the store department, was accidentally killed by an automobile on the Milwaukee viaduct recently. A brother living at Sacramento, Calif., is the only known relative.

Mrs. Clara Carrotte, stenographer in the superintendent's office, has gone to California to undergo an operation for removal of a goitre. Miss Ruth Phelps is taking her place, while Mrs. Violet Tollefson is substituting for Miss Phelps.

By the way, when we gathered the material for these notes, Fay Clover, chief clerk, said to us: "There is a new clerk around the corner; notice her." We went our rounds as usual and back in the corner at the assistant demurrage clerk's desk we ran across a new clerk, indeed, in the person of the lovely Mrs. Clover, Fay's wife; we hadn't seen her in more than 20 years.

Ed Alleman, son of Mrs. Helen Alleman, had the pleasure of spending a furlough at home here recently in company with Tom O'Dore; Ed has been in the New Hebrides, in New Caledonia and in Curacao, near Venezuela, and Tom has become second man in expert rifle firing in his platoon. Now both have left again—Tom, Wednesday and Ed, Friday. Alleman is serving in the Merchant Marine; that's the way to see the globe.

David Powels, son of our tall cashier at the local office, Ray Powels, was com-

missioned an ensign in the Navy on May 10 and detailed for duty in the Pacific. Fortunately, he was able to spend a little time at home on delayed orders.

C. D. Moyer of the yard office who has been off for several months attending to his farm is now back on the job.

Mrs. Clifford James, whose husband is clerk in the general car department, supervisor's office at Tacoma, has gone to visit her son, Paul, who is now in the armed forces at Camp Berkley, Tex.

Jim Guy, Jack Crawford and a number of other high school boys are helping out at the store department during vacation.

Wilbur E. Roberts, secretary to the assistant general storekeeper, has two sons in the armed forces—one in the European invasion, the other at Camp Roberts, Calif. He recently got information that one of them had been wounded but not seriously.

Aubrey Clayton, radioman 1/C, who was injured out in the Pacific on Mar. 23, is now at San Diego hospital and hopes to be out soon enough to be permitted to come home for a brief visit, although his leg is still in a cast.

### Seattle Terminal

Lois C. Meyers  
Correspondent  
Stacey Street Yard Office



Possibly you have heard about the training schools which are being sponsored throughout the country through the cooperation of the railroads, the War Manpower Commission and the Board of Public Education, designed for the training of switchmen, brakemen and firemen and have wanted to learn more

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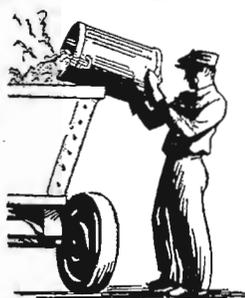
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# GLENDORA

*The Wonder Coal*  
ORIGINATING ON THE MILWAUKEE ROAD

8 So. Michigan Ave., Chicago

about the plan. This school, the first class of which began here on June 19, is offered as an aid to the railroads which are losing men to the military service. The Railroad Retirement Board representatives interview applicants and if they are found to be good prospects are sent to an examining doctor of the participating roads: Milw., U.P., N.P. and G.N. at Seattle. It is desired to enlist only those applicants over 30 years of age; younger is alright if presently classified 4-F in the draft or those classified 1-A(L) (whose draft boards can assure them deferment if employed in a vital industry) or discharged veterans. The school lasts 12 days, each student receiving a subsistence allowance. Following their instruction in operating rules and their functions, instructions and actual demonstrations in operation of equipment and air brakes, study of safety rules and practical experience in various yards, these students will be hired by the participating roads. Prior to attendance in the school, it is necessary that all prospective students secure release from their employer. This plan has met with success and is believed to be the solution to some of our labor problems. Each participating road shares in the expense of the school, which involves payment of salaries to teachers, coverage of physical examination and subsistence allowance to each student. Our own L. F. Donald, general manager, W. J. McMahan, assistant superintendent (working on the advisory committee comprised of the assistant superintendents of the participating roads) and W. C. Ennis, retired assistant to general manager, have worked out the numerous details of the school along with various representatives of other participating roads, the War Manpower Commission and the School Board. Mr. Ennis, who has been the Milwaukee's representative at the Railroad Retirement Board, will be one of the instructors.

Word has just been received from J. M. Campbell, SK3/C, former clerk here at Seattle. He resides, pro tem, at Camp Parks, Calif., and states that his duties of handling leave requests, establishing transportation, priorities for air travel, leave ration papers, etc., keep him very busy, but not so much that he can forget the acute possibility of embarkation soon.

