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Official U.S.
Signal Corps Photo

Let these guys start it!

There's a day coming when the enemy will be licked, beaten, whipped to a fare-thee-well—every last vestige of fight knocked out of him.

And there's a day coming when every mother's son of us will want to stand up and yell, to cheer ourselves hoarse over the greatest victory in history.

But let's not start the cheering yet.

In fact, let's not start it at all—over here. Let's leave it to the fellows who are *doing* the job—the only fellows who will *know* when it's done—to begin the celebrating.

Our leaders have told us, over and over again, that the smashing of the Axis will be a slow job, a dangerous job, a bloody job.

And they've told us what our own common sense confirms: that, if we at home start throwing our hats in the air and easing up before the job's completely done, **it will be slower, more dangerous, bloodier.**

Right now, it's still up to us to **buy War Bonds**—and to *keep on* buying War Bonds until this war is completely won. That doesn't mean victory over the Nazis *alone*. It means bringing the Japs to their knees, too.

Let's keep bearing down till we get the news of final victory from the only place such news can come: the battle-line.

If we do that, we'll have the *right* to join the cheering when the time comes.

Keep backing 'em up with War Bonds

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

The Greatest Need

SINCE the United States entered the war almost three years ago, you have been whole-hearted in your support of every war-related activity on the home front. You have helped in the salvaging of waste paper and scrap metal, contributed generously to the Red Cross, and subscribed to the purchase of War Bonds through payroll deduction. Now there has developed an even greater need—indeed, it may be termed the greatest need of all.

Americans as a whole are asked to provide an additional 100,000 pints of blood a week to meet the plasma requirements of the army and navy in their efforts to save the lives of American boys fighting on the battle fronts of the world. We must do our share in the giving of blood for the saving of lives. Many are doing this now but much more is needed.

Plasma is the liquid of the blood, from which the corpuscles have been removed. When dried, it becomes a golden powder which can be kept indefinitely and used—with sterile water—anywhere at any time.

Of the four principal causes of the remarkably low death rate among the wounded in this war, plasma is regarded as foremost by medical men. In the order of their importance, these causes are: 1. Blood plasma, given at advanced dressing stations. 2. Quick removal of the wounded from the battlefield to hospitals. 3. Sulpha drugs. 4. Surgical skill. There is little we can do about the last three, but every one of us between the ages of 18 and 60 who is in good health can do a great deal about the first and most important of these.

The Red Cross informs us that, contrary to popular belief, a single pint of blood is not sufficient for one wounded man. Two pints are required for one unit of plasma, which is the minimum amount given any casualty. The average is between five and six units, and the seriously wounded must be given much more to counteract the shock of the wound, the surgery and the loss of blood. This treatment, in severe cases, must continue at intervals over a period of time, even after the men have been removed to hospitals in this country. The need for plasma, therefore, continues great, and will for a long time to come. The victorious advance of our armies on every front increases the need for this life-saving substance.

You who are employed in or near the larger cities where Red Cross blood banks are located can become a donor either by going to the bank or by registering and being on hand when a mobile blood bank unit visits your community. Many living beyond the radius covered by these mobile units can go to the nearest blood bank, traveling in groups at convenient times. Your local Red Cross organization will tell you where to go to give your pint of blood. There is such an organization in every town; most chapters of the Milwaukee Railroad Women's Club represent the Red Cross.

Here is a way in which we can take a more direct part in the winning of the war. By putting our own blood into the fight, victory will be ours sooner, and more of our boys will live to see their native land again.



PUBLIC RELATIONS

is Our Business

THEY tell a story about the man who was walking down the street one day when he came upon three stone cutters at work. The structure on which they were working had just been started and the man could not tell what it was going to be. He stopped and inquired of the men what they were doing.

"I'm putting in eight hours a day at a dollar an hour," said the first stone cutter.

The same question was asked of the second man.

"I'm cutting stone," came the surly reply. "Just the way the foreman over there told me to."

Still not knowing what was going on, the passer-by asked the third man what he was doing. The man beamed with a smile of pride, laid down his chisel for a moment and said:

"I'm building a monument. It is going to be a beautiful thing, sir; one of the finest in the country."

This man's friendliness and his intelligent interest in his work represent the kind of service-minded interest the Milwaukee Road is seeking to encourage among the men and women who in the eyes of the public, are the Milwaukee Road. For that purpose it is opening the new public relations program which has already been announced in the Milwaukee Magazine and by means of paycheck enclosures. The intent of the present article is to explain more fully the reasons why such a program is vital to the welfare of the railroad—which, necessarily, means the welfare of all of us who are employed by it.

We Are in the Public Eye

If we were in the business of manufacturing nuts and bolts to be fitted into another company's machinery, instead of operating machines ourselves for the profit, convenience and pleasure of the public; if we were

Each of Us Has a New and Pleasant Job as the Road's Public Relations Program Is Opened

raising corn in Iowa instead of hauling the corn grown by someone else, our need for a proper attitude toward the public might not be so great. Perhaps one reason our railroad has grown in stature is that its function is not simple.

Every manufacturer and user of nuts and bolts, every manufacturer and wearer of clothing, every eater of food, every soldier, every man, woman and child in the United States is dependent, wholly or in part, on the railroads. And by reason of the importance of the railroads, the people who keep them running are important. More than that, they are regarded by the public as representatives of their industry. Each employe, regardless of his duties, influences public opinion favorably or unfavorably by the way he does his work. Many of us on

the Milwaukee Road have for years given evidence by our actions that we know the fortunes of our railroad and ourselves will rise or fall depending on our attitude towards the all-important public.

Public relations is our business and every man and woman on our payrolls is a public relations representative—good, bad or indifferent.

Help of Every Employe Needed

Good service is the foundation of favorable public opinion and the keynote of this new program. Advertisements, speeches and publicity are fine, but they are worse than useless if our service fails to match the advertised superiority of our product. What would be the reaction of the shipper who shipped over our rails only to discover later that the consignee received the freight in a needlessly battered condition? Or the

passenger who stepped aboard one of our trains on the strength of its reputation for smoothness, only to find that a careless section crew and an engineer who had a quarrel with his wife that morning combined their efforts to give him a thorough bouncing around?

"Friendliness Is a Milwaukee Road Tradition," we proudly proclaim, and for the most part it is true, but how true does it seem to the man who is whittled down to half size by an overworked ticket clerk and then subjected to the grumpy indifference of a conductor who, admittedly, is working much harder and under much more trying conditions than he would in normal times?

It is a consequence of the times that in these very days when weariness inclines us to slow down and disregard the opinion of those we serve, we are obliged to show them the greatest consideration, for we are afforded today the best opportunity in the history of our railroad to make new friends and to keep old ones.

It would be well if every one of us bore in mind that regardless of what an individual's part may be in the operation of this railroad, he is in contact with the public, either directly or indirectly.

Every properly greased bearing, every carefully brewed cup of coffee on our diners, every well cleaned and bedded stock car contributes a piece to the vast whole of favorable public opinion; and the individual responsible for the job is responsible for the opinion.

Our Position Very Nearly Unique

It is generally recognized that a proper concern for public favor should be uppermost in the minds of trainmen, ticket clerks, traveling passenger agents and others who are in contact with our customers constantly, but it is not so generally recognized that a railroad is very nearly unique



in this matter of contact with the public.

Consider the number of railroad employes contacted by a passenger between the time he first decides to go somewhere and the time when he arrives; there are dozens of us given an opportunity to please him—or to displease him. Think how many of us a shipper has dealings with either on the telephone or in person. Contrast that picture with the automobile dealer or the air lines, whose sole contact with the public is through a very small but highly trained force skilled in selling and dealing pleasantly with the public.

And our contacts with the public do not end with our millions of passengers and shippers. Our rails, reaching out to their total length of almost 11,000 miles, cut across vast areas of farm land; the farmers know us and have opinions based on what they see, the way we treat them, the friendliness of the section men with whom they pass the time of day when the tractor makes the turn close to the right of way. Our lines lie across the main streets of thousands of towns and cities; the citizens waiting at the crossings or driving beneath our viaducts bearing the big red trade mark are aware of us and are potential friends or foes, depending on how we, as the people who represent that railroad, treat them. Truly, we are in the public eye. We are too big, too numerous to be disregarded.

General Officers and Division Supervisors Back Program

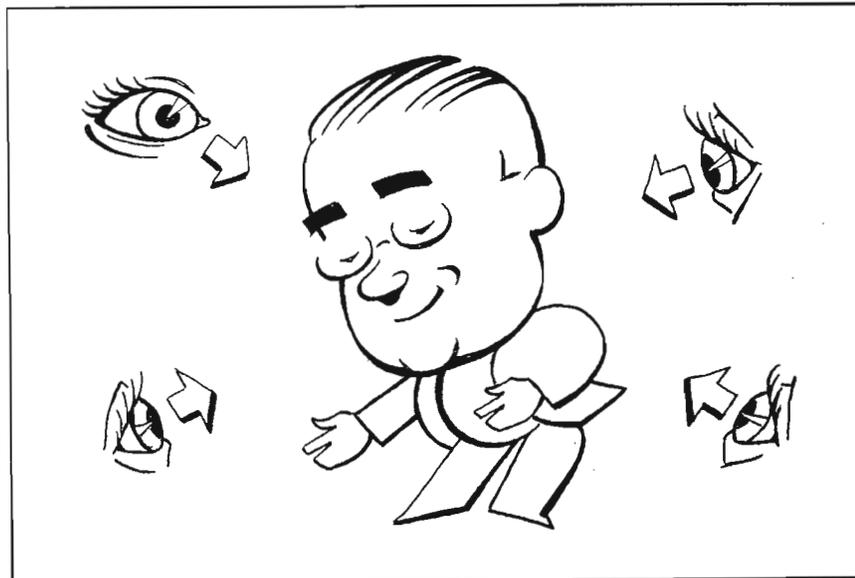
Under the chairmanship of the public relations officer, a public relations advisory committee was appointed several weeks ago to direct and coordinate the activities to be furthered. That committee consists of officers of the operating, freight, passenger, law, accounting, purchasing and stores, and real estate departments.

Division committees have been formed throughout the system, comprising in each case the division officers and supervisors. Most of these division committees have already met at least once to formulate plans, and it is expected that by the time this

is read, all division committees on the railroad will have met and gone on to lay the plans before the thousands of us who, in the end, will be responsible for putting the program over.

Although the public relations program is still in its formative stage and will not gain full momentum until all

phlet, which was issued in 1939, is being revised, briefed somewhat for more ready consumption, and brought up to date. There will be a copy for each employe. Other material will be distributed among employes from time to time to keep them informed of the performance of this railroad and railroads in general.



Introducing P. R., Expert on Public Relations

P. R. is simply a personification of Public Relations. He stands for patience, self-control, courtesy and the spirit of co-operation. Those things are the essence of good public relations, and their importance is so vastly increased in wartime that they deserve to be set forth in a new and symbolic way.

In ancient times beneficent influences were personified as good fairies, nymphs and elves. P. R. is their modern descendant, just as the gremlin is descended from such old-time mischief-workers as pixies and gnomes. And remember this about P. R. He's one of the best friends you've got on the Milwaukee Road. He'll help you in everything you do. He'll make your job easier, and your day more cheerful.

If you follow P. R.'s precepts and accept his aid, he can do as much to foster your present welfare and brighten your future prospects as any good fairy ever accomplished in the legends and fairy tales of old.

Look for P. R. in future issues of the Milwaukee Magazine and elsewhere. May he give you a *smile* and a *thought*.

the men and women on the railroad become active participants, a few of the plans are far enough developed to be announced:

An interesting and informative booklet concerning our wartime operation, income, expenses, and other matters of immediate importance to the people of the railroad will have been distributed by the time this issue of the Magazine appears. It provides us with a fistful of facts to pass along to our friends and will, at the same time, acquaint us more thoroughly with our own railroad.

The Milwaukee Road history pam-

phlet, which was issued in 1939, is being revised, briefed somewhat for more ready consumption, and brought up to date. There will be a copy for each employe. Other material will be distributed among employes from time to time to keep them informed of the performance of this railroad and railroads in general.

Service Clubs throughout the system are planning more activities and on a larger scale—activities which will bring the members of the clubs into direct touch with the public. This new public relations program is not a courtesy campaign alone. Neither does it call for solicitation of business, nor add to the duties of any one whose work is now being properly performed. It is a forthright attempt to create now that great backlog of public good will which may be needed in future years to ensure our jobs and the continued prosperity of our railroad.



MARC GREEN, *editor*

A. G. DUPUIS, *manager*

PUBLIC RELATIONS DEPARTMENT — UNION STATION, CHICAGO

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Train Communication Tests Planned on Milwaukee Road

A telephone communication system operating between trains, between wayside stations and trains, and between the head end and rear end of the same train is to be given a thorough test on several divisions of the Milwaukee Road during the latter part of September.

This system differs from the radio communication devices now being tested on a number of roads in that the electrical impulses emanating from the sending apparatus do not travel like a radio wave but are picked up by any existing trackside wires (telegraph or telephone) within a radius of about 200 feet; the rails are also used. By a seeming miracle understood only by the electrical technicians, the impulses are super-imposed on these carriers without interfering with other impulses that may be traveling along those wires, and can be picked up by any receiving instrument along the line.

According to O. N. Harstad, general manager, it has not been definitely determined whether such a system will work to better advantage than radio on the Milwaukee Road, but it is the opinion of the operating men that it will. The chief

advantage of the telephone system is expected to be found in our electrified territory where high voltage power lines and tunnels interfere with the transmission of radio waves. It has also been found that overhead steel bridges present the same obstacle, and there is some question as to the dependability of radio in terminals where radio impulses from various railroad lines might result in confusion. This matter is to be discussed at a meeting of the Federal Communications Commission in Washington, D. C., on Sept. 13, at which interested railroads, including the Milwaukee, will be represented.

Manufacturers have been working for

25 years on telephone communication devices for trains, and one such system was tried on our railroad about 10 years ago, but it was only recently that the method was perfected to the point where railroads could recognize it as a potential means of speeding up train operation and lessening the possibility of accidents.

Col. King Inspects Normandy Rails Under Fire

Lt. Col. Fay L. King, furloughed division master mechanic from LaCrosse, Wis., and now officer in charge of the equipment department of the Military Railway Service in Normandy, was one of 10 men in the first scout reconnaissance party sent out by the M.R.S. in France.

Despite harassment by enemy snipers and artillery, the party investigated the amount of damage that had been done to the rail lines; the amount, quality and value of captured rolling stock; the repair facilities available; and the number of French railroaders available to work on army-operated lines. One of the 10 men was wounded by a German 88 mm. shell, but Col. King came through unscratched.

That the French workmen are glad to work on the army railroad is indicated by one M.R.S. headquarters report concerning an officer who began work one day with 15 Frenchmen on his crew; by the end of the next day, the number had increased to 150 Frenchmen.

It's Christmas Shopping Time for Boys Overseas

It is none too early to do your Christmas shopping for the man overseas—or on the seas.

The armed forces have announced that gift packages for men overseas must be mailed between Sept. 15 and Oct. 15. This applies to all of the services: army, navy, marines and coast guard, who are on duty outside the United States.

The tip is added that it is best, if possible, to get your package in the mail before the end of September. These early mailing dates are necessary because of the great distances and difficulties of delivery.

Good news for givers is that overseas Christmas packages can be mailed without the written request previously required.

Here are the important instructions to follow in preparing your gift for shipment:

Weight: A maximum of five pounds, including box and wrappings, is allowed. Heavier packages will be rejected.

Size: All packages must be no more
(Continued on page 18)

The Sailor and His Pin-Up Train

A letter which any railroad might well regard as just about the ultimate in far mail was received recently from Mrs. Leo Geesaman, now of Cedar Rapids, Ia. It reads:

"FOR the past six years we have lived at Louisa [first station west of Marion, Ia.] and have watched the Milwaukee trains whiz past our home, but none of us has been as interested as our son, John. He moved from his bedroom to the attic so that he might watch the Arrow go by in the night, and very seldom did he fail to awaken in time to see the train. He has the attic covered with pictures of trains, his favorite being the Midwest Hiawatha. On the day of the trial run of the Hiawatha he skipped school. He bought a camera with his earnings from a newspaper route so he could take pictures of the trains.

"Just after his eighteenth birthday, two years ago this fall, he enlisted in the U. S. Navy, and after going to radio school at Madison, Wis., he is on duty as a radioman on a destroyer, leaving the States in April, 1943, and hasn't been back since. His first duty was in the Aleutians, and for more than a year he has been in the Southwest Pacific. While in the Aleutians he wrote me a letter containing the enclosed paragraph:

"How is my pet Hiawatha coming along? Don't tell me—I know. Right



on the dot, every night its muffled air horn suddenly changes to a clear sharp blast as it rushes under the famous Louisa viaduct, and the many onlookers, lined up from Chicago to Omaha, thrill at the sight of this brilliant splash of orange, gray and maroon as it flies down the main line to far surpass any performance of its less famous rivals, which rumble into Cedar Rapids to take aboard the less fortunate travelers who could not get seats on the crack speedliner on the Milwaukee rails."

"Then this week the following was contained in a letter from the Marianas:

"I saved that picture of my pet streamliner at Western Avenue so that whenever I get homesick, I just break it out."

"Perhaps you are wondering why I am writing this to you; well, I wonder myself, but I thought it quite interesting that a fan would be so loyal to the Milwaukee Road that even over those many, many miles of sea and land, the picture of the Hiawatha brings comfort to him, and I thought it might be interesting to you also."

By now John has received a package of railroad pictures, together with the promise that as soon as he returns to the States the Milwaukee Road will have a treat awaiting him—perhaps a ride in the cab of the Midwest Hiawatha.

B. J. Schilling Promoted

B. J. Schilling, who became well known throughout the system during his years as Chicago general agent, passenger department, has been promoted to the position of superintendent of the sleeping and dining car department, with headquarters in Chicago, succeeding William Dolphin who retired on Aug. 15.

The 35-year service award which Mr. Schilling received on May 25 of this year attests to the fact that he has been in contact with the public a long time and is equal to the very exacting wartime requirements of his new post.

Since coming to the road on May 25, 1909, Mr. Schilling has been employed in a number of capacities, including clerk to



B. J. Schilling

the ticket auditor, information and reservation clerk, accountant, cashier, ticket seller, passenger representative, city passenger agent, traveling passenger agent, assistant general agent, and general agent,

William Dolphin, Superintendent of Sleeping and Dining Cars, Retires

AT HIS own request, William Dolphin, superintendent of the road's sleeping and dining car department, retired on Aug. 15 after 33 years of service. As an evidence of the friendship and respect felt by the entire railroad for the man who has held one of our most difficult jobs during a trying period, a luncheon was held in his honor at the Sherman Hotel in Chicago on Aug. 17. Running a sleeping and dining car department is no easy task at best, with rationed food and a shortage of manpower, but Mr. Dolphin has done an excellent job, a fact that is recognized by all who are familiar with his work.

Bill Dolphin's career has been an interesting one—almost from the day he was born near Manchester, England. At the age of four he came to the United States with his family, later moving to eastern Canada, where he spent his school days. For seven years he worked as an apprentice in the textile engraving trade, a fascinating business according to his account.

During a vacation in Montreal, he tried to get a summer job with the Canadian Pacific Railroad as a sleeping car conductor. He got a job, but in dining car service. He found it so interesting that he never returned to the engraving trade

passenger department; the latter duties he assumed in 1927, in Chicago. He held that position until June 1, 1944, at which time he was made special assistant to the superintendent of sleeping and dining cars in anticipation of Mr. Dolphin's retirement. The position of special assistant is abolished.

Mr. Schilling holds membership in a long list of traffic and commercial clubs, as well as the Milwaukee Road Veterans Association.

or to what appeared to be a budding career as a cornet player. His interest in music has continued, and he still plays when sufficiently encouraged.

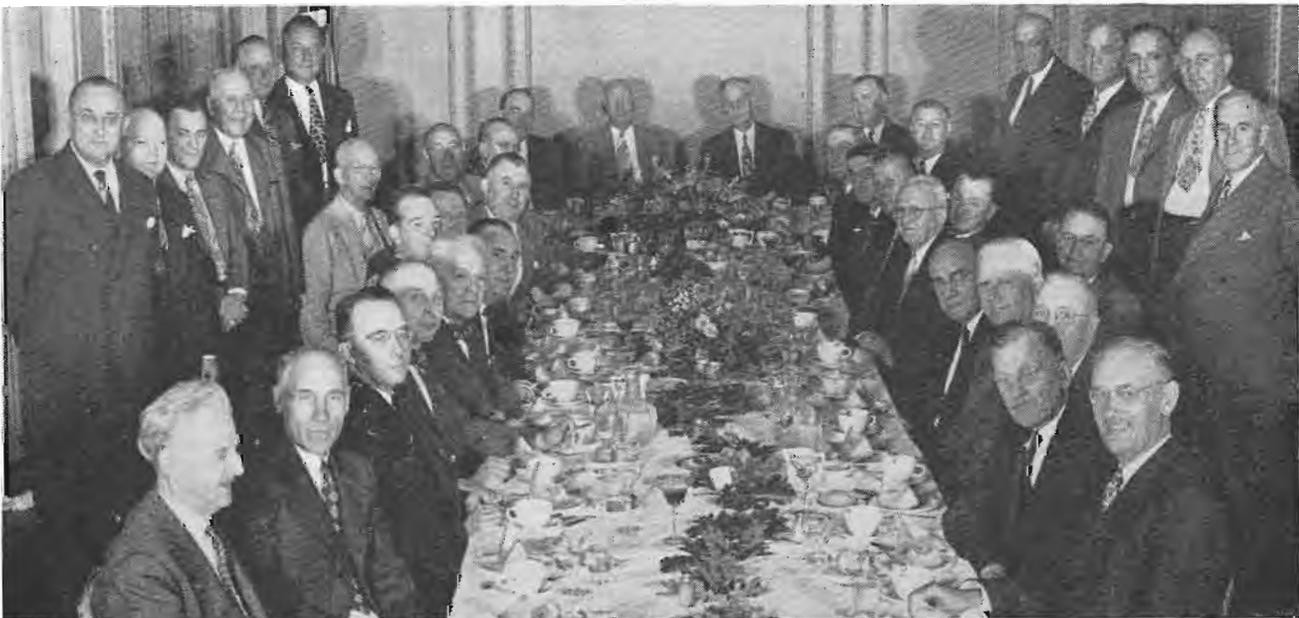
In 1911 Mr. Dolphin came to Chicago and was employed as a steward on the Southwest Limited. In 1923 he was transferred to the sleeping car department as a conductor.

When L. M. Jones succeeded F. W.



William Dolphin

Getty as superintendent of the sleeping and dining car department, he immediately appointed Mr. Dolphin inspector of sleeping and dining cars; that was in 1925. He became assistant superintendent in January, 1931, located in Tacoma. When Mr. Jones became assistant passenger traffic manager in November, 1936, Mr. Dolphin was appointed superintend-



The group of officers who attended the luncheon in Mr. Dolphin's honor.

ent of the sleeping and dining car department.

Diner Service Has Changed

Mr. Dolphin has seen dining car service change considerably since the days when the Pioneer Limited hit an epicurean high with a multiple-course dinner which included just about everything from blue points on the half shell to salted nuts, finger bowls and rare cigars, all for \$1.50.

Among the chief reasons for changing the character of dining car meals are the stepped-up schedules which in some cases allow insufficient time for the passenger to relax over a meal of several courses; and the increased number of travelers desiring meals aboard trains.

Enlarging the seating capacity of the dining cars from 30 or 36 to 48 has made it possible to serve many more patrons in a given period of time. The Hiawatha type meal service (50c luncheon and 75c dinner) was added to the Olympian in 1937 and proved so popular that 75 per cent of the meals served are now of that type, the price in the meantime having been increased to 75c and \$1.00 in conformity with the general rise in food prices.

Many improvements have been made in the dining cars, too, Mr. Dolphin points out. Those of later design use gas for fuel in place of soft coal, and they embody an improved arrangement of lockers and other equipment, providing more storage space and refrigeration. These improvements have resulted in the elimination, even under today's very heavy traffic, of commissaries at intermediate points between Chicago and Tacoma.

Mr. Dolphin succeeded in continuing the practice of serving three meals a day on the Olympian and other trains, while many railroads were compelled, through a shortage of food and manpower, to reduce to two meals a day. He says he never had any difficulty providing sufficient food under rationing. It has meant a few more fish, fowl and egg entrées on the menu, but his chefs have managed to make whatever they served meet the requirements of the traveling gourmets, who seem to be more particular than the stationary ones.

Officers Bid Him Farewell

At the luncheon held in Mr. Dolphin's honor, Mr. Gillick said, "Bill, we're sorry to know that you found it necessary to make life easier for yourself than you could take it in the dining and sleeping car department. He added that Mr. Scandrett, who was out of the city, had asked him to read a message in which he said:

"We are going to miss Bill a lot. He has been a fine officer for many years and has the warm friendship of every one who knows him on the Milwaukee Road. I hope with the relief from the strenuous job and heavy responsibility he will be much improved in health. Please tell Bill I hope that he will be very happy in his retirement from active service and that I wish him Godspeed."

Mr. Dolphin responded briefly and said he would always retain as a delightful recollection the pleasant relations he had enjoyed with the people of the railroad.

B. J. Schilling has been appointed to succeed Mr. Dolphin.

Dinner Held for Officers of 744th

The officers of the Milwaukee-sponsored 744th Railway Operating Battalion, which has been stationed at Fort Snelling, Minn., were the guests of honor at a dinner sponsored by the officers and supervisors of the Twin City Terminals on the evening of July 28. The occasion marked the completion of that phase of the group's training which brought it to our facilities in and around the Twin City Terminals.

There were 25 officers of the battalion present, including Lt. Col. W. J. Hotchkiss, Maj. J. D. Shea, and the captains and lieutenants of the various companies. Among the 22 railroad representatives were Assistant General Manager J. P. Kiley and Superintendents Bagnell, Doud and Dodds.

The remarks made by the battalion officers indicated appreciation of the railroad's cooperation which, they said, contributed largely to the successful training of the battalion.

These observations were similar in tone to that of a letter which Lt. Col. Hotchkiss addressed recently to H. A. Scandrett, in which he said, in part:

"We have completed the present phase of our training, all of which we received on the Milwaukee Railroad—in the Twin City Terminals, on the H&D, La Crosse & River, and I&SM Divisions, and on the Duluth line. Everything has worked out wonderfully.

Col. Hotchkiss Expresses Thanks

"We have a very fine group of men and received excellent help and cooperation from all of the officers and employes of the divisions on which we took our training. When we arrived, Mr. Kiley spent a day explaining the contract to the railroad people and to us and I believe that this conference had much to do with the splendid way the whole thing worked out.

"The safety department sent Inspectors

Washburn and Medinger out here and they spent about a week with our men, orienting them on safety rules. We haven't had a single serious accident. Marc Green of the Milwaukee Magazine visited us for a day or so and gave us a lot of publicity which, of course, was appreciated. Rules Examiners Adams and Pack came in for a few days after we got here and spent a good deal of time giving our men lectures.

"The officers and enlisted men in this organization were very much impressed with the hospitality and assistance we received. When the big show is over, a lot of men, of course, will return to the jobs they had before entering the service, but a good many of them, I believe, have made contacts which may result in their joining the Milwaukee family.

"On behalf of all the officers and enlisted men, I want to thank you and the officers and employes of the railroad for their cooperation and help. The fact that this unit is in good shape is the result of this help and cooperation."

A portion of Mr. Scandrett's reply follows:

"It was a great pleasure to us to have your battalion on the Milwaukee Road, and I know from what Mr. Gillick and other officers have told me that you were a big help to us.

"I am particularly struck with your statement that during the entire period of training not a man sustained a serious injury. That is a record of which you may well be proud.

"I am happy to know you and other officers, including enlisted men, feel that we did a good job in making everybody feel at home, and it was most thoughtful of you to write me your impressions. We on the Milwaukee Road will follow your work with very great interest and we know that we will have every reason to be proud of the record you make."

C. M. Dukes

Cyrus M. Dukes, former assistant to chief operating officer, who retired in 1938, passed away at the Wesley Memorial Hospital, Chicago, on Aug. 21.

Mr. Dukes was born Nov. 16, 1868 and began service with the Milwaukee Road in May, 1891 as a freight brakeman at Ottumwa, Ia., after having spent some four years in freight and yard service on other western railroads. He was promoted to conductor on the Kansas City Division in 1899.

In 1907 Mr. Dukes was elected system general chairman representing the Brotherhood of Railroad Trainmen on the Milwaukee Road, with headquarters at Cedar Rapids, Ia., which position he held until 1915, when he was appointed assistant to the general manager, with headquarters in Chicago. In 1925 he was promoted to the position of assistant to the chief operating officer, with jurisdiction over all labor matters on the entire Milwaukee system.

Following Mr. Dukes' retirement, he moved to McAllen, Tex.

ARE you familiar with these startling statistics about our sleeping and dining car department?

Our laundry at Western Avenue, Chicago, handles about 50,000 pieces of linen daily; the linen is used in Pullman sleepers, and in our own sleeping cars and offices.

During the first six months of 1944 we served 929,286 meals in our diners; receipts were \$878,202.25.

Receipts from off-the-tray lunches during this period were \$83,833.78.

The cost of all food served during the first six months of 1944 was \$447,028.92.

During the last five years the number of meals served in our diners has increased 500 per cent.



A section of the group of 10,000 Fairbanks-Morse employees and guests who witnessed the debut of that company's first diesel locomotive. The new diesel motor plant is in the background.

First Fairbanks-Morse Diesel Switcher Goes to Milwaukee Road

AT a ceremony before 10,000 guests and employees of the Fairbanks, Morse Co. in Beloit, Wis., on Aug. 8, the first diesel switching locomotive manufactured by that company was delivered to the Milwaukee Road and accepted by J. T. Gillick, chief operating officer. Among those who witnessed the appearance of this first unit in a new field of Fairbanks-Morse manufacturing enterprise were 81 representatives of 26 railroads, ranking public officials of Wisconsin and Illinois, civic, educational and industrial leaders, and 50 representatives of the press.

Mrs. J. T. Gillick christened the 1,000 horsepower No. 1802 which already bore our trade mark and gleamed in its brilliant coat of orange and maroon paint.

The locomotive tips the scales at 240,000 pounds and measures 50 feet in length. Its prime mover is a six-cylinder diesel of a type originally designed for locomotive service but used in recent years exclusively by the navy for the powering of submarines and smaller surface craft. It features an "opposed piston" principle involving the use of two pistons in each cylinder, operating in opposite directions.

The presentation ceremony was the highlight in a schedule which occupied the entire day. At noon a luncheon was served at the Beloit Country Club for the men visitors, while the women lunched at

the Morse Hills Country Club. Afterward, the guests enjoyed a conducted tour through the new diesel plant. At the end of the day a buffet dinner was served aboard the train which returned many of the guests to Chicago.

Day an Anniversary

The occasion was given added significance by the fact that, as A. C. Howard, general manager of the Beloit works, pointed out, it marked the 115th year of the founding of Fairbanks-Morse, and the



Right. J. T. Gillick formally accepts the new locomotive. At the right is Louis Roen of N.B.C., who acted as master of ceremonies.

What Does Safety Mean?



Mrs. J. T. Gillick, who christened No. 1802.

day, Aug. 8, was the 115th birthday of the first successful run to be made by a locomotive in America. That run, by the way, was made by a little six-ton steam locomotive over a three-mile stretch of wooden rails laid between Carbondale and Honesdale, Pa., on the Delaware and Hudson.

R. M. Morse, Jr., general sales manager of the firm, concluded his remarks with this significant statement:

"More than 1,500 men and women from our organization have joined the armed forces. This occasion is evidence that we are looking ahead to the day when they will be back for their jobs—and may that day be soon. We are preparing for their return. We are endeavoring to eliminate the bugaboo of lay-offs and shut-downs which many factories will experience in re-conversion to peacetime operations."

The importance of the occasion was also manifest in the brief remarks by Hon. Walter S. Goodland, governor of Wisconsin, and Hon. Hugh M. Cross, lieutenant-governor of Illinois.

Mr. Gillick Congratulates Company

In accepting the locomotive, Mr. Gillick said:

"The Milwaukee Road is happy to receive and add to its growing fleet of diesel locomotives the first diesel railroad locomotive built by our old Wisconsin neighbor—Fairbanks, Morse & Co. Our people

A very bright young woman writing for a New York paper recently said that the advance of civilization is pretty much written in the willingness to take chances, and she consigned organized safety efforts to the outer darkness.

The only trouble, of course, with this smart young woman was that she hadn't taken the trouble to check into the true nature of the accident prevention movement. If she had done this, her story would have been something quite different.

There is nothing in the safety credo that tells us not to take chances. It recognizes that ours is essentially a dangerous age

feel that you have produced a real machine and congratulate you on your achievement. We, like many other railroads, believe there will be a continuing demand for such power, and, like the steam locomotive, it will be of different capacities for various classes of service.

"We have found that those presently in use, ranging from a minimum of 350 to a maximum of 5,400 horsepower, efficiently handle the particular job to which they are assigned.

"However, studies that we continue to make indicate there may be other types of engines within that range that would better meet some of our service requirements, and we know Fairbanks-Morse will be glad to cooperate in developing the right diesel locomotive for the right place.

"Our two companies have been neighbors in Wisconsin for a long time. The Milwaukee Road had its beginning here back in 1850, and we have been operating trains into Beloit since 1856. I think it is safe to say that we were among the first to buy your windmills, scales, pumps, electric motors, track motor cars, and the many other things you have manufactured for the railroads.

"A railroad prospers only as the manufacturers and producers prosper along its lines, and we on the Milwaukee Road hope you keep your men busy, for if you do, it will keep us on the job too.

"Good luck to you in your postwar work and congratulations upon turning out a fine job in this, your first diesel locomotive."

No. 1802 is now in service in the Milwaukee Terminals and reports indicate it is doing an excellent job.

when it is utterly out of the question to avoid all chance-taking. We couldn't fight a war or live at peace without chances.

But what it is concerned with is the taking of needless chances and inviting needless sacrifices.

When the order goes out for a night bomber raid on Berlin, there is full recognition that it's a hazardous mission. Those in charge know that there will be flak and they count on opposition from enemy night fighters.

Those are perils that just have to be accepted. But there are many things that can be done to lessen the perils. Such things as speed and dependability of motors, thickness of armor, provisions for oxygen, good parachutes, ample training for pilots and crew. All of these precautions are taken to the full limit of ability. Nothing that isn't inherently a matter of chance, is left to chance.

Under the concept portrayed by the smart young New York newspaper woman, an adherence to the gospel of safety would preclude such bombing missions over Berlin. But, of course, that isn't what happens at all.

The example cited here can be paralleled on the home front—on the highways, in factories, and in the home. Safety never says: "Don't do something that needs doing." Rather it says: "Do it, but do it in the most prudent manner possible so you'll be on hand to do it again sometime."—W. Earl Hall, Managing Editor, Mason City (Ia.) Globe-Gazette in June issue, Public Safety.

Milbank Paper Praises Milwaukee Road

The Milbank, (S. D.) Review of July 13, published a rather lengthy eulogy of our railroad in which it pointed out that "It is not a simple matter to carry on such work when work trains and their crews are obliged to make frequent clearance for regular trains, and when it is necessary to import laborers from Mexico, but it is being done, and with surprising success. It is difficult to fully picture in one's mind just where we would be in this great world crisis, without the facilities and services of our great transportation systems, such as the Milwaukee and other railroads.

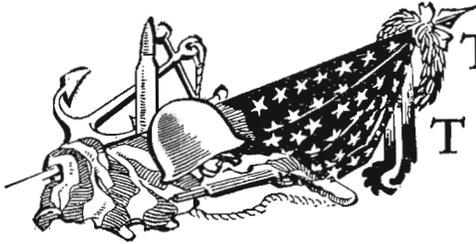
French civilian railroad men returned to Cherbourg after the American occupation of the town and reported for work in the yards and roundhouse. They told of German plans to sabotage engines by running them, with full steam up, along a track that sloped into the channel waters. The impact of the cold water would cause the steaming engines to explode. However bombings by the Allied Air Forces that destroyed the track leading to the water foiled the Nazi plan.

Every year about 300 people are killed and 1,000 injured in home fires and explosions due to the use of flammable cleaning fluids.

THE MILWAUKEE MAGAZINE



The reason for the celebration. It is now in service in the Milwaukee Terminals.



THEY GAVE THEIR LIVES

Pvt. Luverne Larson, son of Roadmaster F. H. Larson of Austin, Minn., was killed in action in Normandy on July 7.

Capt. William W. Henthorne, son of Conductor A. W. Henthorne of Marquette, Ia., was killed in action in Myitkyina, Burma, on June 15. His grandfather, the late W. G. Wheeler of Marquette, was one of the Milwaukee Road's pioneer employes.



Capt. W. W. Henthorne



S/Sgt. J. J. Gush

S/Sgt. Joseph J. Gush, former freight house employe at Galewood station, Chicago, was killed on June 16 while on a routine flight near Omaha, Neb. He was an instruction engineer in the Army Air Force, stationed at Great Bend, Kans.

Pfc. Frank J. Ricci, formerly employed in the store department at Western Avenue, Chicago, has been reported killed in action in Italy. He had formerly been awarded the Purple Heart.

Pfc. Perry M. Paullin, son of Tracy M. Paullin, interchange clerk in the Cedar Rapids yard office, died May 28 of wounds suffered in action in Italy. He went to Ireland in 1942 and later served in the North African campaign.



Pfc. P. M. Paullin

Lt. Gordon K. Tornes, a former B&B employe in the Twin City Terminals and son of John K. Tornes, Twin Cities B&B foreman and system inspector, was killed in action in Italy on July 22. A Liberator bomber pilot who went overseas in March of this year, he met death on his 36th mission. A brother, Maj. Ho-



Lt. G. K. Tornes

ward Tornes, is serving with the Army Air Forces at Selman Field, Monroe, La.

Platoon Sgt. William C. Cross of the Marine Corps, son of Conductor W. T. Cross of Mason City, Ia., was killed in action June 15 on Saipan Island. He had served with the marines for four years and was one of the first American troops to land in Iceland.

Sgt. Ray T. Bean, son of Agent F. W. Bean of Jamaica, Ia., was killed in action in Italy on May 25. His parents have received the Purple Heart and other citations in recognition of his bravery and outstanding service.



Sgt. R. T. Bean

Soap Put Skids on Western Extension—Almost

Harry E. Moore of Los Angeles a retired engineering department employe, did a bit of reminiscing about our Puget Sound extension in a letter addressed to the Milwaukee Magazine in July. Speaking of the possibility of a story concerning the inception of this line, he wrote:

"That should include reference to the explorations . . . beginning in

1902, I believe, in a letter from Mr. H. C. Hume, then living at Omaha, suggesting that Eureka, on Humboldt Bay, Calif., was a splendid place for a terminus of a line to the Pacific Coast. This letter was addressed to Mr. Roswell Miller, then chairman of the board. He referred it to President A. J. Earling, and Mr. Earling sent it to Mr. D. J. Whittemore, chief engineer. Mr. Hume was invited to come to Chicago, which he did, and was put to work preparing a party to make an exploration starting at the Missouri River west of Aberdeen. The work was all being done in secret, of course, but when the party neared Miles City, a bright reporter for a Miles City paper in "nosing" around the camp, saw a cake of soap with the initials C. M. & St. P. Ry. Co., and the secret was out. The party was called back before it reached Forsyth, Mont.

"Later explorations were conducted under Mr. A. G. Baker and others, and secrecy was maintained for the necessary period. The undersigned has to confess that he began his career in lying at that time."

The "Boneyard Express" makes a daily run on the Cherbourg Peninsula to collect wrecked, damaged and abandoned equipment for salvage and repair. Despite the immense stores available to the Allied armies, no possibility of repair or overhauling is overlooked. Items that cannot be repaired are sent to salvage depots where the precious materials that went into the manufacture can be salvaged.

Lt. D. M. Schultz of the Army Air Forces ran into trouble while flying over Portland, Ore., and bailed out. Obliging, he landed on the roof of the U. S. Veterans' Hospital, where it was no trouble at all for hospital attendants to pop out and treat him for minor injuries.

A SUGGESTION FOR PERFECT SHIPPING

C. H. McCauley, a conductor at Marquette, Ia., received \$10 in War Stamps for the following letter which he submitted in the loss prevention department's perfect shipping campaign contest:



FOR the past 13 years I have been inspecting stock, and have prevented a number of claims by so doing. While it is not a part of the assigned duty of the conductors and brakeman, I feel as though it is the duty of every employe to look after the interest of his employers.

The following example is some of the things we find while making inspections:

On Apr. 18, 1944, we loaded Milw. 104593. I inspected and counted the hogs; as the last passed me, I called the count—49 hogs.

The livestock manager told me my count was 'way off, that the number should be 64 hogs. I contested his count and we made a check of the stock yard and found 15 hogs they had forgotten to load, and the error was corrected through inspection.

We should not take the shipper's load and count of stock if we expect to cut down shortages at destination.

Weather Committee Makes Aberdeen Picnic a Success

Thanks to a fine piece of work on the part of the rain-rain-go-away committee, the "appreciation picnic" which the company gave the members of the Aberdeen Service Club on Aug. 13 turned out to be an affair to remember and to hope for more of. Chairman Bill Mertz had promised every one a good time, which is just what they had—he being a man of his word.

All afternoon a variety of cold drinks,

hot coffee and ice cream were put to proper use in connection with the picnic lunches which broke out all over Melgaard's Park. Martin Silvernail of the refreshments committee made the mistake of starting the uncorking and the dipping all alone and in no time at all was so swamped that his helping committee couldn't even get to him to rescue him.

Walter Johnson, in charge of games, headed a hard-working crew, and Henry Krebs, section foreman from Hosmer, deserves the thanks of the Aberdeen members for his deft and kindly touch in handling the kiddies.



Most of the men in this group at the Aberdeen (S. D.) picnic are shop employees. In the left foreground is 1st Lt. Bob Lenihan of the marines, seated across the table from his father, Frank Lenihan.



Naturally, the day's events at Aberdeen included sack races.



The inevitable tug o' war, with two well-matched and brawny teams, proved to be a real thriller at the Aberdeen picnic.

☆☆☆☆☆☆☆☆

Service Clubs

☆☆☆☆☆☆☆☆

Tug o' war provided the real thrill of the day. When the signal was given to pull, every man set his hardened muscles and there was no movement either way for several minutes. Finally, one fellow had to scratch his nose and all was lost, the tape moving over the line. The strength exhibited was a sight to remember.

The day came to a close with a softball game in which W. J. Kane got a home run on a single, thanks to a remarkable display of fumbling and over-throwing. Mrs. Gail Hanson got the War Bond which was given as an attendance prize.

E. L. Feddern was chairman of the picnic committee.

Milwaukee Club Does It Again

Rightfully, if first things come first, much of the success of another Milwaukee-Hiawatha Service Club picnic can be accredited to the loyal and hard-working Hiawatha committee members, many of whom worked in booths from early morning until late evening in Old Heidelberg Park, Milwaukee, on Aug. 20. To General Chairman Marty Biller and Picnic Chairman Stan Tabaka we say, "Hats off to you and your committees."

The same of course can be said of the old reliable Hiawatha Service Club Band members. The boys provided several hours of entertaining music, brightening up a day threatened by the weather man who, after all, proved to be agreeable. Band Majorette Abbie Wendell, strikingly attired in a new costume, furnished the added touch of beauty and poise. In the evening Abbie's performance with the lighted baton was just the attraction needed to draw some of the boys from the refreshment stands momentarily.

With Ira Wallace pitching in true form, the operating department operated on the mechanical department to the tune of 5 to 2 in the traditional ball game. Al Hoppe pitched for the losers. Ambrose Sery was the umpire behind the plate, while Ernie Palmer called the close ones on the bases. Ernie must have been calling them too close, as he was almost dumped into the Milwaukee River by some of the more rabid players.

The shops, not to be defeated twice in the same day, were victorious in the tug o' war with the freight warehouse employees. The latter claimed there was too much beef pitted against their brawn.

The games for adults and kiddies were, as usual, mingled with laughs and falls. J. G. Murawsky, in full clown regalia, again entertained with his clever tricks. All day long Joe was surrounded by the admiring youngsters.

The jitter bugs were busily engaged in the dance hall, making little room for grandma and grandpa to cut their rug. All in all, it was another typical railroad gathering, which means that everyone had fun.

The lucky War Bond winners were: Fred Rohde, \$100; Noller Rob, \$50; Carl



Random shots taken at the Milwaukee Hiawatha Club's picnic at Old Heidelberg Park on Aug. 20:

Above, left. The tug o' war was too hotly contested to be a "laugh", but it was amusing, as the expressions of the on-lookers indicate.

Above right. Martin Jos. Biller, general chairman and mainspring of the club, seemed to be pleased with the way the picnic was going.

Left. Abbie Wendell, majorette of the Hiawatha Band, finally gave in and struck a pose for the insistent pack of camera fans.

Right. Joe Murawsky, the "Hiawatha Clown", cut a few unscheduled capers for the two little boys who evidently had come all the way from Missouri.

Below. A corner of Old Heidelberg Park on the big day.

Below, right. S. J. Tabaka, general picnic chairman (left) apparently had serious business with Joe Loif, chairman of Unit 9.



Kalusak, \$25; W. Smokowic, \$25; J. T. Gillick, \$25; Rose Parilek, \$25; Marie Mehringer, \$25; J. L. Koschnick, \$25; All of the winners are from Milwaukee except Miss Mehringer who is from Pewaukee, Wis., and Mr. Gillick, who is one of our biggest Service Club boosters.

"Appreciation Dinner" Held at Rapid City

The spirit of fun prevailed among members of the Black Hills Service Club of Rapid City, S. D., at the dinner which the company gave on Sunday, Aug. 6, in appreciation of that group's activities.

With the hum of friendly planes overhead from the nearby air base, Staff Sgt. Rudy Turnosky, who recently returned from nine months in Africa and eight in England, gave out with a recounting of personal experiences. Young Turnosky, who wears the Distinguished Flying Cross with one cluster, as well as the Air Medal with 10 clusters, professed to be more nervous at facing the battery of questions from his eager audience than he had been in combat. He was not, however, at a loss for ready answers.

Other speakers were J. T. Hansen, assistant superintendent from Sioux City, Ia.; R. J. Dimmitt, trainmaster and engineer of Mitchell, S. D.; and Frank Washburn, safety engineers from Minneapolis. Stanley Core, vice chairman of the club, made arrangements for the party and acted as toastmaster.

Company Plays Host to James River Club

Employees on the line between Aberdeen and Mitchell, S. D., who comprise the James River Service Club, sat up and took delicious nourishment at Redfield, S. D., recently. The women of the Congregational Church served the banquet given by the company in appreciation of constructive activities on the part of the club, and 55 members were present. Chairman Monders had appointed Mr. and Mrs. R. I. Bacon, Mr. and Mrs. L. L. Dudley and Mr. and Mrs. G. H. Smith on the arrangements committee, and arrange they did!

J. V. Anderson, assistant general storekeeper in Minneapolis, talked interestingly about his department, bringing to light a few figures and facts which must have made his audience much more conscious of the immensity of this department. Mrs. W. J. Kane, president of the Aberdeen Milwaukee Women's Club, spoke briefly of the work being done by the women. Following a brief talk by Storekeeper Beckel of Aberdeen, Agent E. L. Feddern of Aberdeen relieved himself of a few derogatory observations concerning the toastmaster which were more than taken care of by the kind words of Section Foreman Joe Shamp.

W. J. Kane made some particularly interesting remarks concerning railroading in this war and the last one, and Marva Campbell, daughter of Agent and Mrs. Dudley of Redfield, sang two numbers accompanied by Mr. Johanson. Even discounting for our prejudice, it can truthfully be said that she is very talented.