In the June issue of the Magazine I mentioned that our former yard brakeman, S. M. Smith, MM1/C, had returned to the states after 22 months in the South Pacific. This month I am very happy to add a postscript to that article in the way of congratulations on the recent nuptial vows taken by Miss Ellen Pike, clerk to section foreman, and MM1/C S. M. Smith.

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen  
Correspondent  
Local Freight Office

B. W. Zilley, retired roundhouse foreman, Seattle, died June 3 after a lingering illness. Mr. Zilley was born in Beloit, Wis., and lived in Michigan before moving to Tacoma and Seattle where he was roundhouse foreman for many years, retiring on account of ill health in 1934, after 52 years of service. In 1908, 20 years after he received his engineer's rating, he brought one of the first engines to Washington. Surviving are his widow, a daughter, Mrs. I. M. Stamm, Washington, D. C., and a sister, Mrs. Florence Harsch, Berkeley, Calif.

Just another job added to the many duties of our agent Jim Ludwick—on June 10 he was elected president of the Agent's Association in Seattle. If you



want a job done, just ask a busy man to do it, and Jim is that man.

H. J. Creviston, who has been recuperating from an operation in his home in Ohio, returned to work on the waterfront June 1, much improved, thanks to the good work performed by our Drs. Allen and Cohen.

Our ex-captain of police, Ralph Washburn of Temple City, Calif., says he is much improved in health and is enjoying himself with his victory garden.

Roy Malm, Seabee from New York, made a surprise call on his wife, Dorthie, our transit clerk, recently. He was on his embarkation leave and was here for a couple of weeks before being shipped overseas. Dorthie recently visited him in Providence and New York.

A baby girl was born to Mrs. Richard Porter on June 11. You will remember Florence as a member of the switching department. Penny Joe and mother doing well.

### Seattle General Offices

J. M. Wilhelm  
Correspondent, General  
Claim Department

### Rails in the Armed Forces

You'll be as interested as your correspondent was in delving into the following from Lt. J. C. (Jim) Garlington, U.S.N.R., who played a prominent role as attorney for the company in Montana litigation, and who is now stationed in tropical South America:

"The place I am now is carved out of the real old story book kind of tropical jungle alongside a river. Beyond the clearing lurk crocodiles, snakes, monkeys, birds and all sorts of insects. We use netting over our bunks, and though we do not court malaria, some get it. We have modest cloudbursts about every afternoon. In a week to 10 days one's clothing, luggage and shoes grows a beard of blue mildew. Practically all metal objects except fillings in the teeth, rust and corrode. Our food is pretty fair, except our only dairy products are canned butter and canned milk, and we cannot have any uncooked vegetables. The above makes life sound pretty grim, but it really is not so bad except for the first month or two when one realizes that the old accustomed plumbing, utilities, service, entertainment, foods and habits were pretty good after all.

I think one of the main convictions which every American serviceman will bring home with him is that the U. S. is far and away the greatest place in all the world, and is certainly worth preserving at all costs."

Cpl. David K. Wallberg was still in North Africa when last heard from, and getting anxious to get into action.

Most of the Seattle general office personnel will remember A. J. (Andy) Anderson, associated with the engineering department at both Seattle and Tacoma. Well, Andy is now a lieutenant in the U.S.N.R. and was recently assigned to a troop transport at San Francisco and is looking forward to some more interesting adventures.

The Seattle Daily Times recently printed the announcement of the award of Combat Infantryman Badge to Sgt. Howard W. Sievers for action against the enemy at Guadalcanal and Bougainville.

S/Sgt. Emmett G. Springer, of North Bend, Wash., formerly of the cashier's force in Seattle, who is serving with an AAF B-17 Flying Fortress wing headquarters in Italy, has been awarded the Good Conduct Medal. According to published order, Sergeant Springer was given the medal "for having honorably completed one year of active federal service after Dec. 7, 1941, and having been recommended by his squadron for exemplary behavior, efficiency and fidelity."



### Congratulations

To S. Greengard, appointed office assistant to J. N. Davis.

To David Mankey, appointed assistant treasurer and chief clerk to J. N. Davis.

To Max L. Boydston, promoted to tax agent, vice Mr. Mankey.

To E. M. Stabilein, appointed assistant superintendent of transportation.

To Douglas A. Haley, now chief clerk, vice Mr. Stabilein.