A fitting touch was given the program by Lt. Jimmy Murphy, son of Harold Murphy, chief clerk to the master mechanic in Aberdeen, who spoke briefly on his training.

Green Bay Club Picnics

The Green Bay Eagles had a picnic at Bay Beach Park on July 16, but there was another picnic at the opposite end of the park that day; Milwaukee Road employes were making their importance known, at the same time enjoying an ideal picnic day.

One thing is a certainty—the bingo players did not have the strained muscles of the ball players. The married bucks showed they still know how to play baseball, and proved the mastery of age over youth by trouncing the single men in the grand old American sport. The latest report indicates that both the American and National leagues are still dickering for Superintendent Buechler's services as umpire. There wasn't a single pop bottle thrown at Umpire Buechler all day.

Trainmaster P. J. Weiland proved his ability as a salesman in a contest for a new pair of shoes—without ration points. For some unknown reason, Mr. Buechler won the coveted prize. The shoes were perfect except for one little detail. After Chairman George Buntin had drawn the lucky number and presented the prize, it was discovered that an incidental error had been made: *Both shoes were for the same foot.*

Picnics are not a success without those loyal individuals who perform the work. George Buntin, chairman, J. B. Philips and Mrs. H. Brueckner, president of the Green Bay Women's Club, not only worked, but did a mighty fine job. Let's not forget Dennis Fillion, dispenser of refreshments, and Whitty Brueckner, chief chef of the hot dogs. What is a picnic without hot dogs and stuff.

Three \$25 War Bonds, and two batches of \$5.00 stamps were given as prizes. A man most deserving of a \$25 bond was one of the winners—George Buntin, the conscientious chairman. Other winners were: E. J. Opitchka, conductor, \$25; J. E. Lehan, engineer, \$25; R. J. Conery, son of conductor Emmet Conery, \$5; Russell Anderson, conductor, \$5.

Hiawatha Club Unit 4 Meets

Chairman S. J. Tabaka of Unit 4 of the Milwaukee Hiawatha Service Club presided over a meeting of the group at the Pabst Blue Ribbon Steinwert on Aug. 15. Being, in addition, this year's general picnic chairman, it seems possible that this meeting place was selected with a view to bolstering Mr. Tabaka for the task of handling about 10,000 picnickers on Aug. 20.

At this meeting a band within the Hiawatha Band—a creation of Bob Burr and Director Eugene Weber—entertained. The nine versatile musicians comprising this small, handy group are proficient at the sweet, the hot, the corny and the comic, the latter effect being achieved in part by the talented use of a wash board. Incidentally, the boys have no name for themselves. Anybody have a monicker in mind?

Psychiatrist: "That habit of talking to yourself is really nothing to worry about."

Patient: "Perhaps not, but I'm such a bore."

Lt. Radanke Completes 400 Missions

With a record of 697.4 hours flying time, which included 596.2 hours of combat time and 400 combat missions, 2nd Lt. Carl W. Radanke, son of William Radanke, trucksmith in the passenger car shop in Milwaukee, returned recently from the South Pacific zone.

After more than three years of service, of which 16 months were in the war zone, the young lieutenant is now at a rest camp at Miami, Fla.

He wears the Air Medal, with two oak leaf clusters and the Distinguished Flying Cross with an oak leaf cluster. The Air



2nd Lt. Carl W. Radanke

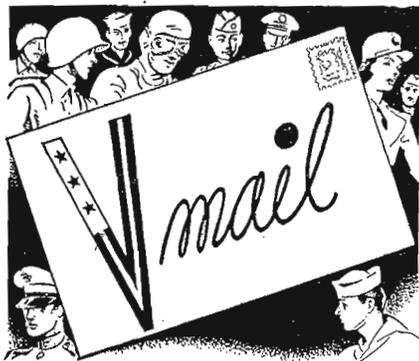
Medal was presented Jan. 8, 1944, for participation in 25 operational flight missions which entailed getting troops and supplies to the battle lines in an unarmed transport plane, often landing within a few miles of enemy bases. The Flying Cross was awarded Nov. 6, 1943, for 50 combat missions. He also wears the Bronze Battle Star.

Lt. Radanke enlisted as a buck private in the Air Corps in April, 1941, at which time he held a private pilot's license, and had flown during spare time for three years.

"Hiawatha" Hauls Crushed Rock

Lt. Col. W. R. Barker, who was assistant engineer in the office of auditor of investment and joint facility accounts in Chicago before entering the service, recently wrote the following from Italy to his wife and daughter:

"Time sure is flying along. The way things are going now, I should be home before this time next year unless I get shipped to the East, and I hope not, as I sure would like to get home for a while first. I am only operating five quarries now and taking care of quite a bit more road in addition to plenty of other jobs. Have the railroad back in electric operation and have named one of the trains the Hiawatha, even though we only haul crushed rock. It was completely electrified before we and the Germans wrecked it, so we had to operate by steam until we got it repaired. It was copied from the Milwaukee. An Italian engineer was sent to the States and studied the Milwaukee system and then came back and put it in. The engines, of course, are much smaller."



LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

Lt. Lindsey Hobnobs with Fijian Royalty

"For meritorious achievement while participating in 80 operational flights over Bougainville," where he has been stationed since February, 1944, 1st Lt. Wyatt A. Lindsey, liaison pilot with a medium artillery battalion, has been awarded the Air Medal, according to an official release from his battalion's public relations officer. However, letters addressed to the editor of the Magazine and to the road's real estate department in Chicago, where he was employed as a clerk before entering the service, indicate that he has found time between missions for side-line activities. In one lull between flights as an artillery fire director he went out in his plane and shot crocodiles, a sport which apparently is very popular in these parts.

In one letter, Lt. Lindsey writes, "I have some very good friends here among the New Zealand officers who are with the Fijian troops. One of the company commanders is a native of Fiji, the crown prince, no less. His name is George Cabau (pronounced Thackembow), a graduate of



1st Lt. Wyatt A. Lindsey

Col. Jakim Bridges Seine, Traps Nazis

According to dispatches appearing in papers in this country on Aug. 22, Lt. Col. Theodore Jakim, who was an instrument man in the office of our Chicago Terminals division engineer at the time of entering service, commanded the engineers who hurled a bridge across the Seine River 25 miles northwest of Paris, thereby catching the Nazis completely off balance.

It was the largest span of its type constructed by the American army in France during this war, and was completed in six hours from the time the first pontoon was floated on the turbid, tricky waters.

The story is one of steady, fearless, expert building in rain and midnight blackness, after infantry troops had crossed the river in rubber assault boats, outflanked and captured eight German 88-millimeter guns overlooking Mantes and Glassicourt. These first men across surprised the Germans at breakfast. They had not known the nearness of the Third Army, nor had they intended that Patton should cross the river.

Realizing the spearhead thus formed by the Americans threatened the retreat of all the hodgepodge elements which they had fer-

ried across the then-bridgeless Seine, the Nazis began to bring in troops.

American artillery responded with a heavy barrage. At this critical juncture, Col. Jakim and his toiling comrades completed their wizardry and the Yanks poured across with all their equipment to disorganize Jerry, take him prisoner, and make fast the first bridgehead beyond the historic Seine.

Col. Jakim has been in the army four years.



Lt. Col. Theodore Jakim and his wife, 1st Lt. Viola Ann Jakim of the Army Nursing Corps. She beat him overseas, but they are both in France now and manage to see each other occasionally.

Oxford University. George wants me to spend a year with him in Fiji, but once I get home there is no inducement in the Pacific great enough to drag me away."

The loneliness of our men in tropical battle areas, and their hunger for entertainment is exemplified in this paragraph from a recent letter: "This is show night and at last we have a decent picture. We take our movies seriously over here and I've sat through a tropical down-pour many a night to see a Class B picture. Of course, the mosquitoes and bugs require quite a bit of attention but it's still entertainment — I guess."

Sergeant Sends Thanks for Magazine

"I have been receiving the Milwaukee Magazine right along," writes S/Sgt. Harry Reichgeld, Jr. from Italy, "and I hope you keep sending them to me, for when the war is over I plan on returning to the railroad. We are doing a good job over here and let's hope it won't be too long before we all come home. I'm in the air force on a combat crew flying in B-24's. I was employed as an assistant signalman helper on the Milwaukee Road before I joined the army and I have been getting your magazine right along; it really is a comfort to read it."

"I have 38 missions to my credit, and was awarded the Air Medal."

Gracie Fields has a new angle on the air raid story. The girl said: "Erbert, you really shouldn't have kissed me like that, with all those people so close around us, even if it was in the dark."

"I didn't kiss you," said the boy, looking angrily around in the crowd. "I only wish I knew who it was—I'd teach him."

"Erbert," sighed the girl, you couldn't teach 'im nothing."

The Milwaukee Railroad WOMEN'S CLUB

Mason City Chapter

Mrs. John Balfanz, Historian

Our president Mrs. Sizer called a special board meeting June 13. Ten members responded. Mrs. Mae McClintock, cor. sec'y, reported she had sent seven greeting and sympathy cards. Treasurer's report showed a grand balance. Our membership chairman Mrs. Mathewman stated we had gone over the top in membership and are entitled to the two prizes offered. She reported 181 voting and 210 contributing members. A letter was read from Miss Lindskog, general sec'y, congratulating the club on its success. It was voted to buy another \$100 war bond. Mrs. Anderson, Red Cross chairman, reported 98 hours of Red Cross sewing. The ladies are now making surgical dressings out of Holland cloth which is salvaged from wrappings of recapped tires. A physician is credited with stating that this cloth makes the finest bandages for burns. Mrs. Oscar Larson has offered the club another sewing machine, which will be of much help. The chairman stated she wished more ladies would help with the Red Cross sewing. Mrs. Sizer served lovely refreshments at the close of the meeting.

Harlowton Chapter

Mrs. Lena W. Cavanaugh, Historian

Our June meeting was a birthday party, honoring all those who had birthdays the first six months of the year. The committee was taken from those having birthdays the last six months. After our business meeting, at which we voted to buy a War Bond, a delicious buffet lunch was served, after which several guessing games and bingo were played. There were about 50 present. On account of the housing shortage, we have to give up our club house for an indefinite period, so it can be used as a bunk house for contractors who are remodeling our depot and doing some extension work to our yards. So having no other place we intend to have a picnic supper in the park. I'll write later who enjoys it most, us or the mosquitoes.

Terre Haute Chapter

Mrs. Edward Bevington, Historian

The last meeting until September was held in Deming Park with a picnic supper. Families of members were guests. Those in charge of arrangements were: Mesdames Aaron Wright, Harley Taylor, Joe Taylor, Homer Dowden, J. A. Ogden, Earl Blue and Everett Heller. Mrs. Charles Longcor, president, presided over the short business meeting. Among other reports, that of the membership committee was of interest. A total of 256 members was reported, of which 87 were voting members, and 169 contributing members. This figure represents the membership through May.

A new committee was appointed at this time, to be known as the Visiting Committee; the duties of members of this group are to call upon new people moving to the city for the railroad and to do anything else required to make these new people welcome members of this committee are: Mesdames Walter Glass, Arthur Cornell, Clyde Dawson, and Edward Bevington.

Deer Lodge Chapter

Mrs. Bessie Healey, Historian

The last meeting for the summer was held June 16. A 1 o'clock dessert luncheon was served at tables decorated in garden flowers. Mrs. Wm. Brautigam presided over the business, calling a short recess so the canteen committee could serve both sections of train 15. The social hour was spent playing bingo.

On June 24, to celebrate its 20th anniversary, the club entertained at a 6:30 o'clock covered dish dinner at the I. O. O. F. Hall. All Milwaukee employees and their families were invited and a large number were in attendance. Mrs. A. A. Woolman and her committee were in charge of arrangements. Following the dinner, cards and dancing were enjoyed until a late hour.

Milwaukee Chapter

Mrs. John Ehlert, Historian

June meeting followed a pot-luck dinner which was attended by about 120 members. Miss Ardell M. Schott, a Red Cross Volunteer Worker, gave an interesting talk on this verse which is posted on an air raid shelter in England: "Increase, Oh God, the spirit of neighborliness among us, that in peril we may uphold one another, in suffering tend one another, and in homelessness, loneliness, or exile, befriend one another." After her talk Mrs. Ross and Mrs. Russ, our two hardworking Red Cross workers, presented her with a check for \$50.86, a gift from Milwaukee Chapter, and \$25.00 will be donated at a future date.

We will discontinue our sunshine collection and take only the Red Cross collection at meetings for the duration. June 19 donation for blood plasma was \$8.25.

Madison, S. D., Chapter

Mrs. A. D. Walker, Historian

Members of the Women's Club held their final meeting before the summer recess on June 13. After allowing bills for redecorating the club rooms, members spent their time in addressing cards to 61 Milwaukee men who are in service.

At a joint meeting held on June 20 the Service Club and the Women's Club laid plans for a picnic to be held at the Ikes' Lake Herman, on August 27. Committees were appointed and a program of entertainment for the occasion will be announced later. The picnic will be enjoyed by all railroad men and their families. John Kaisersatt is president of the Service Club and Mrs. Vernon Eggebraten is president of the Women's Club. Each will act as general chairman in charge of the arrangements.

Ottumwa Chapter

K. M. Gohmann, Historian

The weatherman interfered and was responsible for keeping many from the June picnic, because of a rain storm, however, about 75 persons gathered at Leighton Park and enjoyed the cooperative picnic supper. The club furnished coffee, cream, ice cream and pop. Bingo was the diversion of the evening.

Even though the meetings have been discontinued during the summer months, our members are keeping busy serving in the capacity of senior hostesses, working at the snack bar, assisting as office attendants at the USO and giving evening hours now and then as senior hostesses at the dances for servicemen and women at the local Naval air station.

Gifts of one dozen ash trays, a dozen decks of playing cards, and a quantity of jig saw puzzles were contributed to the hospitality house in connection with the local air station, for use of the servicemen and women and members of their families who might be visiting them. A box containing playing cards, jig saw puzzles and books was sent to the Schick Hospital in Clinton to help pass the time of the servicemen recuperating from injuries sustained in the foreign battlefields of the present conflict; also, a

box containing a similar shipment was sent to the Veterans' Hospital in Knoxville, Iowa. Mrs. M. L. McNerney was asked to solicit sales among Milwaukee employees for the purchasing of war bonds during the Fifth War Loan Drive and, as usual, did an excellent job.

Black Hills Chapter

Mrs. Harris Dillsbough, Historian

On May 21 the Black Hills Chapter held its membership dinner in the Club Rooms with about 60 present. It was a success and a good time was had by all.

Our last meeting of the season was held June 12. Reports given by our membership chairman, Mrs. N. O. Frizzell, were: Membership 89 voting and 115 contributing, making a total of 204 members. Plans were made for a picnic and also a rummage sale. Mrs. Geo. Saxer won the door prize. Luncheon was served by Mrs. Matt Carey and Mrs. Geo. Saxer. Our next meeting will be in Sept. with Mrs. S. L. Core and Mrs. R. F. Beckman acting hostesses.

Janesville Chapter

Harriet Higgins, Historian

Greetings from Janesville Chapter. A meeting of the auditing committee was held in the home of President Mrs. Pat Wallace for the semi audit. We had on hand at the close of June \$376.36. Because of the Fourth of July falling on our meeting day the July meeting was cancelled. Regular August meeting was held the night of August 1. Our Vice President presided, as the President was out of town. Vice President Reilly won bank nite.

And are we celebrating—we went over the top in our membership drive. Many thanks to our hard working membership committee—Mesdames Wiskia, Fox, Bennett, Davey, Wilcox and Bochart.

New Lisbon Chapter

Mrs. George Oakes, Historian

On Tuesday evening, June 13, meeting was called to order at the home of Mrs. K. Andrews after 31 members had enjoyed a picnic supper. Secretary and Treasurer gave their reports, which were approved. Red Cross Chairman reported 20 dozen cookies sent to the Masonic U. S. O. at Sparta. Good cheer report was 27 personal and phone calls made, four cards sent and 30 families reached. The Ways and Means profit was \$2.97.

We voted to recess through July and August, and to give a \$10 donation to the American Legion Post for the Camp at Tomahawk for the rehabilitation of World War I and World War II veterans. After adjournment bingo was played.

Chicago-Fullerton Avenue Chapter

Clara A. Cush, Historian

Notes of interest during July were, the afghan donated for the June meeting was given to Lucille Williams, clerk in the Freight Claim Department. Also, the club purchased \$500 worth of bonds in the Fifth War Loan Drive, and more yarn for sweaters which are being knitted by members and sent through the

Victory Club to our boys in service. It also purchased 75 scrap books which are being filled and made up by members and employes and will when completed be sent to former employes and sons and daughters of employes who are now in military service overseas.

Red Cross report surgical dressings, attendance 113, hours 414, production 2,049 dressings; sewing attendance 12, hours 44, articles 10; knitting, attendance 6, hours 70, four army scarfs; blood donations six.

St. Maries Chapter

Elizabeth Stromberg, Historian

The Club picnic held at Rocky Point on Chatcolet Lake July 23 was a huge success. Ninety-four plates were served at the five o'clock pot-luck dinner. Several boys from the Convalescent Camp, from Chatcolet were on the beach so we invited them to join us. These boys are from Eastern cities and have had at least one year overseas duty. They enjoyed the home cooked food and the friendliness of our members. Dorothy Chesser had baked a cake especially for them. It was decorated with flags and tiny chocolate soldiers and was very beautiful. After dinner Floyd Kennedy played the banjo and all joined in singing. No entertainment was planned. Almost everyone, young and old, enjoyed swimming.

Several new members have been added to our Club bringing our membership up to fifty-two. Our next regular meeting will be Sept. 18 at the Club house.

Anyone having wool clothing with at least six months of wear, or shoes, men's, women's or children's, with fairly good soles, please send them to us for the box we will send to Russia. Mr. Nicholson, father of Mrs. Claude Hallead, our

president, passed away July 10, and was buried here where he had lived for the last 34 years. Our sympathy is extended to the bereaved family.

Sioux City Chapter

Mrs. Ben Rose, Historian

The announcement from the membership chairman, Mrs. Mike Gallas, the drive had closed with a total of 615 members, (228 voting, 387 contributing) made the losers bestir themselves for the payoff, which was held the last of June at the Harmony-Ann. For relaxation, after arduous weeks of strenuous effort, a bridge luncheon soothed the weary go-getters. Mrs. Ed Carlin led the winners with a \$63 collection. Mrs. Leo Lamb, Red Cross, reports, Bond Drive 190 hrs; U. S. O. 93 hrs; Surgical Dressings 59½ hrs; Canteen 10 hrs; Gray Ladies 8 hrs; Navy Sewing 15 hrs; Quilt 30 hrs; Red Cross 18 hrs; total 423½ hrs.

With extra joss sticks we appeased the rain gods and on July 23 we were awarded a "perfect day," and the slightly over 300 Milwaukee grown-ups and kids kicked shoes, ran races, including a human wheelbarrow race, played ball, and indulged in other old-time-but-always-good outdoor events, which were enjoyed by the participants as much as by the spectators. Among the winners (Orders from the Younger Fry—"Be sure to get my name in") were—Mary Thornson, Jimmy Hill, Jim Boyett, Phyllis Borg-huinck, Ted Robertson; Ward Whipple, Carroll Ehorn, Kathleen McCauley, Don Bennett, Bruce Hill, Betty Frink, Florence Christoferson and Buddy Bennett.

Dignity went with their shoes as middle-aged women lined up to compete in far-and-high shoe kicking. To Mrs. Bert Brashear went the prize—after a

deep hunt for the far-flung shoe. Later it was whispered about that her husband said she'd been practicing on him for "days and days." The younger women sent their footwear with better balance. So accurate was Mrs. Bud Liston that her shoe sailed over the goalman's head on a beeline for the river. With ease and deftness Mrs. Joe Ibach pitches a ball like a veteran. Grand prize to Mrs. C. H. Embick, which proves it isn't necessary to "kick and throw" to win a prize.

Roy Worthington won the largest-hole-in-sock prize. No report on the very exciting cribbage tournament. Thanks to Mrs. V. K. McCauley, Mrs. Guy Raff and their committee for a delightful outing

Sparta Unit-Tomah Chapter

Mrs. Wm. Hovey, Historian

Our May meeting was held at the home of Mrs. Geo. Kiefer, with Mrs. Martin Richgruber assisting hostess. Reports were read and approved. Flower Committee reported the depot window boxes all put up, donated, and made by Wm. Erickson, Superintendent of Contractors of Ranger-Benson Construction Co., Chicago. A card of thanks was sent to Mr. Erickson. Flower beds for the depot grounds were discussed, great interest was shown, and all plants will be donated by our members and turned over to flower committee for planting day. Games and a delicious lunch were enjoyed by all.

Sparta June meeting was held July 13 on the depot grounds in connection with our family picnic, a short business meeting being conducted. Mrs. Slade, our president, expressed her appreciation for Sparta's "over the top" membership. Flower committee reported 500 plants were donated and planted in depot



Members of the Red Cross unit of the Milwaukee Chapter. They are, l. to r., beginning at the lower left and proceeding around the table clockwise: Mmes. George James, Reiss, George M. Dunn, R. J. Rathbun, Fred Tew, Dale Leaman, J. V. Valentine, George Kelly, R. J. Armstrong, Waller Wilson, Ernest Smoot, Flechsig, J. J. Russ, and Fay Ramsay.

Table at the right (same order): Mmes. F. J. McConahay, president; Herman Lohf, Robert Benton, MacMichel, O. J. Carey, Paul Haese, F. T. Ross, chairman of the Red Cross unit (standing); Carl Mueller, W. Heineman, A. Anderson, V. F. Rathje, John Collins, F. V. McLarnon, and C. C. Steed.

THE Red Cross unit of the Milwaukee Chapter of the Milwaukee Railroad Women's Club has completed a year of varied and beneficent activity. Twenty-five of the women in the unit have been awarded service stripes in recognition of their work.

The women worked a total of 5,076 hours to make 26,000 surgical dressings. In 6,144 hours they made 297 knitted

articles, including helmets, trigger mitts, sweaters, scarves, gloves and many other items. In addition, the women of the chapter donated the following to boys in hospitals: 16 shoulder shawls, 35 beanies for tubercular patients, 10 bedside kits, 100 wash cloths, 72 pinocle decks and 25 decks of playing cards.

The chapter has agreed to dispense with its "Sunshine Fund" which, combined

with other funds, makes an aggregate sum of \$199.68 for the Blood Plasma Fund.

The women comprising this Red Cross unit have been responsible for securing 728 blood donors from among our employes in Milwaukee Terminals. From the shops, the men in the mechanical department have arranged a rotation schedule whereby five men a day go to the blood bank to give blood for plasma.

grounds beds. Soil was prepared by Mike Weiss, Viroqua, Geo. Keifer, and section men. Gardens were designed by Mrs. Chas. Shutter. Superintendent Whalen donated a splendid variety of flowers for our six depot window boxes, of which George Shaw, crossing man, has charge in being water boy. The club expresses sincere thanks to all the men who are interested in keeping the depot grounds neat from waste paper and rubbish. We appreciate A. C. Harris using his car in bringing his wife and Tomah members. The ideal weather and perfect cooperation made the Sparta railroad family picnic, 75 in number, a great success.

Iron Mountain Chapter

Mrs. N. G. Schumaker, Historian

Ideal weather on June 20 favored an unusually delightful picnic held by Iron Mountain Chapter. About 75 members, their families, and guests attended the event, which was held at the City Park. Cards and visiting were enjoyed during the afternoon. At six o'clock a delicious pot-luck supper was served by the refreshment committee, of which Mrs. Neil G. Schumaker was chairman. Mrs. Roland Schwalenberg was cook, assisted by Mmes. Joe Gardner, Mabel England, Bert Shields and Joe Ashenbrenner. Ice cream was served at intervals during the picnic hours.

Mrs. H. J. Kell as entertainment chairman provided a very enjoyable program of games. Prizes were won by Mrs. Clare Hinkley, Mrs. Mabel England, Mrs. H. McDonnill, Clare Hinkley and William Conery. A brief business meeting was held in the afternoon.

Spencer Chapter

Mrs. E. John Wiedemeyer, Historian

Approximately 60 members of the Spencer Club and their families attended the annual picnic held recently at the Clay County Fairgrounds. A picnic dinner was served at 1:30 and the remainder of the afternoon was spent playing ball and visiting informally. Mrs. Jake Erkes and Mrs. Bill Rohde were in charge of arrangements. Guests included Mr. and Mrs. Koehnecke of Sheldon; Mrs. Peglow of Ruthven; and Mr. Elgersma and Jim Hanna of Spencer.

Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

We met for our regular meeting at 2 p. m. with Mrs. O. S. Kline, pres., presiding. Secretary's and treasurer's reports were read and approved. Welfare Chairman reported the buying of 100 gallons of oil. It was voted to purchase two \$100 war bonds during the Fifth Bond Drive. Penny march netted 59c. Mrs. J. J. Leitz was awarded the bank dollar. Mrs. Leo Kraut the prize package. Those on Social Committee were Mmes. Wm. Tehan, chairman, Frank Rogers, and Emily Russell. Our next meeting will be in October.

Sioux Falls Chapter

Mrs. W. E. Adams, Historian

At June meeting our Membership Chairman Mrs. L. L. Galland reported the Club had gone over the top in the membership drive with 52 voting and 176 contributing members. The Ways and Means Chairman, Mrs. Lloyd Scott, reported a credit of \$49.15 from the Rummage and Bake sales.

Our picnic was held Sunday, June 25 at Terrace Park. Mrs. A. J. Spencer was in charge with Mrs. Don Galland and Mrs. Alvin Foster assisting. Contests were held for the children with various prizes awarded. A dinner was served at noon and lunch at six o'clock. The party then remained for the Concert given by the Sioux Falls Municipal Band. Fifty ladies were in attendance Fri-

day afternoon, July 28, when the Club sponsored a benefit dessert luncheon card party in the Club rooms. Honors for Contract bridge went to Mrs. Geo. Sisson and Mrs. M. O. Wendt; for Auction, Mrs. J. W. Parsons and Mrs. Elma Mail, and prizes for five hundred were presented to Mrs. Lena Brown and Mrs. Chas. Kurzhai. Mrs. Ervin won the door prize. Our war bond and stamp sales for June and July amounted to \$149.25 and \$742.35 respectively.

Mitchell Chapter

Mrs. O. D. Adams, Historian

The annual picnic of our Women's Club and Men's Service Club was planned for June 11, but the weather man spoiled our plans and no other date has been set. Members are gladly devoting their time to the many demands of our Red Cross chapter. Our canteen has served a total of 4,445 luncheons to service men and women thru May, June and July. In May all the cookies for the canteen were baked by railroad women, with Mrs. Robert Quass acting as chairman. Sewing and surgical dressings still have a number of faithful workers from our chapter. Mitchell's newest Red Cross project is a class of Nurses Aides. Fifteen women have completed their class work and are spending their practice hours at our two hospitals, and two of this class are railroad women.

During May, June and July our chapter spent \$13 for Good Cheer, including two funeral dinners, mass cards for two funerals, one farewell gift, sixteen convalescent and sympathy cards, and one bouquet.

The executive board held a farewell meeting in June honoring Mrs. Jas. Cechman, at the home of Mrs. Robt. Paullin. Mr. Cechman has retired from the road and the family has gone to Luverne, Minn., to make their home. Mrs. Cechman has been a very active member of our chapter and will be greatly missed. The evening was spent socially and a farewell gift was presented to the guest of honor. Mrs. Paullin and Mrs. Gallagher served lunch.

Christmas Shopping

(Continued from page 6)

than 15 inches long and the length, width and height added together must not exceed 36 inches.

Address: Be sure packages are completely, accurately and clearly addressed. Print the address, using waterproof ink, or other marking which will not run, smear, fade or smudge.

Be sure to enclose a complete duplicate address, including your return address, inside your package. This protects you from loss if outer wrapping is torn or destroyed.

Label: Mark your package "Christmas Gift Parcel." Do not use labels which can come off or which resemble a stamp or any kind of mark.

Postage: You pay full postage from your post office to the port of embarkation in care of which the gift is addressed.

Wrapping-Packing: Wrap each item carefully for individual protection. Place in a stout, well-made box. (A shoe box will not do—is too frail). Wrap outside carefully and stoutly. Do not forget to enclose the duplicate address.

Warning: Overseas packages have to be shipped and handled under all sorts of conditions of heat, moisture, rough treatment, heavy loads and the like. Your package will be rejected if it contains such prohibited things as matches, lighter fluids, weapons, ammunition, perishable foods or al-

coholic drinks. None of these things is needed by men in service.

To assure your fighter of a Merry Christmas, follow these instructions so that he can get his gift on time and in good condition. The navy and army postal services will do everything to see that each man gets his gift box on or before Dec. 25.



THE photograph above illustrates just what happens in a car of merchandise when the lading is not properly broken down at the end of the day or protected through the use of portable bulkheads.

Considering the fact that the Milwaukee Road has paid out \$91,121.67 in claims due to alleged concealed damage, I am sure we all must appreciate how a failure to do a job correctly can react, insofar as damage is concerned.

We must also bear in mind that when we cause damage to freight entrusted to our care we are creating a dissatisfied customer.

With the acute shortage of all types of necessities existing at the present moment, every time freight is lost or damaged it cannot help but be felt by all of us and this is especially true of foodstuffs which I am sure we all know are becoming scarcer due to the drought and conditions brought about by the war.

It is hoped that those men who are responsible for the stowing of cars will appreciate their responsibility and do everything within their power to prevent similar damage.

W. L. ENNIS,
Assistant to Chief
Operating Officer

Co-operate! Remember the banana—every time it leaves the bunch, it gets skinned.

A lovely Wac came to a limpid pool surrounded by trees. Seeing no one around, she decided to take off her clothing and have a refreshing swim. As she came out, much refreshed, she was horrified to see a young male lieutenant coming toward her. She grabbed her clothes and scurried behind a tree. Just then the lieutenant shouted: "Camouflage company, dismissed!" and all of the trees walked away.

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About People of the Railroad

LACROSSE & RIVER DIVISION

Second District

W. S. King, Correspondent
 Red Wing, Minn.

You would hardly know the old place at Red Wing now that the platform has been relaid. No longer do the passengers have to walk up hill and down dale to get to the trains.

Fred Kriesel, operator, is back to work after a forced vacation of two or three weeks because of his son's serious injuries.

L. C. Tackaberry, who has been off on the sick list for some months because of an eye operation, is back pinch-hitting for Carl Workman on first trick at Lake City.

We all feel the deepest sympathy for Joe Opie, roundhouse foreman at Wabasha, in the tragic loss of his wife recently.

There have been some quick changes around Red Wing lately. Brakeman Carlson gave up the Cannon Falls line to take the yard job, and Brakeman McCuen took his place, only to give it up for an old work train job that somehow looked a bit more juicy to him.

I hope you fellows will send in little items of interest that you would like to see printed.

TERRE HAUTE DIVISION

Faithorn District

Berniece Sparks, Correspondent
 Faithorn, Ill.

The month of July brought about another change in the personnel at Faithorn. Albert G. Duensing, our equipment maintainer, was transferred to Terre Haute. We wish him lots of luck and want him to know we certainly miss his "cokes."

We extend a hearty welcome to Kenneth W. Kintner, who succeeds Mr. Duensing.

On July 24, Omar Thunherst, son of Special Officer "Speed" Thunherst, left to take his place in the Marines. He is now stationed on Parris Island in South Carolina.

To the boys who would like to know the whereabouts of little Billy Conti, well-known to everyone around Faithorn Yard, I would like to inform them that he has been serving in the U. S. Navy for the past two and one-half years. He has just returned from the Marshall Islands and Saipan, and at present is confined to a hospital at San Diego, Calif., due to an ear ailment. His father, Engineer-Fireman J. Conti, tells us that he expects Billy to be home on a leave in the very near future.

Terre Haute District

William Nadzeika, Correspondent

Ray Sims, conductor on this division since 1911, died suddenly at his home Aug. 15, from a heart attack. Sympathy is extended to his family.

West Clinton

Sympathy is extended to the family of John Crum, car department employe who died suddenly Aug. 5. Mr. Crum was the

father of our brakeman, Lawrence Crum. Elgra Snodgrass, blacksmith at the car department, is seriously ill in a hospital at Paris, Ill., and we hope for an early recovery.

Mr. and Mrs. Keith Prichett are the proud parents of a baby daughter. Keith is a car inspector on the third trick.

Mr. and Mrs. David Amerman announce the birth of a daughter recently. Dave is one of the younger brakeman.

The store department deserves special mention since the office has been modernized.

Arthur Larson, former labor foreman at Bensenville, and Chicago Terminals fireman, passed away on Aug. 14. Our sincere sympathy is extended to his widow and daughter.

Mrs. Arthur Wepfer, wife of Milwaukee Division engineer, passed away recently. We extend our deep sympathy to Engineer Wepfer.

SUPERIOR DIVISION

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



Chief Clerk and Mrs. W. F. Kramer are the happy parents of a baby girl. This makes three girls in the Kramer family and we extend our congratulations to them.

The Green Bay Service Club and the Women's Club held a joint picnic at Bay View Beach, Green Bay, Wis., on Sunday, July 16. Had a wonderful day and a large crowd attended. Mr. Buechler won a pair of shoes, although when he came to examine them closely found that they were both for the same foot, consequently of not much use. The boys played a few games of baseball which were umpired by Superintendent Buechler. And having gotten quite warm, one of the boys of the extra gang decided to dump his ice cream cone in Mr. Buechler's hat, unbeknown to him, which he discovered when placing the hat on his head. Mr. Dinwoodie went back for the evening entertainment, and advises that those who left early really missed something.

Lt. E. J. McMahon has been promoted to captain of police, with headquarters at Milwaukee. We are sure glad to see "Mac" get this promotion, but there is nobody that we will miss more around Green Bay. We wish him a lot of luck on his new assignment.

R. Dahms was a visitor at Green Bay and while here held a short safety meeting at the shops with 82 men in attendance.

CHICAGO TERMINALS

Galewood Freight Station

Herman F. Boeck, Correspondent

Louis J. Ippolito was discharged from the navy on July 7 and is now on leave of absence convalescing from an injury received while in the service. Best wishes for a speedy recovery and prompt return to work.

John Gabel, OS&D clerk, passed away on July 17 after a short illness. John had 41 years of service with the Milwaukee Road, having worked in the freight claim department in the general office, from there he was transferred to Union Street station and then to Galewood at the time of the consolidation of the two stations. He was well liked by everyone and it is with deep sorrow that we have to accept his passing. Our sincerest sympathy is extended to his wife and father.

B. G. Pobloske, assistant agent, took a hurried trip to North Carolina to be present at the marriage of his son, who is in the army.

Mabel Thompson, night bill clerk, has returned to work after an extended leave account of illness.

Thomas McGrath, who was recently discharged from the navy, returned to work accepting a position at Union Street station.

Edith Keeley, telephone operator, who has been ill for some time, is now reported on the road to recovery, having left the hospital. She is recuperating very nicely at home. She expects to return to work some time in October.

Eda Lehmann, trainmaster's stenographer, suffered a broken hip when returning from her vacation. She is now in the Wesley Memorial Hospital getting along nicely.

Owen J. Graham, check clerk, returned to work on Aug. 14 having been discharged from military service on June 20 account of injuries received in action. Welcome back, Owen.



T/5 Ralph Hoeft, former Chicago Terminals car department electrician, is shown on the job in Alaska where he is with a railway battalion. He says locomotive cow catchers are of little use where he is, there being few cows, but he figures he could use a moose catcher to advantage. While trouble shooting near Talkeetna, Alaska recently, two moose popped up in front of his rail car; he slammed on the brakes but hit them anyway, knocking one of the large animals clear off the track and injuring both of them badly.

Western Avenue

T. A. Finan
Correspondent
Care of Yardmaster

Mr. Dolphin of the commissary retired on Aug. 15 and was presented with War Bonds by his fellow employes.

A son was born on Aug. 4 to Mrs. Margaret Warner. This makes Guy "Kickapoo" Sampson a great-grandfather.

A golf tournament was held at Mt. Pleasant by the engineering departments of the Union Depot and Western Avenue, with Western Avenue office taking four out of five prizes. So, of course, the boys in Mr. Strate's office are open for any challenges.

We extend a hearty welcome to Miss Lucille Isberner who began work in the division engineer's office Aug. 12.

Sheriden Stevens, formerly of the store department is home on a furlough from Orlando, Fla.

TWIN CITY TERMINAL

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

Minneapolis Local Freight and Traffic Dept.

Kay Jiran, Correspondent

Charlie McLain has been enjoying a visit with his son home on leave after navy boot training.

Alaia Hanson and Edna Ulven, lady truckers in our freight house, do a big job for the war effort every day, but, not content with this contribution, they've hurried out on their lunch hour on three different occasions and given blood to the Red Cross blood bank and then went immediately back to their man-size jobs. They are certainly to be congratulated.

Welcome to new Chief Rate Clerk Irvin P. Gran in our traffic department. Mr. Gran comes to us from LaCrosse to replace George Baker who has gone to St. Paul as city freight agent.

The mail bag this month included a very welcome letter from Capt. Charles Washburn, formerly on our car record desk. He is stationed in California and writes that he enjoys receiving the Milwaukee Magazine. Through "Chuck" we have indirect word of Marine Sgt. Bob Guyer, former bill clerk. Bob is still doing business in the Pacific. Next time you feel like swearing because the steak is tough, think of Bob and count your blessings. He says he has had four eggs in a year, one piece of meat a month and no fresh milk.

Congratulations to two of our servicemen who took the big step within the past few weeks.

Emmett Keenan, EM3/c, and Miss Irene Palmer were married at Holy Rosary Church in Minneapolis on July 20 while Emmett was home on leave.

Marlne Sgt. Richard Oistad was married in Minneapolis on Aug. 4. Dick just came home looking neat and handsome as ever after spending 20 months in the Pacific. He has been on 15 different islands, including Guadalcanal and Bougainville. When his leave is over he will report to Corvallis, Ore., where Mrs. Oistad will join him later.

Another of our servicemen to whom the U. S. A. looked mighty good is T/Sgt. Milton G. Kutz, who formerly held a post on our bill desk. Milt walked in just as my copy was folded and ready for the mail and we haven't had much opportunity to visit with him. He's looking very good after spending 29 of the 33 months he has been in the army in the India-China Ferrying Command in India.



Numbered cards are now being provided our patrons who drop in at the Minneapolis city ticket office. The sign at the left says, "Please secure numbered card from box beneath this sign so that we may serve you in your proper turn". In this way a person can get his card and come back later when he figures his number is about ready to be called. (Photo courtesy Minneapolis Star-Journal & Tribune.)

Minneapolis General Offices

Kitty Carll, Correspondent

Alice Pomeroy, messenger in the telegraph department is moving with her mother to Honolulu where her father is now located. Her twin brother is in the Navy somewhere in the South Pacific and they hope the family may be united more often.

Pfc. Stephen Koval, infantry, saw action during the invasion of Normandy and was wounded. He was given the Purple Heart and is now in a hospital somewhere in England.

Pvt. William DeLuca sends greetings from India where he is mechanic in the Air Corps. These two boys from the baggage department, enlisted in May, 1942.

David Everson, son of S. O. Everson, signal maintainer, is home on furlough. He saw service in the battles of Saipan.

Veteran Train Dispatcher E. W. Rudloff passed away at Northwestern Hospital, Minneapolis, on Aug. 9 after an illness of two months. Mr. Rudloff was born on Sept. 11, 1863, at Columbus, Wis. He retired seven years ago after 55 years' service with the Milwaukee Road. The Masonic Rites were held from the Barney Anderson Funeral Home on Aug. 12. He is survived by his daughter, Mrs. Daisy Milburn. Mr. Rudloff is well remembered both in the Twin Cities and on the I&S Division. He worked in Minneapolis for 32 years and was at Austin, Minn., at the time of his retirement.

Careless smoking and disposal of matches causes more than one-fourth of our dwelling fires.

St. Paul Traffic Department

Brooksie Luth, Correspondent

First of all, would you be interested in \$268.00 a month? Well, if you have nine children and a husband in the navy, maybe you could have that amount of money—at least for the duration. Such is the experience of the wife of 36-year-old Fireman 2/c Albert Duren, formerly a machinist helper in our St. Paul roundhouse. Their family includes Albert, Jr., 13; Shirley, 12; Arlene, 11; Gerlad, 10; Lyle, 8; Glenn, 6; Deanne, 3; Beverly, 2, and Gary, 9 months.

Fireman Duren began work for our road in January of this year and was inducted into service a few months later. After talking with Mrs. Duren, we find that Fireman Duren was in Farragut,



Ida., for his boot training and was then sent to Portsmouth, Va., where he was put in the L.S.T. division of the navy. Recently he left Portsmouth for a Pacific coast destination.

Former City Freight Agent A. S. Peterson is now our present livestock agent. Congratulations to Art, and welcome to George Baker, former rate clerk in Minneapolis, who has come to us to take over Mr. Peterson's territory.

A recent "in again-out again" visitor was Lt. J. L. Maher, former rate clerk in our office. Jack was given a 10-day leave prior to his being sent overseas again. This time his destination is Pacific-way. Jack picked up quite a Spanish vocabulary during his stay in Panama—now, heaven only knows in what language he'll quote rates upon his return.

Sgt. Doug Tybering, formerly passenger agent in this office and—according to my informants—the routing-of-foreign-tours expert, is now routing his own sightseeing tours of Italy in his free time. His wife was in the office the other day with about three dozen pictures Doug had taken of all his visits to historic spots in Rome and other points.

This month we have a "request department." Many of you in St. Paul have sent me pictures of members of your families in military service—of whom you are rightly proud—which I have sent to our editor, but too many have had to be returned because they are too indistinct. Now for my request: Keep on sending the pictures, but send the clearest ones you can. If possible, actual portraits are best, because they are most easily reproduced. I have been asked to assure you that the pictures will not be harmed in the least and will be returned as quickly as possible.

Speaking of pictures, I wish we had had a picture of General Agent R. A. Burns when he announced that he had become a grandfather—for the first time. James Robert Burns—7¾ pounds' worth—arrived July 28 at Quantico, Va., where his father, Major Robert Burns, is stationed at the Marine Corps base. The proud grandfather and grandmother hope to see the new branch on the family tree about October.

D. L. Cloutier, formerly a fireman on the River Division, passed away July 29. His many friends on the road will miss him, and we were all sorry to learn of his passing.

A very freak and tragic accident in California caused the death of MM3/c Kenneth Harrington of the Navy, son of Pvt. Dave Harrington, formerly a car inspector in the St. Paul yards and now a Seabee stationed at Camp Plauche, La. Mr. Harrington has three other sons in the service—T/Sgt. David, a prisoner in Germany; Seaman 2/c Lester, in the Navy, stationed in Bermuda, and AMM2/c Bill, in the Navy in the South Pacific.

South Minneapolis Shops and Coach Yard

*Oriole M. Smythe, Correspondent
Car Department*

Sailor Glenn Brenna visited home folks following nearly two years' service in the Canal Zone and will return to Pacific Coast service when his furlough expires. Pvt. George Myren, recent inductee from Minneapolis light repair yard, was called home to attend the funeral of his uncle, Alfred O. Myren. George likes Louisiana very well.

Sympathy is extended to the family of Alfred O. Myren, carman at Minneapolis shops for 27 years, who succumbed to a heart ailment on July 30. Sympathy is also offered to surviving relatives of John Kristensen, former carman at Minneapolis schedule shop, who died on Aug. 2.

Sgt. John G. Bacha, former helper at car shops, is stationed in Australia. Pvt. C. P. Olsen, former equipment maintainer at Rapid City, S. D., who was attending air corps radio school at Sioux Falls, completed the course and is now in training at Yuma, Ariz., where it is really HOT. Our temperature of '96 is mild.

Sgt. Robert Ingvaldsen, with engineers' platoon in India, writes the weather is very, very hot—that he has tasted many kinds of Indian foods but prefers our tinned foods and would enjoy a home-cooked meal.

Norman Hoffarth, recent acetylene cutter at shops, has joined the merchant marine service and is in training in New York.

Percy Ward, car cleaner at Minneapolis coach yard, is now a real daddy with the arrival of a 5½-pound boy at their home on Aug. 2. Mother is fine and daddy says we'll have another car cleaner in no time.

Charles Paulus, machine helper at Minneapolis wood mill, was called home by illness and death of his little two-year-old daughter, who died Aug. 11 at Red Wing from malaria. Mr. Paulus has been employed for past few months following honorable discharge from U. S. naval service. Our sympathy is offered to Mr. and Mrs. Paulus.

Mabel Chambers, our chief telephone operator, completed 22 years of service on Aug. 18, and on Aug. 12 Dorothy Pollath, operator on the Chicago and Minneapolis board, finished 10 years of service.

Oliver D. Richardson, 62, for more than 20 years city ticket agent in Seattle, died Aug. 2 of a heart attack. He was born in Indiana, came to the road in 1912 and moved to Seattle in 1914, becoming city ticket agent in 1921. He is survived by his widow and a brother who lives in Tacoma.

St. Paul Freight House

Allen R. Rothmund, Correspondent

Well, the bond drive is over but the sale still goes on. A pal of mine dropped in the other day and laid \$1,500 cash on the line for the purchase of \$2,000 in bonds. That topped my biggest individual sale.

The month of August will go down as a big month for the St. Paul freight house and office. Our office is more or less upset due to undergoing alterations plus a big increase in business due to the overland truckers' strike, the auditors checking the station, absence due to vacations and sickness, and not mentioning the present increase due to the war and the terrific heat wave we experienced.

Mr. Philpot, former trainmaster and general foreman at this station, was back at home for a short time in the capacity as government official. Mr. Philpot, as you know, is now connected with the O.D.T.

Lorraine Boget, our Sunday telephone girl and expense clerk, is now employed at the Acme Freight Office during the weekdays.

Seaman Geo. Jahnke paid us a visit.

He was on furlough from Great Lakes station.

Harry Bealke, check clerk at our Prior Avenue station, is a very proud man these days as his baseball team won the city amateur championship. He is manager of the Nickel Joints baseball club. The newspapers gave him a big writeup including his picture.

Conductor Art Morgan was worried for a while as he had not heard from Col. N. A. Ryan for some time. He was afraid that one of those rocket bombs landed near his headquarters. He finally heard from the colonel and all was well.

South Minneapolis Locomotive and Store Depts.

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

Wouldn't you know—after all our concentrated effort to save old candles and such, Steno Marion White's fiancé, Ralph Pherson returned from the Aleutians after two years service in the army without having acquired an appetite for "blubber" and other tidbits dear to the heart of the Eskimo, completely ungripped by the spell of the North. Incidentally, since Ralph's furlough, the young lady has been flashing a diamond.

The following poem sent in by a Marine who wishes his name withheld is just a gentle reminder about that letter you didn't write:

Ain't ya got no paper, friend?
Ain't ya got no pen?
Ain't ya got no envelope,
To put a letter in?

Is ya lost my old address?
And lost my letter too?
Don't ya know I'm 'bout to die,
From lack of word from you?

Is ya got the writer's cramp?
Is ya broke your arm?
Is ya got the rheumatiz?
From playing 'round so long?

Ain't ya got no stamp,
To send a letter this far?
Can't ya get the mailman,
To bring the mail down hyar?

Ain't ya got no thought
About my feeling blue?
Don't ya know its been ages,
Since I heard from you?



That complicated and mysterious looking perpetual inventory machine in the store department exchanged operators last month when we said our fond farewells to Helen Lee on Aug. 12 and Doris Johnson took over. Aug. 15. Doris is a Minneapolis product and comes to us from those "zoav" makers, Proctor & Gamble.

Information has reached us that the Minneapolis police department added B&B Carpenter George Dols to their force last month.

Two of our veteran boilermakers, Thomas Dowd and Charlie Hoppe, retired on July 23.