To Bruce Kibble, assistant car distributor, vice Mr. Haley.

To Mrs. Betty Crockett, promoted to ticket clerk, city ticket office.

To Miss Della Goldie, now reservation clerk, vice Mrs. Crockett.

### Greetings

To Mrs. Eloise Hubbard, reservation clerk, city ticket office.

To Miss Johana Schnaible, clerk, city ticket office.

To Miss Mabel M. Goldie, steno-clerk, freight claim dept.

### On the Home Front

While at the office on May 17, Superintendent of Transportation N. A. Meyer became suddenly ill and it was necessary to remove him to the hospital where he remained for several days; however, we are glad to report that he is now up and around and hopes to be back on the job soon.

We also wish a speedy recovery to Frank E. Swenson, draftsman in the engineering department, who has been off because of illness for the past several weeks.

On May 6, Barbara Ann Notske, daughter of Mrs. May Notske, telephone operator, was married to Pfc. Esles Smith, Jr., U.S.M.C., in the Naval Chapel at Pier 41, Seattle.

Asst. Tax Commissioner Jim Cumming won't talk, but the local papers assisted yours truly with the news that Miss Margaret M. Cumming became Mrs. Gene Sibold, chief storekeeper, U.S.N.R. (that's his rating and a good one for her, too) on May 20.

Diminutive Mrs. Billie Bartlett, stenographer to M. H. McEwen, has been wearing a patch on the side of her right eye and a splint on her left thumb. I was marveling the other day at the way she was handling that typewriter at about 75 words per minute with the splint, etc. Billie honestly claims she ran into a door but we heard differently. She had the misfortune to slip and fall in the building tea room and struck her eye. When she came to, there were three handsome Army officers administering first aid, and what did they do but try and sign her up for the Air Wacs.

Yes sir, my boss makes the column again. At about 2:07 p. m., P.V.T., June 2, his daughter, Mrs. Beryl Warren, presented the clan with an 8 lb. 11 oz. baby girl, Kathleen Bigham Warren, black, curly hair and everything. Mother and babe are doing fine and the grandparents have resumed their normal demeanor once again.

Nels P. Hansen, telegrapher in the Seattle relay office, is quite conscious of his good health and to offset those drudging hours of sitting and pounding the key, he makes a habit of taking extended hikes to push said German goiter back to the upper extremities. On his vacation recently he hiked 35 miles between Spokane and Lind, Wash. It is not unusual for "Pete" to finish his shift and hike around the south end of Lake Washington, rounding off the procedure by walking back over the new Lake Washington Pontoon Bridge and to his home in the north end of town. What a man!

### Epitaph to an Army Mule

Here lies Daisy, our faithful, hard-working mule. She made a mistake. She kicked 452 privates, 386 corporals, 259 sergeants, 186 lieutenants, 91 captains, 58 majors, 10 colonels, two generals and one bomb.



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## Water over the dam

... and back of the dam ... is creating a new land of opportunity in the great Pacific Northwest. The harnessing of the endlessly flowing Columbia River and other swift running streams generates the nation's greatest regional supply of hydro-electric power.

Today, these great, man-made sources of energy are helping to win the war ... keeping aluminum reduction mills at high speed production ... filling the light metal needs of our great wartime air armada, our navy and our merchant marine.

Their postwar possibilities hold limitless promise. Here is a source of low-cost power ready for immediate action and potentially equal to the heaviest demands of rapid industrial expansion. Here are planned irrigation projects capable of transforming millions of acres of rich, but arid, land into fertile farms and orchards. New trading centers will thrive.

War production has brought hundreds of thousands of workers to Seattle, Tacoma, Spokane, Portland, Longview, Aberdeen, Hoquiam, Port Angeles, Everett, Bellingham and other enterprising cities. Peace-time industrial, agricultural and mining development will need these skilled craftsmen. Opportunities will attract the war veterans and pre-war tourists, who have been here and learned the wonder of this "charmed land".

### *Look to the Pacific Northwest*

New manufacturing will augment the lumbering, shipping, fishing, farming and mining industries, to which the Pacific Northwest owes its ascendancy. Vast quantities of goods will flow to Alaska, China and all the Orient from the natural deep-water harbors of the Pacific North Coast ports.

The Milwaukee Road serves this region of boundless opportunity. We have long had faith in its future. To the builders of America we say: "Look to the Pacific Northwest!"

## **THE MILWAUKEE ROAD**

**ELECTRIFIED OVER THE ROCKIES  
TO THE SEA**