Citing Marine Katherine McBride as an example, Bill Creighton gives us his definition of a genius: "One minute she is sweeping the earth and the next minute she is picking golden cobwebs out of the sky."

After an illness of more than a year and a half, former L&R Division Engineer William Henderson, father of Division Master Mechanic Wayne Henderson, Aberdeen, passed away on Aug. 13. Mr. Henderson, who was promoted to position of engineer on Nov. 14, 1890, served some 60 years with the road, having retired several years ago.

We also wish to report the passing of Blacksmith Helper John Haug, who has been off sick for a number of years. He was buried on Aug. 5.

Foreman A. A. Kurzeka sez: "The bridge and building department again this year did the act of the Good Samaritan, when they renewed the roof over the old boiler shop during locomotive department annual vacation week. Even the good Lord did his part and held off the rain."

Home for keeps and back to his old job as fireman on the L&R Division is William DeField. Bill has spent two years with the Seabees building airports, docks and pontoon bridges in the Solomons, Guadalcanal, New Hebrides. It was necessary for them to manufacture their own lumber and—oh, yes, he said they made the floors of their tents and mess halls out of mahogany and teak wood. Bill also said they went through a lot of bombing, but Radar gave them 45 minutes warning and they were able to get to their foxholes. Espirtu Santo, where he was last stationed, is 16 days out from San Francisco.

We were happily surprised when Russell Oberholte, store department man, appeared in his new uniform for a 10-day furlough so soon after entering Naval training at Farragut. We'd say Navy life agrees with him. You see, he had written J. V. A. something like this: "Now about chow at the base, believe you me, the Navy bean is well named. We have beans for breakfast, every Wednesday and Saturday. What we don't eat for breakfast, we manage to consume in one form or another in the next two meals. Any false impressions you may have had about the army getting all the beans has been exploded millions of times at Farragut. The physical fitness instructors seem to know the exact limits of human endurance and are careful to keep just within the limits. They not only exercise all the muscles a person owns but work overtime trying to develop new ones."

Cheerio! Les, that's great news that you're feeling o.k. after a 25-day session in the hospital. Pvt. Les Soderman writes Bill Creighton from out there: "I'm still working every day as store-keeper helper. The boys gather in our tent every evening and we sing and play half the night. Keep the home fires burning and we'll be seeing you."

In case you haven't heard, Pvt. Otto Madson (machinist, Minneapolis Shops), after finishing his training at Camp Planche, New Orleans, where he wrote us about his visit to the old French quarter called "Algiers," is now at Bucyrus, O. In his last letter to Bill Anderson, he states: "This mixing railroad-ing and soldiering together isn't as good

(Continued on page 25)

DON'T BE AN ACCIDENTEE!



Number of Traffic Tips Reported by Traffic Tip Supervisors During July, 1944

Divisions	No. of Tips			Divisions	No. of Tips		
	Pass. Tips	Frts. Tips	Per 100 Employees		Pass. Tips	Frts. Tips	Per 100 Employees
Iowa & S. Minnesota	42	46	9.4	Coast Division	17	3	1.4
Seattle General	9	8	9.1	Chicago General	24	6	1.2
Chicago Terminals	5	210	7.4	La Crosse & River	23	4	1.1
Dubuque & Illinois	86	18	6.3	Superior Division	5	3	1.0
Hastings & Dakota	25	7	2.5	Trans-Missouri Division	5	5	0.9
Milwaukee Division	26	1	2.4	Milwaukee Terminals	28	2	0.7
Kansas City Division	16	5	2.3	Iowa Division	9	—	0.3
Iowa and Dakota	27	2	1.7	Twin City Terminals	8	—	0.3
Rocky Mountain Div.	16	—	1.5	Terre Haute Division	1	—	0.09
Madison Division	10	2	1.5	Miscellaneous	1	—	0.07
Idaho Division	9	1	1.5				
TOTALS					364	323	2.1

TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF JULY, 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.
Chicago General Offices					Coast Division				
Barnett, H.W.	Hd. Clk., Frt. Clm.	Chicago, Ill.	1	2	Bryan, James F.	Ch. Dem. Clerk	Tacoma, Wash.	1	
Brown, J.L.	Gen. Supt. Trnsp.	Chicago, Ill.	2	1	Cobley, W.H.	Freight Agent	Lynden, Wash.	2	
Burtness, T.W.	Secretary	Chicago, Ill.			Crawford, Elizabeth	Station Force	Tacoma, Wash.		1
Donovan, A.	Secretary, Frt. Clm.	Chicago, Ill.	3		DeGuire, C.E.	Clerk	Tacoma, Wash.		2
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1	2	Goldsbrough, A.	Clerk	Tacoma, Wash.	1	
Gray, Jesse	Aud. Pass. & Stn. Accts. Off.	Chicago, Ill.	1		Hansen, Johanna	Clerk	Seattle, Wash.	1	
Hamm, J.	Revisor	Chicago, Ill.	2		Janes, Roscoe	R.H. Foreman	Seattle, Wash.	1	
Hunter, W.L.	Law Dept.	Chicago, Ill.	1		Kruse, Myrtle	Clerk	Seattle, Wash.	1	
James, Harry	Statistical Clk.	Chicago, Ill.	1		Noble, Ellen L.	Accountant	Seattle, Wash.	1	
Kopplin, A.	Frt. Clm. Clk.	Chicago, Ill.	1		Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	2	
Nelson, Mildred	Transp. Dept.	Chicago, Ill.	1		Tollefson, V.W.	Steno-Clerk	Tacoma, Wash.	3	
O'Keefe, Lucille	Steno-Traffic Dept.	Chicago, Ill.	1		Tyner, C.L.	Ret. Conductor	Puyallup, Wash.	1	
Reinert, B.E.	Asst. Bur. Head	Chicago, Ill.	1		Von Clasen, Sadie	Store Helper	Tacoma, Wash.	1	
Rennebaum, E.A.	Gen. Frt. Dept.	Chicago, Ill.	1		Williams, H.W.	Div. Mast. Mech.	Tacoma, Wash.	2	
Scotfield, E.J.	Dist. Adjuster	Milwaukee, Wis.		1				17	3
Smith, Granger	Pass. Car Dist.	Chicago, Ill.	2		Dubuque and Illinois Division				
Soske, William J.	Eng. Accountant	Chicago, Ill.	1		Blaser, J.P.	Crossing Flagman	Dubuque, Ia.	1	
Wallander, A.J.	Gen. Accountant	Chicago, Ill.	1		Blosch, Fred	Cutter	Dubuque, Ia.	2	
Westover, D.S.	Chf. Per. Inspec.	Milwaukee, Wis.	1		Collins, Thomas	Car Inspector	Savanna, Ill.	2	
Witt, E.A.	Chf. Clk. to COO	Chicago, Ill.	1		Davidshofer, J.	Laborer	Dubuque, Ia.	1	
			24	6	Dubmeyer, A.	Cutter	Dubuque, Ia.		8
Chicago Terminals Division					Dunham, W.	Sect. Stockman	Savanna, Ill.	1	
Bishop, N.	Asst. Agent	Galewood, Ill.		4	Ervin, Charles	Boilermaker	Savanna, Ill.	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		9	Felder, Albert	Helper	Guttenberg, Ia.	1	
Borman, H.A.	Rate Clerk	Galewood, Ill.		7	Hall, Gladis M.	Tel. Operator	Savanna, Ill.	1	
Borman, T.M.	Ret. Yard Conductor	Chicago, Ill.	1		Hoyer, Harry	Clerk	Savanna, Ill.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		5	Kennedy, E.R.	Carman	Savanna, Ill.	2	
Chalifoux, R.	Rate Clerk	Galewood, Ill.		2	Kohler, John	Police Dept.	Dubuque, Ia.	1	
Connery, John	Carload Tracer	Galewood, Ill.		1	Kurt, Francis B.	Conductor	Dubuque, Ia.	1	
Connery, W.A.	Clerk	Mannheim, Ill.		2	Lance, Stacy	Clerk	Waukon, Ia.	27	10
Connolly, J.J.	Rate Clerk	Galewood, Ill.		1	Layton, G.P.	Conductor	Dubuque, Ia.	1	
Constantine, I.C.	Div. Engr. Office	Chicago, Ill.	1		Long, William E.	Capt. of Police	Savanna, Ill.	1	
Dietzel, C.J.	Police Dept.	Chicago, Ill.	1		McGough, P.H.	Ret. Machinist	Savanna, Ill.	1	
Dyba, T.	Clerk	Galewood, Ill.		1	Meyers, Leonard	R.H. Foreman	Dubuque, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		4	Miller, Lucille	Baggage man	Savanna, Ill.	3	
Ewing, J.J.	Clerk	Galewood, Ill.		4	Murphy, A.G.	Clerk	Dubuque, Ia.	2	
Hampton, G.	Agent	Forest Park, Ill.		1	Piltz, Joseph	Station Force	Davenport, Ia.	1	
Hanson, H.	Route Clerk	Galewood, Ill.		3	Schwartz, L.V.	Millman	Dubuque, Ia.	1	
Kaufman, Morris B.	Asst. Engineer	Chicago, Ill.	1		Schwartz, L.V.	Dist. Stkpr.	Savanna, Ill.	1	
Koehn, D.M.	Clerk	Galewood, Ill.		1	Stafford, Wm. A.	Clk., DF&PA Off.	Dubuque, Ia.	3	
LeMire, G.E.	Rate Clerk	Galewood, Ill.	128		Sunderland, George	Cutter	Dubuque, Ia.	1	
Lemke, W.	Clerk	Galewood, Ill.		3	Thompson, L.E.	Chauffeur	Dubuque, Ia.	2	
Miller, E.P.	Chr. W.B. Clerk	Chicago, Ill.		1	Uhmacht, H.A.	Gen. Foreman	Dubuque, Ia.	2	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		2	Vogenthal, A.	Ret. Carpenter	Dubuque, Ia.	1	
Moloney, June	Steno-Clerk	Chicago, Ill.	1		Whelan, J.R.	Switchman	Dubuque, Ia.	1	
Centering, J.J.	Rate Clerk	Galewood, Ill.		23	Withart, F.M.	Baggage man	Savanna, Ill.	21	
O'Neill, John J.	General Clerk	Chicago, Ill.		1	Youngblood, L.A.	Loco. Dept.	Marquette, Ia.	2	
Reimann, B.	Rate Clerk	Galewood, Ill.		2				86	18
Schumacher, L.	Clerk	Galewood, Ill.		1					
Willison, H.	Asst. Chr. Clk.	Galewood, Ill.		4					
			5	210					

The name of a prospect on a traffic tip card is half the job of making a prospect a customer.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Hastings and Dakota Division					Kansas City Division				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	6		Bowen, Nell	Stenographer	Ottumwa, Iowa	1	
Bruers, A.W.	Agent	Graceville, Minn.	1		Cain, Kathleen	Stenographer	Kansas City, Mo.	1	
Campbell, Dwight	Solicitor	Aberdeen, S.D.	1		Chambers, Virginia	Clerk	Ottumwa, Ia.	1	
Deitz, C.W.	Loco. Engineer	Aberdeen, S.D.	1		Cherwinker, Fay	Section Foreman	Haskins, Ia.		2
Giedt, Gust	Track Dept.	Hague, N.D.	1		Crane, Beulah	Tracing Clerk	Kansas City, Mo.	4	
Haldeman, Jane	Stenographer	Aberdeen, S.D.	4		Gibson, James	Brakeman	Ottumwa, Ia.	1	
Johnson, Edwin L.	Chf. Clk. to DF&PA	Aberdeen, S.D.	1	1	Gladson, R.C.	Conductor	Ottumwa, Ia.	1	
Kane, Wm. J.	Div. Chf. Clk.	Aberdeen, S.D.	2		Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	3	
Kaufmann, M.L.	Secy. to Solicitor	Aberdeen, S.D.	1		Hampshire, J.F.	Car Clerk	Ottumwa, Ia.		1
Lieb, George L.	Operator	Ortonville, Minn.		6	Martin, Mrs. Glen A.	Wife of Tkt. Agt.	Ottumwa, Ia.	1	
Lundberg, A.F.	Train B.M.	Minneapolis, Minn.	1		O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.		1
Mitchell, J.M.	Asst. Engineer	Aberdeen, S.D.	2		Santee, Mrs.			1	
Moriarty, W.J.	Chf. Clk., Store Dept.	Aberdeen, S.D.	2		Margaret Schorr, Max	Clerk-Steno. Chief Clerk	Ottumwa, Ia.		1
Seiler, Mrs. J.J.	Wife of Chf. Clk. Engr. Dept.	Aberdeen, S.D.	1		Sinclair, Frank	Engineer	Ottumwa, Ia.	1	
Sonnenfeld, M.J.	Police Dept.	Aberdeen, S.D.	1		Ward, C.L.	Bill Clerk	Ottumwa, Ia.	1	
			25	7				16	5
Idaho Division					La Crosse and River Division				
Allen, C.F.	Roadmaster	Spokane, Wash.	3		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Brath, Maree	Supt's Office	Spokane, Wash.	2		Crouch, Walter	Trd. Engr.	Minneapolis, Minn.	2	
March, F.	Agent	Malden, Wash.	1	1	Frazier, I.L.	Rate Clerk	Merrill, Wis.	1	
McAneer, Virginia	Supt's Office	Spokane, Wash.	1		Frye, M.	Chief Clerk	Merrill, Wis.	1	
Modeland, L.B.	Yard Foreman	Spokane, Wash.	1		Karow, C.A.	Cashier	Winona, Minn.	2	
Stoll, E.J.	Engineering Dept.	Spokane, Wash.	1		Karow, Daisy	Exp. Clk. & Steno.	Winona, Minn.	2	
			9	1	Miller, C.F.	Time Reviser	La Crosse, Wis.	1	
					Ott, Cobert	Fireman	La Crosse, Wis.	3	
					Owecke, Harry	Rate Clerk	Winona, Minn.	2	
					Ruder, George	Warehouse Frmn.	Merrill, Wis.		1
					Ruder, William	Yard Clerk	Merrill, Wis.		2
					Schaad, Gregory	Trucker	Merrill, Wis.		
					Singer, J.W.	Operator	Merrill, Wis.	1	
					Thomasgard, Ben. M.	Carman	La Crosse, Wis.	2	
					Uehling, U.	Rodman	La Crosse, Wis.	2	
					Vaught, Elmer	Agent	Hubbelton, Wis.	1	
					Wheeler, Morton	Bill Clerk	Winona, Minn.	2	
								23	4
Iowa Division					Madison Division				
Cooper, W.E.	R.H. Foreman	Cedar Rapids, Ia.	1		Blethen, W.W.	Stenographer	Madison, Wis.	2	
Dvorak, Benj. P.	Operator	Cedar Rapids, Ia.	1		Coleman, James F.	Ret. Clerk	Madison, Wis.	3	
Farley, Regilda	Dtr. of R.H. Frmn.	Manilla, Ia.	1		Conlin, R.A.	Clerk	Madison, Wis.	1	
McComas, Frank	Loco. Engineer	Cedar Rapids, Ia.	1		Glen, W.H.	Ret. Flagman	Madison, Wis.	1	
Ness, O.R.	Brakeman	Marion, Iowa	1		Higgins, Betty Lou	Clerk	Madison, Wis.	2	
Schonberg, Carl	Lead Carman	Council Bluffs, Ia.	2		Macdonald, J.A.	Superintendent	Madison, Wis.	1	
Sorensen, Jack	Cashier-Clerk	Council Bluffs, Ia.	1					10	2
Sullivan, Denis F.	Mechanical Dept.	Perry, Ia.	1						
			9	0					
Iowa and Dakota Division					Milwaukee Division				
Anderson, Erick E.	Section Foreman	Delmont, S.D.		1	Braehmer, John	Conductor	Horicon, Wis.	1	
Bankson, Mrs. J.R.	Wife of Ydmstr.	Sioux Falls, S.D.	1		Dawes, L.J.	Engineer	Rockford, Ill.	1	
Bond, F.L.	Engineer	Sioux City, Ia.	1		Fiebelkorn, Wm.	Chief Clerk	Beaver Dam, Wis.	1	
Boyle, Mary	Rdmstr's Clerk	Mitchell, S.D.		1	Francey, Elenore	Stenographer	Milwaukee, Wis.	2	
Burke, Steve V.	Sec. Laborer	Dell Rapids, S.D.	1		Freinwald, Franklin	Fireman	Horicon, Wis.	1	
Burnett, M.L.	Trnmstr's Clk.	Mason City, Ia.	1		Greinke, Ernest	Sec. Foreman	Beaver Dam, Wis.	1	
Cross, Wm. T.	Conductor	Mason City, Ia.	1		Laurence, Arthur	Sec. Foreman	Horicon, Wis.	1	
Dimmitt, R.J.	A.T. & T.E.	Mitchell, S.D.	2		Meyer, I.G.	Agent	Beaver Dam, Wis.	5	
Flynn, H.H.	Gen. Clerk	Sioux City, Ia.	1		Monogue, Ed	Conductor	Horicon, Wis.	1	
Glander, A.M.	Chief Carpenter	Mason City, Ia.	4		Mueller, A.A.	Operator	Beaver Dam, Wis.	2	
Gourley, E.C. Jr.	Tel. & Sig.	Mason City, Ia.	2		Rich, E.N.	Conductor	Horicon, Wis.	1	
Gross, W.N.	Machinist	Mason City, Ia.	2		Roe, H.S.	Asst. Mast. Mech.	Milwaukee, Wis.	1	
Hatzenbuehler, Edwin	Machinist	Mitchell, S.D.	1		Schwanke, Mrs. Ed.	Wife of R.H.F.	Horicon, Wis.	1	
Hansen, Wm. H.	Loco. Dept.	Mason City, Ia.	2		Sielaff, B.C.	Agent	Omo, Wis.		1
Hudson, Zane	Station Force	Sheldon, Ia.	1		Weginger, John	Sec. Foreman	Iron Ridge, Wis.	6	
Jelkin, John	Engineman	Yankton, S.D.	1		Willers, John	Sec. Foreman	Horicon, Wis.	1	
Kemp, Colonel S.	Flagman	Sioux Falls, S.D.	1					26	1
Lunde, Gilbert	Blacksmith	Mitchell, S.D.	1						
Lynn, W.H.	Switchman	Sioux City, Ia.	1						
Osthoff, A.H.	Chief Clerk	Sioux City, Ia.	1						
Sizer, R.E.	Trainmaster	Mason City, Ia.	1						
Woodhouse, W.H.	Baggage man	Mason City, Ia.	1						
Worthington, R.J.	Captain of Police	Sioux City, Ia.	1						
			27	2					
Iowa and Southern Minnesota Division					Milwaukee Terminals and Shops				
Anderson, E.L.	Brakeman	Austin, Minn.	1		Becker, F.	Carpenter	Milwaukee, Wis.	1	
Burke, L.R.	Agent	Pipestone, Minn.		1	Belond, Harry	AAR Inspector	Milwaukee, Wis.	4	
Dosey, E.H.	Cashier	Bloomington, Minn.		43	Eichstaedt, August	Carpenter	Milwaukee, Wis.	1	
Erichson, Milton	Fireman	Austin, Minn.	1		Gleason, J.L.	Comp. Operator	Milwaukee, Wis.	1	
Gerard, C.S.	Car Dept. Laborer	Austin, Minn.	1		Guschl, Audrey	Clk., Frt. Car Shops	Milwaukee, Wis.	2	
Hayes, Albert	Operator	Albert Lea, Minn.	10		Hill, Nick	Welder	Milwaukee, Wis.	1	
Healy, J.S.	Section Foreman	Austin, Minn.	1		Kabacinski, C.M.	Load Inspector	Milwaukee, Wis.		1
Holden, Helen M.	Station Agent	Houston, Minn.		1	Kaun, E.A.	Clerk	Milwaukee, Wis.	3	
Horton, A.A.	Agent	Fairmount, Minn.	2		Knoll, Irma	File Clerk	Milwaukee, Wis.	1	
Johnson, Charles	Agent-Operator	Sherburn, Minn.	5		Kelley, J.J.	Switchman	Milwaukee, Wis.	1	
Johnson, Roy W.	Cashier	Fairmount, Minn.	1	1	Mente, J.	Car Dept.	Milwaukee, Wis.	2	
Kallewig, Ole	Carman Helper	Austin, Minn.	1		Michalski, C.	Carman	Milwaukee, Wis.	1	
King, Ben A.	Loc. Stkpr.	Austin, Minn.	1		O'Neil, Mrs. Leah	Stenographer	Milwaukee, Wis.	1	
Lange, Wilma	Steno-Clerk	Austin, Minn.	1		Reiboldt, F.C.	Ret. Paint Foreman	Milwaukee, Wis.	1	
Larson, Chris	Pipefitter	Austin, Minn.	1		Ross, F.T.	Asst. Chf. Opr.	Milwaukee, Wis.	1	
	Helper	Austin, Minn.	2		Schunck, F.D.	Opr., Rail Ditcher Car	Milwaukee, Wis.		1
Mattice, A.J.	Conductor	Austin, Minn.	6		Sprede mann, Wm. A.	Clerk	Milwaukee, Wis.	1	
McDaniel, Mrs. F.B.	Wife of Sta. Agt.	Fountain, Minn.	1		Starosta, J.M.	Asst. Car. Frmn.	Milwaukee, Wis.	2	
McKinney, George	Conductor	Madison, S.D.	1		Zirbel, Walter	Triple Valve Rep'r.	Milwaukee, Wis.	4	
McKinney, Mrs. Geo.	Wife of Conductor	Madison, S.D.	1						
Olson, C.M.	3rd Trick Opr.	Rosemount, Minn.	1						
Olson, Mrs. H.L.	Wife of Agent	Rosemount, Minn.	1						
Rickard, Frank E.	Train Serv. Condr.	La Crosse, Wis.	1						
Schramer, F.	Student Brakeman	Madison, S.D.	1						
Wood, George L.	Car Foreman	Austin, Minn.	3						
			42	46				28	2

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Off Line Offices and Miscellaneous Group					Superior Division				
Welch, J.	Asst. Secy. & Treas.	New York, N.Y.	1		Frien, I.A.		Green Bay, Wis.	1	
			1	0	Herman, M.B.	File Clk. & Steno. Agent	Green Bay, Wis.	1	3
					Liese, A.W.	Box Packer	Appleton, Wis.	1	
					Nelson, Charles	B. & B. Dept.	Green Bay, Wis.	2	
					Schaner, George		Green Bay, Wis.	5	3
Rocky Mountain Division					Terre Haute Division				
Cote, Irma	Steno-Clerk	Butte, Montana	1		Boyce, Ellis	Air Brake Rep.	Terre Haute, Ind.	1	
Goodan, Sam	Shopman	Lewistown, Mont.	1					1	0
Hall, Edna	Wife of Agric. Agt.	Lewistown, Mont.	1						
Johnson, P.A.	Carman	Lewistown, Mont.	2						
Jurgensen, G.A.	Elect. Foreman	Lewistown, Mont.	1						
Kee, T.	Business Car Porter	Missoula, Mont.	1						
Keeler, Art	Roundhse. Frmn.	Butte, Mont.	2						
Martin, George	Mechanic	Lewistown, Mont.	1						
Mundt, Ed	Car Foreman	Lewistown, Mont.	2						
Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1						
Thompson, W.J.	Operator	Lewistown, Mont.	2						
Welch, M.J.	Chief Dispatcher	Lewistown, Mont.	1						
			16	0					
Seattle General Offices					Trans-Missouri Division				
Allen, Dr. H.E.	Chief Surgeon	Seattle, Wash.	1		Lueder, Otto C.	Section Foreman	Mahto, S.D.		1
Boydston, M.L.	Tax Agent	Seattle, Wash.	1		Nugent, T.	Foreman	Miles City, Mont.		4
Long, R.B.	R/W Agent	Seattle, Wash.	1		Tripp, Mrs. O.B.	Wife of Agent	Hettinger, N.D.	5	
McGalliard, S.O.	Investigator	Seattle, Wash.	1					5	5
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	1						
Raskopf, Muriel	Steno. Traffic	Seattle, Wash.	1						
Reynolds, F.D.	Tel. Operator	Seattle, Wash.	2						
Smith, L.W.	Asst. Supt., Tel. & Sig.	Seattle, Wash.	1						
Strassman, J.N.	Auditor	Seattle, Wash.		8					
			9	8					
					Twin City Terminals Division				
					Bell, Harry	Machinist	So. Minneapolis, Minn.	1	
					Bornquist, I.W.	Carman	Minneapolis, Minn.	1	
					Brew, George A.	Carman	St. Paul, Minn.	1	
					Campbell, H.R.	Car Dept.	St. Paul, Minn.	1	
					Melhofer, Walter F.	Carman	St. Paul, Minn.	1	
					Moloney, John	Police Dept.	Minneapolis, Minn.	1	
					Neumann, William	Electrician	St. Paul, Minn.	1	
					Smith, George C.	Switchman	Minneapolis, Minn.	1	
								8	0

RETIREMENTS

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

CHICAGO GENERAL DIVISION

Dousman, Benj. A. Special Accountant Chicago, Ill.
 Ginaine, Jerry L. Chief Rate Clerk,
 Aud. O/C Clms. Chicago, Ill.
 Howard, Frank A. Clerk, Aud. O/C Clms. Chicago, Ill.
 Lamb, Rodney T. Chef Chicago, Ill.

CHICAGO TERMINALS

Greene, Frank D. Electrician Helper Chicago, Ill.
 Hibbard, Louis M. Conductor Chicago, Ill.

COAST DIVISION

Cole, Myron D. Store Helper Tacoma, Wash.
 French, Reuben S. Brakeman Tacoma, Wash.
 Kemp, Fred A. Round. Foreman Bellingham, Wash.
 Masterson, John T. Loco. Engineer Cle Elum, Wash.
 Miller, Gaius M. Clerk, Freight Tacoma, Wash.

DUBUQUE & ILLINOIS DIVISION

Norman, William J. Loco. Engineer Bensenville, Ill.
 Prolow, Edward J. Agent Spring Grove, Minn.

HASTINGS & DAKOTA DIVISION

Brown, Delbert G. Brakeman Aberdeen, S. D.
 Schoch, Julius Conductor Aberdeen, S. D.

IDAHO DIVISION

Harding, Paul H. Machinist Avery, Idaho

IOWA DIVISION

Grewe, Dietrich E. Track Laborer Van Horne, Iowa
 Kerman, Joseph E. Switchman Council Bluffs, Iowa
 Pankow, August J. Bridge Guard Sabula, Iowa

IOWA & DAKOTA DIVISION

Arnold, George L. Crane Operator,
 Store Dept. Sioux City, Iowa
 Brainard, Dell C. Brakeman Mason City, Iowa
 Hershberger, Blair C. Agent Elk Point, S. D.
 Lowrie, Avery R. Conductor Sioux City, Iowa
 Main, Alfred B. Loco. Engineer Sioux City, Iowa

IOWA & SOUTHERN MINNESOTA DIVISION

Vitha, Frank M. Section Foreman Montgomery, Minn.

KANSAS CITY DIVISION

Doohan, Michael Checker, Freight Kansas City, Mo.
 Ireland, Wm. L. Agent Hayesville, Iowa

LA CROSSE & RIVER DIVISION

Dawson, Sidney J. Electrician La Crosse, Wis.
 Kuehn, Chas. W. B&B Carpenter New Lisbon, Wis.
 Morin, Joseph E. Conductor Wausau, Wis.
 Schindle, Edward A. Section Foreman Portage, Wis.

MADISON DIVISION

Lawless, John Agent Waukesha, Wis.

MILWAUKEE DIVISION

Mudway, Clarence E. Loco. Engineer Milwaukee, Wis.
 Starr, Joseph M. Conductor Milwaukee, Wis.

MILWAUKEE TERMINALS

Klug, Charles Blacksmith Foreman,
 Car Shops Milwaukee, Wis.
 Roeming, Wm. H. Machinist Milwaukee, Wis.
 Saverio, Mario S. Section Laborer Milwaukee, Wis.
 Wellnitz, Bernhard R. Foreman, Loco. Shops Milwaukee, Wis.
 Wisman, Fred. U. Cabinet Maker,
 Car Shops Milwaukee, Wis.

ROCKY MOUNTAIN DIVISION

Mattson, John Carman Deer Lodge, Mont.

SUPERIOR DIVISION

Behrendt, Albert J. Carman Green Bay, Wis.
 Howlett, Albert J. Conductor Menasha, Wis.
 Kane, John D. Conductor Superior, Wis.

TERRE HAUTE DIVISION

Leantz, Thomas J. Asst. Foreman,
 Car Dept. Terre Haute, Ind.

TRANS-MISSOURI DIVISION

Fellows, William H. Brakeman Miles City, Mont.
 Sandals, Edward Conductor Mobridge, S. D.

TWIN CITY TERMINALS

Luth, John W. Switchman St. Paul, Minn.
 Powers, Mark L. Yard Conductor and
 Switchman Minneapolis, Minn.
 Wagner, Louis Trucker St. Paul, Minn.

(Continued from page 21)

as I thought it was going to be. The bunch I'm with work in the Pennsylvania roundhouse at Crestline."

Former B&B employe G. W. Johnson, now M. M. 3/c, spent a 30-day furlough at home while his ship underwent some repairs at the Seattle dock. G. W. and his brother, Richard, now going through boot camp at Farragut, Ida., are sons of B&B Foreman Gus Johnson.

Understand Machinist Helper Kenneth Bakke—now a lieutenant in the marines—recently spent 30 days with his wife and young daughter after six years of real action in the South Pacific, where he was twice wounded.

According to Fred Berglund, former Machinist Apprentice Kenneth Gordier got what Fred calls a "Bombs eye view of Germany." To quote Kenny: "I've been on raids to Hamburg, Berlin, and Leipzig, Germany, as well as Rouen, France and others. We've had more than our share of thrills and excitement but so far everything's okay. On a short leave recently, visited London and saw most of the sights there. The blitz ruins there are quite a sight but I imagine several German cities are just as bad, if not worse."

Sweet music to the ears of any Britisher would be the words of Pipefitter Helper Tommy Shand's letter to Bill Leevers: "I find England a very beautiful place. Knowing that you love flowers, Bill, I wish you could see how simply gorgeous they are here, especially the roses. The well kept parks are full of them in their many colors. London sure is an interesting place. I've visited most of the historic spots such as Westminster Abbey, Buckingham Palace, Tower of London, London Bridge (confidentially, Tommy, is there anything to that song everybody is always singing), 10 Downing Place. As yet I haven't seen much of this London fog we heard so much about at home but it does rain quite often. The people are very courteous and kind. A middle aged man and a little girl stopped and talked with me for over an hour in the park the other day. It was very enjoyable to see that with all that's going on, they still have time to stop and talk to a Yank." Tommy also has a brother, Buddy, a former store department employe, serving in the South Pacific.

The Minneapolis roundhouse gang received a letter the other day from Joe Leckelt telling something of his whereabouts since he went into the army two years ago: "I have been at Ft. Warren, Wyo., Camp Anza, Calif., Camp Santa Anita, Calif., and now am located at Mississippi Ordnance Plant, Flora, Miss."

It was only a five day furlough but it looked pretty good to Eugene F. Schneider M. M. 2/c after doing convoy duty to Africa and Italy.

We learn from a letter written to Assistant General Storekeeper J. V. Anderson that Reynold L. Nordstrom was awarded the Purple Heart in the Marshall Islands campaign. Ray is with an amphibious corps, you know, and tells us he is getting some good experience in heavy equipment.

"Every once in a while we take a boat into one of the islands around here and have a beer party," says John Sweeney to Bill Leevers—"two cans of beer to a guy. There isn't much to their villages, just a few old huts. The native kids come around bumming cigarettes and money from you. They speak pretty good English. Some missionary out here teaches them."

From Italy comes Bill Sirotiak's letter to Bill Anderson, in which he says: "We have a baseball team and I must say they are doing swell. I am now in the small arms department. It is very interesting and I like it very much."

More B&B news via Foreman Kurzeka: "Cpl. James Miller, formerly store department employe, writes his dad, B&B Foreman Jim Miller from Normandy in

the big push and says: "Why in — don't you write?" He says he is in good health surrounded by a lot of action."

Another B&B man, Leo M. Leininger, CM 2/c, now with the Seabees at Ventura, Calif., was recently granted a 20-day leave after 20 months overseas. Leo was again called home on account of the death of his father.

C. J. Daxis, switchman in South Minneapolis, was recently commended by Superintendent D. T. Bagnell for discovering that five inches of flange were missing from a car that was being switched at Bass Lake, Minn., for the Northern Pacific. His vigilance undoubtedly prevented an accident.

MILWAUKEE SHOPS

Car Department

Myrtle Zunker, Correspondent

Since our last writing we have had news from our servicemen all over the world telling us how the Milwaukee Road family is represented in every phase of this war.

Lt. Wm. Miller, son of Upholsterer Edwin Miller, has arrived in France.

Carpenter Frank Kekow had word through a kind stranger that a magazine was running an article about the flight his son, Lt. Franklin, had made over Cherbourg, taking special pictures before the Allies captured that city. Frank was surprised as well as proud; his son modestly neglected to mention what he had been doing.

Fred Jakobek, former upholsterer, was home on furlough. He has earned his insignia as a parachute rigger at Lakehurst, N. J. He is a seaman, first class.

Foreman Harvey Klind reports that his son, Corp. Harvey C., has been moved to Camp Howze, Tex., with the combat engineers.

Sgt. Dick Severson sends greetings to everyone from England.

Corp. Frank Biesik, who has seen service in Italy and Africa and now stationed in this country was home on furlough and took a bride back to camp with him.

Hello from Normandy from former freight shop boys—Lts. Midgley and Gralawicz, and Sgts. Janicki, Tice, and Demitros. From their letters they are being kept plenty busy. Siggie describes the natural beauty of the countryside



Being a fisherman with a reputation, Charles Klug, recently retired foreman of the Milwaukee shops blacksmith shop, can be better recognized by the size of the fish than by his shaded face. He retired June 30; the fish was caught at Little Arbor Vitae Lake with equipment given him by friends in the shop.

but still says there is no place like Milwaukee.

Tony Plicka's son, Steve, former employe of the freight shop, was home on furlough from Bermuda and told us all about that beautiful island. Tony has had news that his son, Tony, Jr., has been wounded in the invasion of France. However, the news is reassuring as Tony, Jr., says he expects to leave the hospital very soon. Another son, Frank, is also in France.

Marshall Johnson returned from England displaying captain's bars. Not only was he wearing the double silver bars, but his chest bore plenty of adornment too, explaining why they saw fit to promote him. He wears the Presidential Citation, the D.F.C., the Air Medal with three oak leaf clusters, and the ribbon denoting the theater of war he had been in. Lots of decoration and we certainly are proud of him. Like Frank Biesik, Marshall decided he wanted to be part of a Mr. and Mrs. combination so he and Audrey Kuse said "I do" on July 29.

Marvin Peterson and Terrence Inda are the latest of our boys to join Uncle Sam's fighting men.

Speaking of weddings, another freight shop bachelor, Clarence Duchrow has also promised to love, honor, and obey.

We welcome Joe Kreil back to the pipe department after a long illness. Certainly is good to see you, Joe.

Say, fellows, don't forget about those blood donations and buying bonds. You don't need a drive to make you remember what our boys are doing for us, do you?

Store Department

Earl L. Solverson
Correspondent

James F. Doyle, chief clerk to the district storekeeper, died on July 29 after a very short illness. He was born on July 10, 1889, and started working for the Milwaukee Road on Apr. 4, 1906. He has been employed for the past 38 years in various office capacities. His wife and a daughter survive.

Gerald (Jerry) Meyer had his third honeymoon within two months. The first when he was married and the two separate vacations periods following. Lost one of his family when one jumped out of the goldfish bowl.

Elroy Bloedorn writes from Italy that he celebrated his birthday by digging trenches and dodging shells. He received the news of his daughter's birth while he was in the front lines.

Emil Bruder, Jr., wrote to Jack Waldman, Sr., that he is anxiously waiting the day when he can return to the States and enjoy the good things. He is not very keen about the climate and conditions in the Southwest Pacific islands.

Steve Reiter of the GSK Office became a daddy to a baby girl on Aug. 11.

Gilbert O. Leack is the new chief clerk to the DSK and will have many opportunities to utilize his vocabulary.

T. H. Reidy is the stockman on the lower floor, replacing Gilbert Leack. Milton Hickey moved to the builder's section and Ed Fuller is the assistant stockman in the freight car store.

T/Sgt. Peter Peterson and his bomber crew, operating out of Italy have completed 32 successful missions and have received a citation for making more than 25 without a mishap.

R. T. Ormson expected to get a furlough to the States but was transferred to another ship. Has been 20 months in the thick of the Mediterranean activities.

Lt. Kenneth Bogert is operating somewhere in the Pacific Canal zone. Likes this location but would have preferred a more active one.

Cpl. Ellsworth Faltz writes that the girls in England are not as attractive as the American girls but likes his stay in England with the railroad unit.

Miss Grace Bannon, daughter of Superintendent E. H. Bannon, and Charles Crotty of the store department were

married on Aug. 12 at St. Robert's church in Shorewood.

August Kosiboski celebrated his 76th birthday on Aug. 12 and the boys in the freight car store and the garage assisted by presenting him with cigars, snuff, edibles, and garden products. August is one of the old-time hard workers.

Francis Rainier called at the shops on Aug. 14 after being away for three years and four months in military service. He was in New Guinea for 13 months—two hitches—and in Australia for about a year. He is to return to Texas for reassignment. Francis used to be the store department's traveling demon, but we would think he'd stay put for a while.

Pfc. John Sikova surprised his parents with an unexpected visit. He is stationed at Salina, Kan. Jerome Sikova, his father, is employed at the oil house. John and his mother visited the shops to see his father at work.

Pvt. Raymond Peters wrote to Jack Waldman, Sr., that he has participated in the action at Salpan in the field artillery. He enjoys getting the Milwaukee Magazine and the Victory Committee briefs. He also asks that the boys write to him. His address can be obtained from your correspondent.

Cpl. Clifford Putnam also wrote to Jack Waldman, Sr., from New Guinea that they are supposed to be having their winter, but the only difference in seasons is that one is wet and the other is wetter. He is looking forward to an early return. He enjoyed the visit of Jack Benny and Carol Landis and it is rumored that Bob Hope is heading their way.

Pvt. Steve Laday writes that he is enjoying the heat in Texas and the special duties that the tough sergeant imposes on him, also every insect that bites or can disturb a person. Thinks that the buzzards will soon be enjoying roasted Laday.

Milwaukee Road Post No. 18, American Legion, conducted funeral services for its late comrade, Gus Larson, former roadmaster in the Milwaukee Terminal, who died on Aug. 14. Services were conducted at O'Boyle's parlors by post chaplain, Father Celestine Bittle, and Commander Joe Hallander. Many members of Voiture Locale No. 85, La Societe des 40 Hommes et 8 Chevaux, attended.

Father Celestine Bittle, chaplain of Milwaukee Road Post No. 18, is a candidate for national chaplain of the 40 and 8 Society, and such selection will be determined at the 40 and 8 convention to be held in Chicago the week of Sept. 17 in connection with the national convention of the American Legion.

About 35 couples enjoyed the party held for Rudolph Freuler on the completion of 25 years of service with the Milwaukee Road on July 30. The party was held on July 29 at the North Avenue freight depot clubrooms. Mrs. Freuler baked several cakes and sent one to the DSK and GSK office. We in the freight car store, who promoted the party, received no separate cake and feel that a great injustice has been done and can only be consoled by another cake. We trust Rudy will enjoy many anniversaries. He is now looking forward to his 25th wedding anniversary and becoming a grandpa for the first time.

Davies Yard

J. J. Steele, Correspondent

It has been rumored that Don Ritzke and a certain Miss Bobby will be married in the very near future. According to Don, this will be the perfect marriage. The Davies Yard gang wishes you lots of luck!

Congratulations to Mr. and Mrs. Henry Landman on the arrival of Richard Conrad, born July 17.

We are happy to report that Charlie



Zimmerman's operation was a success and we hope to see him back at the Davies Yard soon.

We have heard from time to time the old adage of "biting the hand that feeds you" and much to George Barbian's surprise it actually has happened to him. Arriving home one night George was greeted at his gate by a strange dog and upon trying to enter his front gate was nipped in the seat of his trousers. Upon much yelping of the dog and equally!!! of George, Mrs. Barbian came to the rescue and informed him that he was the new owner of the barking and snarling dog.

On Aug. 1 Mike Cienian, Jr., said, "I do" and we of the Davies Yard wish the couple every happiness.

At this writing, Bill Osberg is about to undergo a serious operation. We hope that your recovery is rapid and expect to see you back soon, Bill.

With the bowling season drawing near, the entire Varsity Squad is anticipating a very good season. John (Two Left Feet) Dunar has been practicing quite diligently with hopes of being a member of the Varsity Team.

Harry Gehrke, storekeeper at the Davies Yard, will never make a six day bike rider. A badly bruised knee, which he acquired by flying over the handle bars, is proof of the fact that you are not as young as you sometimes feel.

Office of Mechanical Engineer and Supt. of Car Dept. Harold Montgomery Correspondent



Donald A. Horton, son of Lisle D., home on furlough, was married to Helen Bartel of Marquette, Mich. The wedding took place in Chicago, Aug. 10, and was attended by Mr. and Mrs. Lisle D., and the bride's sister. The new Mrs. Horton will accompany her Lt. (j. g.) to San Francisco until he departs for points unknown.

Fred Wiegatz had a very nasty fall while painting his house. It so happened Fritz was up pretty high when his ladder starting sliding on the slippery painted boards. Fritz went with the ladder until it and his head hit the fence. That's all he can remember, but thanks his lucky stars (he saw them as he landed) that he lit upon his head where he couldn't be hurt. He was pretty well shaken up and bruised, but after a day or two of hobbling around like a man with a wooden leg, he was none the worse for wear.

Harvey Uecker had the "unfortunate" experience of having the same bus rider fall asleep on his shoulder two nights in a row. It would have been three nights but she missed the bus the next night.

Harold Chandler has returned from the East where he has been inspecting boiler work. He looks as though he lost a "little around the middle," but we believe it did him good. Glad to see him back especially since it's so close to bowling season. Harold used to bowl on the Tomahawk Team.

The Milwaukee Road Bowling League will open its 1944-45 season at the Sport Bowl on Sept. 12 at 7 P.M. The new league officers for this season are George Brink, president; John J. Morrissey, vice president; and one, Arthur L. Schultz secy.-treas. There will be several new faces on many of the teams. Some fellows (veterans of the league), having rested several years, now are ready to help out again and have key spots on their respective teams. 'Twill be a great season—if the pin setters can hold out.

James Freuler felt he had an opportunity to do big things and get up in the world so he "upped and dood it." Yes, he walked out of the railroad's life. It was nice knowing him while he was here and we extend good wishes to him

on his new venture.

George Rodenbeck has finally stopped chasing around. He used to fire and draw, draw and fire, swim and roller skate. Now he is part of Uncle Sam's Army Engineers.

Bob Jonas is counting the days when he'll be able to get back to high school to finish up his course. Football will call around Sept. 1 and Bob has his ear leaned toward where the call will come from—but basketball is Bob's specialty. He was one of the high scorers in the city conference last year.

Charles H. Bilty, our former mechanical engineer, stopped in to say "Hello" to all of his many friends. He sure looked hale and hearty having acquired that "summer cottage tan."

During a test this past week, Joe Drinka played "jack in the box." Joe was the daring human that was left in the box (car) and when it was hit, he had all he could do to keep from flying out.

H & D DIVISION

Middle H & D

S. A. Brophy
Locomotive Engineer
Correspondent

Fireman Bert Benson passed away July 7 after a brief illness.

Mrs. Mabel Krum, wife of Engineer John Krum died suddenly on July 10. She was a member of G.I.A., Div. 366 and the Milwaukee Women's Club.

Fireman Carlson, Billiard, and Rude are new employes on east H.&D.

Retired Engineer Otto Heckert, now of Phoenix, Ariz., started to come to his lake resort in Minnesota, but had to be hospitalized at Flagstaff, Ariz., for a brief time.

Several new brakemen have been added to the seniority list during the past month.

Engineer Hasleau has relinquished his run on Fargo line and is now on the passenger floater job on middle division.

ROCKY MOUNTAIN DIVISION

Main Line

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

Between the heat and plenty of work and remodeling the Three Forks Union Station, there will not be very much news this month. I expect since Harlowton and Deer Lodge also have gone through all that we are experiencing now, they will not have much sympathy or think any of the above items a good excuse... but with a scaffold built right over one's head and the foot pedal crawling all around over the floor every time the train dispatcher rings the bell, and trying to find the ticket case and the tax list and the tour (bless the person who thought of tour messages!) and, above all, trying to find a door to get into and-out of one's place of business and time to do all these things... well, if there has been any news I have not heard it... too much noise... things will look fine when it is done, they say... which may help some.

Mr. and Mrs. Scandrett and son spent a few weeks at the Diamond T Dude Ranch the last half of August.

In the last issue of the Magazine Dick Lefever was mentioned as corporal. We wish to correct this as Dick Lefever, son of Engineer Lefever of this division, has the rank of master sergeant. He is now in Spokane en route to the west coast where he will enter hospital for treatment to a back injury. Dick spent a week here visiting home folks.

The Charles Adams family have a new son, born Aug. 1 in Deer Lodge. This is their third son.

A letter was received from New

Guinea from Capt. Kenneth Moore, formerly a teacher and coach in Three Forks high school. He extends congratulations on the birth of a son to Mr. and Mrs. Arnold Wade and to Lt. Dean Pogreba upon his marriage a few months ago. We mention Capt. Moore as he wrote how delighted he was to see a Milwaukee Magazine and read the names of these boys among many others in the service.

Word comes from Eugene Burns that he is in New Orleans at present but expects to be moved soon. Rex is in San Francisco showing off his uniform with the rest of the boys on Market Street.

We were all glad to see a V-mail letter from Bill Kelly. Bill is the son of Section Foreman Kelly of Maudlow and well known here.

Conductor Tom Fairhurst has returned from a week in Marion, Ia. He was accompanied by one of the boys and visited his brother, Arthur, who has just lost his wife after she had seemed to recover from a major operation while in Rochester. Mrs. Fairhurst was well known here and we are indeed sorry to learn of her untimely death. Our sympathy is extended to Mr. Fairhurst.

A picture from Arden Jenkins, who is in Italy, and a letter from Tommy, who is fighting his way around Guam. Young Bob returning home for a visit from Farragut...and if that isn't enough for one birthday, ask young Don Jenkins what else he wants. Well, he is 15 and he wants to be 17 so he can get in it, too...That family is well represented now, if you ask me...

The death of retired Engineer E. M. Skeate of this division occurred on July 19 at Bozeman...Mr. Skeate was one of the most popular of the older engineers and had worked on the Rocky Mountain Division since Jan. 1, 1910, until his retirement several years ago. He had been ill only a short time. His wife survives him, and sympathy is extended to her.

MILWAUKEE DIVISION

"C & M"

Wiley Moffatt
Correspondent
Superintendent's Office
Milwaukee, Wis.



James H. Chambers, chief clerk in the superintendent's office, concluded that 47 years of service were sufficient to entitle him to a rest and vacation, and retired, effective Sept. 1. His favorite hobbies of hunting, fishing and tinkering will occupy him from now on.

[Editor's Note: Out of a becoming sense of modesty, Correspondent Moffatt stopped short of mentioning that he has been appointed to succeed Mr. Chambers as chief clerk to Superintendent Valentine. Mr. Moffatt has been with the road 15 years, most of which time has been spent in the superintendent's office. He has been a Milwaukee Magazine correspondent since last October.]

Conductor I. W. Wybourne also decided to retire, effective Aug. 4, after 43 years of service.

Pvt. Robert G. Kranz, machine gunner in Italy, son of Conductor W. A. Kranz, has been awarded the Purple Heart for wounds received in action May 27. We are glad to report that Pvt. Kranz is fully recovered and is back with his outfit.

Pvt. James W. Komerec, brakeman, is now stationed at Camp Plauche, La., with the Transportation Corps. He writes that he has run across several of his former fellow employes in camp—Gordon Trantor, James Christopher, Ted Reiss and Sherman Hirshman.

Speaking of Sherman Hirshman, he

probably is the proudest soldier in camp as he is now the father of a son, Dean Craig, born July 30.

Just discovered that Operator R. L. Hamilton, Bardwell, has three sons in service—Sgt. Robert J., in the South Pacific area; Corp. Clayton, somewhere in France, and Pvt. John, stationed in Georgia. It is hoped pictures will be forthcoming for Front and Center.

Pvt. Charles Knoebel, who, with brother Gene, is at Camp Blanding, Fla., took high honors in his company's rifle qualification test recently with a score of 190 out of a possible 210. Better than the medal he got was the \$15 posted for the winner of the test. Gene, in the same 210. Nice shooting, Knoebels!

Frank Knoebel has had V-mail recently from Bill Caveny, somewhere in Italy, and Frank Harkins, somewhere in France, both with railway battalions. Sgt. Caveny says he worked on a crew that had Russell Zengle (from the R & SW) for engineer.

Apologies to Sgt. Steve Pilsen for having overlooked his V-mail letter last month in which he said hello to all his friends in the depot. He mentioned having some trouble with his eyes and was in the hospital but did not expect to stay there long. It is hoped his recovery is complete at this time.

Word has been received that Pfc. Clarence Siegfried, formerly in the mail and baggage room, was wounded by artillery fire when he landed in France with glider-borne troops on June 8.

All who knew former Roadmaster Gus Larson were saddened to hear of his death on Aug. 14. The sincere sympathy of all is extended his family.

Congratulations are in order for Cora Evrard, who has made known her engagement to William W. Niles, New York, an experimental engineer with the Fairchild Aircraft Corp. Right now Cora is down South recovering from a serious illness.

The beautiful shoulder corsage worn by Vanita Marlow on Aug. 15 was in celebration of her second wedding anniversary and was sent by her husband, Pvt. Everett Marlow, now stationed at Camp Robinson, Ark., with a field artillery battalion. Congratulations!

Learning of the good fortune of others while sojourning in Florida, Audrey Frazier of the depot ticket office used her sister's wedding as an excuse for a whirlwind trip to the orange state to look over the situation. We will try for further reports.

Ray McCann of the division engineer's office became the father of a son, Robert, born Aug. 3.

On checking the list of blood donors that is posted in the hall I find there are 37 listed as having given a total of 120 pints. I didn't stop to figure it closely, but that averages almost a half gallon per donor, which isn't bad, but there are a lot of people around the depot who could easily bring the average up to a gallon. So far, out of the 37 donors we have only three who are members of the Gallon Club—Jerry Smigelski, Karl Steiner (who is no longer here) and yours truly. The quota of the blood bank at Milwaukee was recently increased from 2,000 to 3,000 pints per week, a tremendous increase and one that cannot be met unless it has the full support and cooperation of everybody. It is your chance to do something—to really get into the war in a personal way.

A kiss is a peculiar proposition. Of no use to one it can be absolute bliss for two. The small boy gets it for nothing, the young man has to steal it, and the old man has to buy it. The baby's right, the lover's privilege, the hypocrite's mask. To a young girl, Faith; to a married woman, Hope; and to an old maid, Charity.

"Old Line"

Hazel Whitty,
Correspondent
Ticket Clerk
Horicon, Wis.



During the month of July two of our well known and efficient employes joined the ranks of the retired. They are John J. Zuest, conductor, and Clarence E. Mudway, engineer. Mr. Zuest, who took passenger runs upon the death of Conductor J. E. Rochford, had a short stay, but during the time made many friends for the road. Perhaps the secret was his cheerfulness. We recall a trip into Milwaukee one evening when he was in charge of the train and the coach the Old Line had fallen heir to on that particular evening was very dilapidated. So much so, in fact, that a passenger called to Mr.



Clarence E. Mudway, "Old Line" engineer who retired in July after 43 years with the road, says that his "entire railroad experience was one big thrill". He is pictured in Florida where he plans to spend some time.

Zuest and asked him if this coach had been used during the first war. Mr. Zuest without hesitation replied, "1492" and the laughter that followed cleared the air and the coach was magically transformed into a stream-liner as far as all were concerned for the remainder of the trip. Engineer Mudway left behind him a clear record, also. Perhaps his secret was his close cooperation with all departments. There was never a fire on the right of way, stock on the track, any unusual occurrence which might have affected the operation of the railroad in any way that was not observed and promptly reported by him. Combined with a cheerful personality and a good steady hand at the throttle, this attribute made him a well-liked and efficient employe.

Hiram Bond, Jr., one of the eight boys of Hiram and Mrs. Bond of Fond du Lac—who left one by one to serve in this War has been reported missing since July 15. He leaves a wife and one child. He left from train service at Fond du Lac which he had entered in 1941.

Heartfelt sympathy is extended to B & B Carpenter Al Vandarwarka in the loss of his wife who passed away at Horicon, Aug. 2, after a short illness.

Between Horicon and Portage on the Old line lies the small prosperous town of Cambria, Wis., which celebrated its centennial Aug. 4, 5 and 6. It lies in the center of fine farming community and

two large canning factories contribute largely to our station earnings. It was founded in 1844 by the Langdon Brothers—one built a sawmill and the other opened a general store. When surveyed and platted, the prospective village was named Florence. In 1848 the Langdons built a frame for a grist mill but were unable to purchase the machinery to operate it. A man by the name of Bell advanced the money and further aided in surveys and promptly re-named it Belleville. In 1851, however, the village name was changed to Cambria which means "Little Wales." The branch of the Milwaukee Railroad reached the village in 1857.

The privations made necessary because of the war are cheerfully assumed by Conductor Edward Monogue of Horicon with one exception . . . that of alarm clocks. Ed hopes they will soon be on the market as he needs one badly.

A new clerk, dictating a letter, was in doubt as to the use of a certain phrase, so he said to the stenographer: "Do you retire a loan?" And the wistful-eyed one replied, rather sleepily, "No, I sleep with Mamma."

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John J. Zuest, "Old Line" conductor, retired in July. Having been with the road since 1899, he knows what he is talking about when he advises all new comers and old hands to be safety-minded. He left the railroad because of ill health and plans to loaf a little.

MILWAUKEE TERMINALS

Coach Yard

Richard Flechsig, Jr., Correspondent
Milwaukee, Wis.

We had a few changes in the coach yard since the first of June and all of the changes were in the electrical department. John Haglund, an electrician in the yard for years, left us for a better job on the road. He will be traveling around and trying to find the trouble and where it starts from. He had better not find too much trouble or we will disown him. Clarence Clark, another electrician, who left us and went to Western Avenue some time ago, came back to us the first of June. Clarence did not change any even if he was in the big city.

We have a new man in the yards. He is Henry Kasper, an upholsterer. He knows his work and he has plenty of it.

Elmer Olenski, who was an electrician helper on the third shift and is now in the service, paid us a visit while on furlough. He is stationed in Alaska and said that when it gets cold up there it really gets cold.

We received a letter from Pfc. Eugene Waszak telling us that he is in France and that he fought with the boys at Cherbourg.

A styptic pencil is a small, efficient article used by shavers and is around the bathroom somewhere. While you're looking for it, the bleeding stops and the cut heals.

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Richard J. Steuer, Correspondent

The victory gardens along the right of way have suffered from lack of rain, and it has been no easy task to water these plots of ground almost continually. About the best garden we have heard about is at the Gibson scale, where the yardmen have taken a special pride in their fruitful venture. To date, potatoes, carrots, beans and corn have been harvested, proving that just a little work and an ever-present eye for care pay off in essential dividends.

Patricia Jean is the new member of the Mel Waterman family. The young miss is the constant topic of father Mel's conversation, and he will be glad to show anyone the latest snapshots any time.

Jim Madushaw dropped into the office the other day looking very good. The out-of-doors work certainly agrees with him and it shouldn't be very long before he will be back at his desk once again. During Jim's absence Mrs. Gloria Wank is handling the tally job. Mrs. Wank's husband, Dick, is serving his country in France. He worked quite a few jobs at Chestnut Street and North Milwaukee before entering the service.

Ken Stelzel, son of Chief Clerk Ed Stelzel, is yard clerking during the vacation periods at North Milwaukee. Kenny should acquire a very good sun tan up that way because there is plenty of walking to do and lots of open space to do it in. Bob Van Engle is filling in at Gibson and should know quite a bit more when he returns to Fowler Street. While on the subject of vacation relief clerks, we can't overlook the splendid work performed by Miss Gladys Caissons at North Milwaukee and Mrs. Helen Affeldt at Chestnut Street. It is their efforts that enable all of us to relax for a little while in the stepped-up operations of a railroad in wartime.

We will never forget the look of despair Ted Wojtasiak wore on the occasion of his losing some waybills. His look of relief shall never be forgotten either, when he "discovered" the lost bills in one of the rate tariffs. Ted hasn't any idea how they ever got there.

By the time this article goes to press, Nada Stipkovich will have joined the ranks of married people. The lucky man is Harold Vieth. Best wishes are extended to the young couple.

Fowler St. Station

Dorothy Bertha
Correspondent



Another third finger left-hander, is Bernice Wagner, stenographer, in Dummeler's office. Congratulations, Bernice.

George Steuer, former yard clerk at Fowler St., tells us that he is being transferred to Camp Kohler, Calif., after his 15-day furlough. He is in the Signal Corps doing telephone and telegraph work.

Read a letter the other day from Fred Coerper, who is still in Trinidad. He keeps up on all the news through the Milwaukee Road Magazine.

The handsome young man in uniform, seen over at the fruit house, was Bob McLaren, ensign in the merchant marine. Bob, formerly with the PPT department, is at Great Lakes.

Menomonee Belt is sporting a new paint job these days, inside and out. We knew that we would get around to them sooner or later. Burnham Bridge is next on the list with a brand new shanty, to be started very shortly.

Mike Palmisano, Fred Larson and Clarence Jacho were all on the sick list for a few days, but are back on the job now and looking better than ever. To



WHEN IT'S TIME TO RELAX

He who relaxes after one hard job is better able to carry on with the next. Light up a Dutch Masters and see what comfort its mellow goodness gives you—see how much more you feel like going back to work.

DUTCH MASTERS CIGARS

say that everyone at the fruit house missed them would be an understatement.

The "Three Musketeers," Lester McPherson, Tony Fara and Joe McPherson are ice handlers from the old school. The Wisconsin Ice & Coal Company would certainly not remain in the business very long without these three boys. To make sure that we have the right dope, we refer you to Fred Wright at the fruit house.

I attended the Bannon-Crotty wedding, Aug. 12 at St. Robert's Church. Grace Bannon, former clerk in the freight office, and daughter of E. H. Bannon, superintendent of Milwaukee Terminal, was attended by her three sisters, Joan, Patricia, and Barbara. The groom, Charles Crotty, works at the Milwaukee Shops. The reception in the afternoon, held at the Elk's Club, was a real get-together for all the Milwaukee Terminal employees.

Muskego Yard

Grace Johnson
Correspondent



Babies! Babies!
BABIES! My, how many babies have decided to make their homes with railroad parents. They're all important announcements but as we can't put them all in first place, we'll list them just as we heard about them. Train Clerk John Wokszynski reports a new arrival at their home. Understand that young

"Steve" has been yelling lustily for his spinach for some weeks now at the Wokszynski home. Then there's Hudson Brown announcing a 10½ lb. baby girl at their house. Hudson, famous Fowler Street switchman, gave us first-hand information that the little girl is to be named "Hudlene," rather a different name but then Hudson explains that it is half of Hudson and half of Angelene, his wife. Ernie P. Jensen, brakeman for the La Crosse, was seen wandering in a daze on National Avenue last week and when approached for the cause of his far-away look, divulged the information that he had just become the proud father of a fine little girl who will be named Doris. As if all these announcements weren't enough for one issue, Sherman Hirshman came dashing in to tell us he is a "grampaw." His son, Sherman, Jr., who is stationed with a railway operating battalion in New Orleans at Camp Plauche, sent him word that he is now grandfather to a bouncing baby boy, named Dean Craig Hirshman. Some of these important news items came in over the phone at Muskegon Yard but if your correspondent used an apple for a phone receiver like Charley Tennant does, he wouldn't hear much. Quit bringing apples for your lunch, Charley, and you won't make those mistakes. Everyone is wondering why Oscar Sprague was hiding behind dark glasses before the Resolution Committee at the Stevens Hotel. Was it a Republican convention, Oscar?

There has been a lot said about "Uncle Walter's Doghouse" but not enough said about Uncle Walter Schwultz's ball team, and **WHAT A TEAM!** F. V. McLarnon

claims to own the boys and wants the credit but it is known that part of the credit must go to Connie Landrek who has his personality at work, and he sees to it that the boys get plenty of exercise on the job aside from ball games. All play and no work makes not good railroad men, says Connie. We have with us this month two good examples of how Connie has them trained. Center fielder, Eddie Laszewski, and pitcher, Dick Regan, have become proficient wall washers, strengthening their batting arms by scouring the ceilings and walls at Muskego Yard. They are not only wall washers and ball players but singers as well, going all the way from the classics to boogie woogie in splendid voice, but they keep on working while they're crooning and that's something.

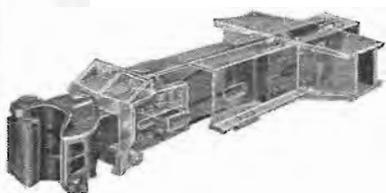
G. A. Brown's son, Robert, was home on furlough and has returned to Camp Ord, Calif. Good thing he did not have too much free time around his dad's office or he might have been disillusioned about his father seeing how temperamental he can get over just a little thing like a pound of liver. After all, Art, other folks have to buy and pay for their meat. Just because Johnny Reith can get things for free, you can't expect to. Switchman Bob White's son is home on furlough. He is 17 years old and has just received an appointment to Annapolis. We did not get to see him but from listening to Bob we gathered the impression that he is handsome. Bob is modest of course, but we insist that some of the credit for the boy's looks goes to Bob, even before the days of uniforms. Train Clerk Joe Thompson's son was a

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visitor in G. A. B.'s office last week. Joe's boy is a radio operator in the service. He has been in Cuba for over a year and is now stationed at Norfolk, Va. Jerome Miller was in and said he had a letter from Norbert, who was a former train clerk at Muskego. Norbert is in England making trips between France and England transporting tanks. Richard Baxter wrote in to say hello to the boys. He has been overseas for the past six months. The addresses of any of the boys mentioned in this column are always available at the office. Archie McKinnon, switchman, also a serviceman, has joined the ranks of matrimony and expects to serve indefinitely.

The sincere sympathy of the entire Terminal is extended to the families of George Nugent, former switchman in Milwaukee Terminals. He had been in service here since 1918. Mr. Nugent died Aug. 2; George Hook, passed away at Soldier's Home Hospital on July 20. Mr. Hook was 62 years old and had been with the Road since 1917. Sympathy is also extended to Switchman Roy Lewis who lost his wife the past week. Notice was received today of the death of Gust A. Larson, former roadmaster here who died at Downing Hospital, Downing, Ill. Services were held by the Milwaukee Road Legion Post No. 18 at Milwaukee. Mr. Larson was buried in Michigan.

CHICAGO GENERAL OFFICES

Roller & Cycle Club

The Roller & Cycle Club, consisting of men and women employed in the Fullerton Avenue Building, but open to all employes in Chicago, herewith extends an invitation to all and announces its schedule for September.

Those who would like to join are asked to send their names, place of employment and team preference (roller, cycle, or both) to:

The Milwaukee Road Roller & Cycle Club, 2423 N. Southport Ave., Chicago 14, Ill.

The schedule for September is as follows:

Wed., Sept. 6—Roller party at Arcadia, 4444 Broadway, at 7:30 p. m.

Sun., Sept. 10—Cycle ride. Meet at Cicero and Montrose at 10:00 a. m. Bring lunch and swimming suits.

Wed., Sept. 20—Roller party at Roller Bowl, 1058 Washington Blvd., at 7:30 p. m.

Sun. Sept. 24—Cycle ride. Meet at Foster and Central at 10:00 a. m. Bring lunch.

Cycles can be rented at 25c an hour or \$2.00 day. Those desiring to rent cycles must have the money in the hands of the team captain by 5 o'clock on the Friday preceding the ride.

Auditor of Overcharge Claims Office

Marie Hotton, Correspondent

The 28 years which George Tovey has spent with the Milwaukee Road were justly rewarded when he was recently appointed bureau head of the AOC rate department. This is a promotion to the position vacated by Jerry Ginaire when he retired July 1. Charles Brossman is fill-



ing George's shoes at his former job.

Overcharge claims came through nobly for Andy Gallagher, one of its few remaining bachelors who joined the ranks of the benedicts, and presented him with a handsome barrel chair and accompanying hassock.

It's back to school again for George Cook, our elongated office boy, and another year's struggle at St. Gregory's High School, where George has achieved the dignity of a senior. Vacation days are over too, for little Patricia Behn of Boston, spending the summer with the Adolph J. Frandsens. Patsy is the daughter of the former Virginia Frandsen of the central typing bureau and favorite niece of Lts. Bud and Warren Frandsen of the Air Force.

On July 28, Louis J. Faeth, formerly of the rate bureau, paid us a surprise visit and had a hearty reception. Since leaving the service of the Milwaukee Road, Mr. Faeth has had a variety of experiences, his latest with the U. S. Government on the Alcan Highway. He was just as glad to see us as we were to see him, and promised to stop again in the near future.

Two more vacancies in the ranks—Marty Nolan left us on Aug. 19, to accept a special invitation from Uncle Sam, and Henry Spitzer, the midnight oil burner, achieved the ambition of many years of hard work and finally hung out his little shingle, "Henry Spitzer, M.D." Good luck to both of them in their new ventures.

Former Claim Checker Warren Younker, who hasn't been seen in these parts since his student days at Navy Pier, was in town the first week in August, on leave from the Newfoundland Naval Base. Warren is now a M. M. mate 2/c assigned to a mine sweeper. Jim Lynch never forgets the office force either, and on Aug. 4, he and his buddy paid us a brief visit before returning to New York and foreign service.

At Lake Noquebay, Hank Kraebber gave the fish their annual scare, and returned home just in time to welcome the arrival of his new grandson, born Aug. 15 to the former Dolores Kraebber at the Augustana Hospital.

Mild consternation was felt among local nines when Jack Jennings, famous amateur twirler, was rushed to the Alexian Brothers Hospital for an emergency appendectomy. After giving everyone a good scare, Jack is picking up nicely and will soon be back at the old post.

"Handsome Jack" McClelland, whose departure for military service noticeably lowered the feminine morale on the third floor, was back in town to see his old friends and notify us that his new address will be Normoyle, Texas. We never heard of it, either, but the Army says that it is located near San Antonio. Just to demonstrate the resourcefulness of the Army quartermaster, John had no difficulty in obtaining a pair of 14½ G.I.'s, and in view of his height, it is fortunate for John that so much of him was turned over on the bottom. And we used to think that A. V. G. had big feet!

Corroborating those insurance statistics which charge that most fatal accidents occur in the home, Billy Slodowy obligingly catapulted down his back stairs, July 29, and suffered a severe sprain, torn ligaments, and a broken bone in his ankle. The latest bulletin on Billy has him confined to his home all trussed up like a prize turkey, lending an unwilling ear to the daily broadcasts from Washington Park.

Milwaukee service men have been the beneficiaries of over fifty copies of fiction, which have been distributed to them through the auspices of the Victory Club after they have served their initial purpose in the rental library of the Women's Club. These books are constantly replaced by new material, among which can be found "Yankee from Olympus," the fascinating biography of Justice Holmes and his family by Catherine

THE MILWAUKEE MAGAZINE

Drinker Bowen, a true page from American history. The reading public of Mary Roberts Rinehart has another treat in view, "Alibi for Isabel," a collection of short stories in the inimitable Rinehart fashion, and for the armchair traveler, "We Live in Alaska," by Constance Helmericks, offers a welcome escape to the wilds of the Yukon with two young tenderfeet; a stirring tale of frontier resourcefulness.

Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent



Captain Len Jahnke is still bemoaning the fact that Uncle Sam hasn't shipped him over. He's anxious to have Carl Jensen's address.

Clarence Loerop met Johnny Zellstra in Hawaii, where both are representing the Navy.

Johnny Stubing sent some pictures of the natives of Tarawa. From the wolf calls and whistles they were appreciated.

Gene Tuchalski writes he's in Fort Ord, Cal. waiting to see where Uncle Sam will send him.

No longer will we have Blumberg's chorus to admire. They're being moved to the second floor. Several of the girls will return to school and we will miss them. Rose Kauckle returned after a brief illness to a new job in Zap's bureau.

Roy Schiffer—since his promotion—is a migratory bird. If you're looking for him be sure to ask first, "Who is off today?"

Rose Finnell has been ill for quite some time. We hope you improve so fast that you'll soon be back on the job, Rose.

Lola Brady of the computing bureau, who has been on leave since February, returned to work on Sept. 1.

Olga Kruty left the service Aug. 19. Good luck, kid.

Eileen Joyce is doing very nicely after an appendectomy.

Ethel Johnson has been transferred downtown. The gals in the typing bureau miss her but wish her well.

Bob Zahnen bought a new home in Edison Park and spends all his spare time watching its progress.

Auditor of Expenditure's Office

Bernie Williams Correspondent



Visitors and written word from men in the service included a visit with Bernie Greenberg, Air Corps, looking fine and dandy and happy to see the old office gang—and vice versa . . . Lloyd Staver was home recently but lack of time kept him from coming down from Milwaukee to see us . . . A card from France declares the boys hope they'll be home soon—it was signed by our old friend, Otto Helmann. . . Al Kulk writes he is doing considerable traveling on behalf of the Army and having a fine time. . . "Junior" could be depended on to have a good time. . . Good luck and God-speed to all our servicemen and women. May they return soon.

Newest soldier is Richard A. Naatz. . . "Dick" was called up to the Air Corps in August. . . Sheppard Field, Tex., was to be his base. . . Lots of luck, Dick.

Two families announced additions this month. . . on July 25 Charles M. Risberg took over the Russell Risberg home. . . Young Master Charles is the second child for the lucky Mr. and Mrs. Risberg.

A little mite of an Irishman joined the McGinley clan July 29—Thomas Michael McGinley is also the second boy for Mr. and Mrs. McGinley.

Engaged and leaving us for no less than Lima, Peru, is Cecilia Kozak of the

computing bureau. . . Miss Kozak will be Mrs. John W. Spack. . . a good comptometer operator, but, no doubt, a better wife.

It is now official! Johnny Bonetti and Gladys Ring announce they're definitely Mr. and Mrs.

As yet this is unofficial, due to lack of authorized sources, but Yeoman 2/c Ralph Carlson is engaged and has a date set for a marriage deal later in the year. We would like further word on this, Mr. C.. Meanwhile, congratulations and hurry up with the happy details.

Dorothy Harris, payroll bureau, started operating her initial day with us. . . and it wasn't long after that that the medicos did a little operating, too. Minus an appendix but better for all of it, Dorothy is back with us again. This is one instance where a loss is a gain, or do you miss it, Dorothy?

We were glad to welcome back this month Marie Stwalley, who was laid up quite a spell with a broken arm. . . the flipper is waving okay again now and Marie hopes it won't happen again.

A little reminder that our war bond purchasing needn't be restricted to those war bond drives. . . the boys are putting in their toughest battles right now, and right now is the time to keep on buying bonds.

Purchasing Department

Josephine O'Hara, Correspondent



Our purchasing agent, G. H. Walder, witnessed the presentation of the first Diesel-electric locomotive built by the Fairbanks, Morse and Company at Beloit, Wis., on Aug. 8. This locomotive was built for the Milwaukee Road.

Mr. Walder states that the appearance of the new locomotive displayed excellent workmanship and is comparable to the many other products which have made a great name for that company. His compliments are in order for the fine program and role of host played by the manufacturer at the presentation.

It required more than a first glance to recognize the Clarence Anderson who recently walked into the office as the same "Andy" who left a year ago for a much-needed rest. Months of rest have worked a miracle for Andy's health. He has gained in weight, looks years younger, and is feeling so well that we may soon expect to see him back at work.

Two new co-workers have been added to the office force. Jeanne Long has taken her place at the stenographer's desk and Herbert Koegel is an assistant at the price desk.

Although the war has cast a reflection on the import trade of our nation, the boys overseas are taking care of the situation in a personal way. Marion Kubel has been displaying many gifts of foreign origin. Her fancy-work in fine linen and intricate pieces of jewelry have come from Africa, Italy, England, Ireland, and Hawaii.

Lorraine Byers' fiance has sent her a piece of metal taken from a Jap Zero plane. The metal is already engraved with a verse and the initials of Lorraine and her fiance. When the metal piece has been shaped and plated, Lorraine will have a very unusual bracelet.

The most popular piece of equipment in the office today is a new adding machine. It is "at home" on Jean Goeltz's desk and one cannot help but note how well it becomes that particular place. Quite in contrast to the old adding machine, the new addition is miniature in size and becomes Jean, our petite girl, who is the "Pee Wee" of our office.

Letters from Pvt. Bob Reiter are now arriving from France. His activities over there have resulted in a loss of some of that weight he had gained since entering the army, and, among other things, Bob

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is becoming used to sleeping with his clothes on.

Our congratulations to Don Russo upon his promotion. He is now a corporal in the army.

FC 3/C Bob Nordin is still at Pacific Beach, Wash. Bob has spoken so often of the razor-back clams to be found on Pacific Beach that he sent a picture of some of them so that we could see for ourselves.

Pvt. Michael Matara at Moody Field, Valdosta, Ga., completed his course in classification procedure and has temporarily become a court reporter. One of Mike's recent experiences was a ride in a B-25 bomber, and, when the new training program goes into effect at Moody Field, he will go through 12 hours of parachute training. Mike is anticipating that first jump.

News has arrived that Charles Gooding, who is stationed in the Pacific Theater, has been hospitalized due to a tropical disease which has affected his hands. We hope our future news of him will find Charlie completely recovered.

An award in monetary value is now being offered to the member of the purchasing department who contributes the best news story of the month to our column in the Milwaukee Magazine.

The first crisp dollar bill was awarded to Carl Skjoldager for the story of his ice business which appeared in the August issue of the Milwaukee Magazine.

Any story you may have to tell will be worth your while, folks—it may be a winner!

Passenger Traffic Department

E. R. Will, Correspondent



The little black book is rather bare of facts this month, and it seems hardly possible that another 30 days has passed. The grass is usually greener on the other side of the fence anyway, so we'll try a few jottings concerning our fellow traffic contemporaries in the freight department.

Your scribe was an interested observer, as well as an active participant, in the 12th annual freight department picnic on Aug. 12 at Labagh Woods. Chairman Joe Schmitt fretted when the crowd failed to arrive quickly; but after that black Chrysler pulled up and the McKees stepped out, the crowd was there. Highlight of the ball game between the John Burkes and the Harold Pages was the strike out administered to the export and import agent, the pretty man with the black wavy hair—Frank Basil, the same. The administrator was petite Lorraine Hohn, the belle of Round Lake. The gathering dispersed at midnight with everyone well satisfied. It may be well for this department to note for future reference the social program of the "freighters," for a group that can harmonize at play should of a truth be able to work in harmony.

There has been no confirmation to the rumor that Sailor Clyde Deacon is a nephew of Admiral Nimitz. The reason he received his second 15-day furlough in a month is due to the fact that his ship was not ready for use.

Rate Clerk George Gloss returned from the Wisconsin Valley area in a well-done condition. He says he hooked a 54-inch

muskie but threw it back because he thought the limit was 55-inches. Oh, come now, Glutz!

George's office neighbor, Gene Henderson, also spent a hectic week near Bemidji, Minn. Says Gene, "I caught an 8½ lb. northern pike and sent 20 lbs. home."

Miss Eleanor Bloomfield spent her two weeks in the garden spot of the world, Chicago. That's quite all right, Mr. Kelly. One Saturday she indulged in a game of (no) chance at Washington Park, but she wasn't tipped to War Knight. Neither was I—ahem! Valdina Foe. Bah!

Now let me see, um—that will have to be the copy for this month. What about it, Miss Jones?

Freight Traffic Department

Wesley S. McKee Correspondent



The social activities of our big family have been picking up lately, the most recent being the picnic held on Aug. 12. Whatta time, whatta ball game and what was formerly a married men vs. single men's game has turned into a 2-A or B vs. 4-F's, aided and abetted by the Ladies Aid.

The long awaited foot race between Hank Wille and his challengers (he offered to bet a War Bond he could beat anyone within 15 years of his age) was cancelled because Hank failed to show up. After mortgaging his house and lot, Henry decided discretion was the better part of valor, and had his name "scratched" from the list of starters. Even Bill McNamee wired his acceptance from his sick-bed. Incidentally, Bill has since returned and looks fine.

Also conspicuous by his absence was one Harry ("I'm staggin' it") Sauter. Harry, who can get out alone anytime he wants, after he finds out where Carmel hid his shoes, claims he had to accompany his wife to Milwaukee to attend a wedding. His story will be entered in the next one of Bill McCormick's "Can you top this" programs.

The music for the affair was furnished by Jimmy Anderson and his to-me-go-from-me.

Another gala event was the golf tournament of the oriental freight department held at Big Oaks Golf Club. Who won? Why none other than the one and only Bob (Swatto) McSweeney, with a sizzling 94, net and gross. Second was Steve Rawson who grossed 98, closely followed by Frank (there goes another ball) Basil, with 104. Yours truly placed fourth with a magnificent 112. His underlings have decided that in the next tournament there will be no conceding 8 or 10 foot putts to "Swatto."

Marion Cameron of Mr. Zane's office has been receiving mail from an unknown admirer in the South Pacific. This time it's a cavalryman. We knew that the army and navy boys were acquainted with her, but we didn't know that the hosemen knew her too. Such is fame!

Dame Rumor has it that Fred Swierenga and Wes Nehf are going to evening school to take up Swedish so they can converse with the rest of the division department.

Marion (Mitzi) Green is sprouting a ring on the usual finger. It looks like she's been Paged by Harold.

Everett Larson was recently hit by an army truck, or else he slid from third to home on his kisser; in any event, he certainly got himself skinned.

With the prices they charge these days, we don't blame Lorraine Hahn for leaving the price tags on so we can tell she was held up.

Customer: "What do you do when a person forgets his change?"

Clerk: "I always tap on the counter with a dollar bill!"

Car Accountant's Office

Harry M. Trickett, Correspondent

The overseas address of Sgt. William Olsen can be had from your correspondent. Sgt. Olsen was the first man from our office called into service, in March, 1941 with the National Guard.



Pfc. Warren Gearmart's letter of July 12, received on July 21, reports his presence in France. He says the French people like our doughboys and dish out the cider like water, and that our boys are not exactly allergic to it. He inquires if chocolates still have that mellow twangy flavor, and what's new in the Chicago Tribune.

Pvt. Jerry Nowakowski is also in France and on the go since arrival there. He has been in the battles of Cherbourg and Montebourg and many others, and the going is really tough; is looking forward to a rest period soon, and anxious to see Paris. He is receiving the Milwaukee Magazine and Victory Topics which are read by many of the boys and helps them keep their minds off the war. He sends greetings to all and says that letters are always welcome.

Also in France is Pfc. Stanley Scott, who writes, on July 14, his appreciation for the "Topics." He has been there for some time and his unit was given a citation ribbon, equal to the individual award of the distinguished service cross, for action in landings made in the initial assault.

Letter of Aug. 10 was received from William Dinoffria, H. A. 2/C, U. S. N., at Long Island, N. Y., acknowledging receipt of the Milwaukee Magazine, also the Reader's Digest from the Victory Club. He has been stationed at St. Albans Naval Hospital for four months (formerly Babe Ruth's golf course), assisting in treating sick and injured marines and sailors, and sends his most grateful thanks to everyone that was so swell to him upon leaving for service.

Marilyn Kunz resigned on July 29 to enter training as a Cadet Nurse at St. Mary of Nazareth's Hospital. Bernice Harris said good bye on Aug. 4, expecting to go east with her husband in the U. S. Navy. Laverne Bergman, who was working during the summer months, left on Aug. 12 to teach school at Barrington, Ill. Olga Blue said farewell on Aug. 9 as her husband, who was injured in action in Normandy on July 11, was being sent home for discharge.

Mary Skiles had excitement on July 24 when she was pursued by a man, but was able to elude the attacker after sustaining a few kicks and slaps.

Betty Dailey, who sustained injuries in an auto accident in June, has been moved home from the hospital.

Helen Gorski, who has been with us for many years, resigned in July to take care of her mother, who is seriously ill.

Pvt. James Ward visited on Aug. 7 from Texas. He had been confined in a hospital, had had another operation on his arm, and is now home for 30 days.

Our former candy man, Eddy Colby, has completed his boot training at Great Lakes and visited us on Aug. 1, looking very fine in blue.

Marian (Lynch) Cone retired on July 20, and Ilene Schroder left on July 31 to return home to Glenwood Springs, Colo.

At the present writing Margaret (McCarthy) Gallagher is confined at home with illness.

Theresa (Peterson) Dosch, who has been on furlough since Mar. 25, announces the birth of a baby boy on May 30, and expects, before long, to return to work.

Bernice (Miller) Freund, formerly of our office, sustained the loss of her sis-

ter, Gene Miller, on Aug. 12. Gene was employed in the freight claim office.

Shirley Hegsted and Louise Leisten are still out on furlough, and Lorraine Davini submitted to surgery recently.

Freight Auditor's Office

J. A. Strohmeyer
Correspondent



Jackie, son of Herb Dombrow, review, is now at home after a time in the hospital, and is rapidly recovering from a head injury sustained in a street car accident.

Our congratulations and good wishes to George McDonald, who is to be married Sept. 2 to Louise Greco at the rectory of St. Genevieve's Church.

On Sept. 1 the many friends of Robert Franks again had the pleasure of extending their felicitations, this time on his 55th birthday and on his 71 years as a railroader.

On Aug. 19 Mamie Davidson, machine room, celebrated her 25th anniversary as a Milwaukee Road employe and was the pleased recipient of a pin from friends employed in that bureau.

Fred Miller, review, reports receiving a letter from Marine Allen McSween, South Pacific, stating he is well and sends regards.

Edward Ludwig, H.C. interline, has received a letter from Andy Duffy, now in England after some months in Ireland. Reports things are fine there.

Cpl. "Frosty" Peters was a visitor from Camp Fannin, Tex., on July 31, and on Aug. 9 Pete Kierst, now in technician school at Camp Ellis, Ill., came to see us. We heard from Marine Pfc. Ed. Marks, stationed near San Diego, Cal., where he is serving as an instructor on the rifle range. He says: "Tell the 'gang' all over the world, especially Marty and Tim, I hope we will all be in together next time."

Ken Ebert, now a T/S in field artillery, who was a visitor on July 27 during stop-over en route to Fort Dix, N. Y., said he'd like so much to meet some of the freight auditor's office service men, but for the present takes this means to say hello.

John Tucholski, government land grant rate clerk, is said to be doing quite a bit of philosophizing these days. The whole world presents a new picture to him since he recently became a grandfather, not once but twice. Harriet Jean Tucholski, who was born Aug. 1, joined her cousin, Barbara Lou Tucholski, born June 3, bringing much joy to grandma and grandpa.

Our girls' softball team is winning its games and is in the Herald-American quarterfinals. It needs a stronger cheering section. Watch bulletin board for announcements, and come out to give them a big hand.

New girls in W.B. filing bureau helping Mr. Gillis: Margaret Holzman and Frances Bayer. Stel Mazur received a glad welcome on returning to work in that bureau. The following will leave us to return to school when it starts: Marilyn Schultz, Geraldine Piette, Edythe Lehmann, Dorothy Ganzer, Elaine Stark and Marilyn Tranter.

Bowling: Season to open Sept. 12 at the Monte Carlo alleys, 2263 Lincoln avenue; time, 6:30 p.m., Tuesdays, with twelve teams. The Monte Carlo is now under new management and has just been cleaned and decorated. A lively season is anticipated.

"I'm stepping out in society. Tonight I'm having dinner with the upper set."

"The steak may be tough—better take the lower set, too."



The Conductor Was "PUNCH DRUNK"

"I remember we had them jammed in the aisles on that trip. I'd never punched so many tickets in my life. I cracked to one of the train crew that if it kept up, I'd soon be 'punch drunk.'

"When we got to the terminal, I strolled up for a word with Sam, the engineer. He was 'gag-groggy.' They dug that engine of his out of retirement not long ago.

"We chewed it over. Then Sam's fireman came up.

"Sure, it's tough," he said. 'But some day we'll look back on this and be proud of the biggest job railroad men ever did.'

"He had the answer. And there is one thing that hasn't changed. My Hamilton's as accurate as ever. Gosh, what would I do without that watch!"

★ ★ ★

Because railroad men *can't* do without their Hamiltons, the War Production Board permits the manufacture of a limited quantity of Hamilton Railroad Watches. To obtain these watches, it is required that railroad men present a "certificate of need" approved by designated railroad authorities.

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TRANS-MISSOURI DIVISION

West End

*Pearl Huff, Correspondent
Miles City, Mont.*

Pfc. Charles Kirk, son of Mr. and Mrs. W. H. Kirk, Miles City, who has been in training at Los Vegas, Nev., with the Army Air Corps, has been spending his furlough with his parents. He has been in the service for the past two years.

Mrs. McKinley Gilmore and daughter Jean went to Atlanta, Ga., for a visit with Special Technician 3/C Phyllis Gilmore of the WAVES.

Miss Lois Nelson, daughter of Mr. and Mrs. Swan Nelson, of Miles City, was in Miles City for several weeks while wait-

ing for her call to report to WAVE training at Hunter's College, N. Y. She was sworn in at Los Angeles, Calif. Miss Nelson reported at Hunter's College the latter part of August.

S/Sgt. Samuel Wright arrived in Miles City the forepart of August for a visit with his parents—Mr. and Mrs. W. W. Wright. He is now stationed at Taft, Calif.

Mr. and Mrs. Joe Feeley of Miles City received a card from the Provost Marshall stating that their son, Lt. Gordon Feeley, who is a prisoner of war in Germany, has been moved from Camp No. 3 to Camp No. 1, Stalag Luft. Lt. Feeley was bombardier on a plane that went down over Germany early in the year.

Recent promotions of enlisted women of Pine Bluff Arsenal have included Pfc. Ruth Butterbaugh of Miles City who was raised to the grade of technician fifth grade. Corp. Butterbaugh is assigned to Pine Bluff Arsenal, Ark., one of the largest chemical warfare service munitions centers of the Army Service Forces, and is attached to the motor transportation corps as a truck driver. Miss Butterbaugh is a sister of James Butterbaugh, car distributor on lines west.

S/Sgt. Phillip M. Lancaster, son of Mr. and Mrs. W. H. Lancaster, Miles City, with the Army Air Force, has completed more than 30 bombing missions, according to word received here. He has been flying over Europe. He wears the purple heart, also has the air medal with three oak leaf clusters, and the distinguished flying cross.

Lt. Erwin Halvorson, son of Mr. and Mrs. Edward Halvorson, Miles City, stationed at a bomber base somewhere in England, writes his parents that he is enjoying opportunities to make some observations which appear or seem to be strange. For instance, Erwin says he watched some English people observe the Fourth of July with the shooting of fireworks, displaying colored flares, and firing guns. The Yankee boys also took occasion, he says, to have a good time on the Fourth. On his first visit to London he had occasion to observe some "busy buzz bombs," the robots the Germans send over the channel, which he says are not so good. He has had the opportunity to visit many famous landmarks in London.

Pvt. Arnold L. Running, formerly employed as machinist apprentice at Miles City and son of chief clerk to division master mechanic, has completed base training with the Tank Corps at Fort Knox, Ky., and was selected from a group with mechanical experience to attend armoured technical school for training tank mechanics, on all type of armoured equipment.

Sure, wartime measures like gas restrictions and food rationing are difficult, but just think how much harder it would be to learn Japanese!

"Mabel, who broke that chair in the parlor last night?"

"It just collapsed all of a sudden, Dad, but neither of us was hurt."

THE MILWAUKEE MAGAZINE

East End

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



Mrs. Jennie O'Hern, formerly agent at Trail City, wife of W. P. O'Hern, agent at Wakpala, was re-elected South Dakota's Democratic National Committeewoman at the State Democratic Convention held at Aberdeen on July 31. After the convention, Mrs. Hale T. Shenefield, of Washington, D. C., a member of the speakers' committee of the National Democratic Convention, accompanied her on a trip through the Black Hills, also taking in the "Days of 1776" at Deadwood, S. D. On their return to Moberge, a party was given for them at the Country Club.

Conductor and Mrs. Ross Stubbart are the proud grandparents of twins, a boy and a girl born to their daughter, Mrs. A. C. Biggs, on July 12 at San Diego, Calif. Mrs. Biggs is the former Betty Mae Stubbart and Mr. Biggs is B. M. 2/C in the Navy. Mrs. Biggs and the twins will make their home with the Stubbarts for the duration.

We extend sympathy to the A. W. Wilke family in the passing of Mr. Wilke, watchman at the Milwaukee Railroad bridge for the past three years, who passed away on Aug. 2 from injuries caused by a fall while he was painting a tank at the Texaco bulk station.

Ticket Clerk Ted Johnson was called to Wisconsin by the serious illness of his father.

The work of remodeling our depot and offices is progressing nicely and we will soon be moved into our new quarters. Contractors are also at work building a new railroad water tank at Moberge and plans are being made to move our clubroom to a more desirable location. When all this work is completed we plan to put on a big party, for the opening, both at the depot and the clubroom.

Cashier Dora Anderson spent her vacation with relatives at Washington, D. C., and New York.

The farmers in the vicinity are harvesting the finest crop in years, and a lot of grain is being shipped from this part of the country.

Conductor Paul Nylan, who has been seriously ill at the Moberge hospital is now much improved and is recuperating at his home.

Conductor Bert Doud, wife, and son, Forrest, left for Tucson, Ariz., hoping that a change of climate will benefit Mr. Doud's health.

The war worker sent a card to his friend which read: "Having a wonderful time and a half."

"Daughter, your hair is all mussed up. Did that young man kiss you against your will?"

"He thinks he did, mother."

IOWA DIVISION

East End and Branch Lines

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

Wayne Merritt of "MA" office, Marion, Ia., has assumed the title of daddy, in addition to dispatcher, recently with the arrival of a little lady.

The sympathy of the division is extended to Traveling Freight Inspector A. E. Fairhurst and File Clerk Carmen Jones in the loss of Mrs. Fairhurst after a lingering illness.

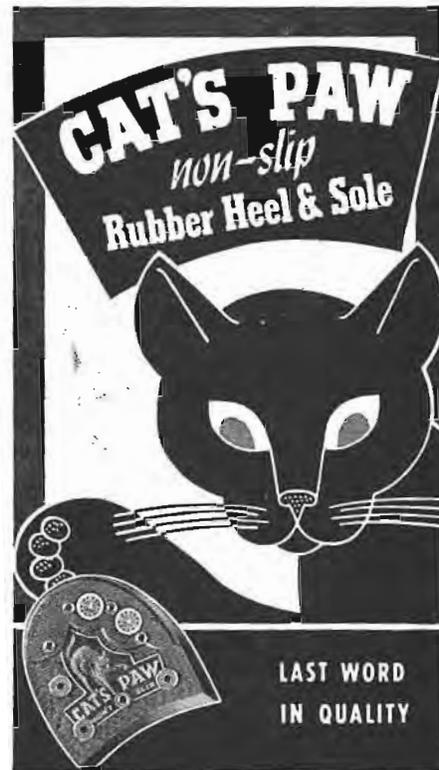
Fred Stalker, formerly of Cedar Rapids, has taken the position of perishable freight inspector at Council Bluffs, Iowa.

Ida Harry Moore, who a year ago took unto herself a husband and started in keeping house, recently returned to the office to do a little relief work. Seems like old times.

Retired Passenger Conductor W. E. Shank passed away at his home in Marion, after a lingering illness. The sympathy of the division is extended to the family.

We say adieu to Public Relations Representative Joe Dede and wish him well in his new assignment in the Far West. At the same time, we welcome Public Relations Representative Lisle Young to our midst.

Retired Fireman Nicholas Harry passed away at St. Luke's Hospital, Cedar Rapids, after a short illness. The sym-



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BUY WAR BONDS

pathy of the division is extended to the family.

Instrumentman Joe Plate of the engineering department has been confined to the Mercy Hospital, but we expect to see him back on the job soon.

We have a very new appearance at Marion since the Marion Creamery Company has completed its new building after a recent fire.

Iowa and Middle West

Lt. De Spain has gone overseas and Mrs. De Spain will stay in Perry for the duration with her aunt, Mrs. John Clark, with whom she made her home before her marriage.

A. W. Nicholson, S 1/c has been transferred from Biloxi, Miss., to the Coast Guard air base at San Diego.

Donald La Velle, machinist's mate in the U. S. M. C., was home for a visit at the home of his mother, Mrs. Fred Arnold, after having been in a west coast hospital for some time.

Pfc. John Emberling, a former track man for the Milwaukee was home on furlough after 28 months' service overseas, 11 months of which were in active service.

Lt. Ray Walrath, who is a navigator on a B-17 bomber, visited in Perry with relatives and friends before being transferred from the Sioux City air base to overseas duty.

Pvt. Robert Lewis came from Camp McCoy to visit his parents, Mr. and Mrs. Clark Lewis.

Engineer W. D. Chase of the Des Moines Division made another record at the Perry Golf and Country Club on Aug. 20 when he broke the course record for the season by shooting 34 on a par 36 course. Last year "Bill" made a hole in one and we wonder what record he will shoot at next year.

Pvt. Royce Airhart and his new wife came from Santa Ana to visit his father, Freight House Foreman, A. V. Airhart, and family and all went to Minnesota to visit relatives and enjoy a fishing trip.

Corp. John Elsbury of Fort Bragg, N. C., visited in Perry during August.

Corp. Amos Graham, who had been in active service with the Marines for more than two years, had a short furlough while enroute to a new station at Philadelphia. He visited his wife and other relatives and friends in Perry.

First Sgt. Charles Stoner and wife and their young son, Charles, came from Fort Knox to visit at the Stoner and Briggie homes.

Lt. James Hass, son of Machinist Harold Hass, who is stationed in England, was awarded the Air Medal recently.

Nurse Merle Callahan Woodford, who graduated recently from Wesley Memorial, is now at Nichols General Hospital in Louisville, Ky., as an army nurse.

Pvt. Keith Stapleton came from San Luis Obispo for a visit at the Frank Stapleton home in August.

Dorothy Byrd of the WAVES, was home in August for a visit at the O. P. Byrd home.

Wilbur Vodenik is the fourth son of Conductor Fred Vodenik to enlist. He joined the navy in August. Two brothers are in the navy and one in the army.

Lt. Eldon Gardner came from Fort Meade, Md., in August to visit his parents, Mr. and Mrs. E. C. Gardner.

New members of the Milwaukee Railroad family at Perry include: Mrs. Jack Shirley, a WASP, the former Leta Jane Brownfield of Brownfield, Tex. Her marriage to Lt. Shirley, son of Engineer J. M. Shirley, took place in Hobbs, N. M. Lt. Shirley is stationed at Midland, Tex.

Another new addition to the family by marriage is Mrs. Ned Willis. Mrs. Willis was the former Jean Hardie of Iowa City and her marriage to Lt. Ned Willis took place in Iowa City, July 16. Lt. Willis is with the Army Air Corps, at Columbia, S. C.

Hospital patients during the last month included Miss Ivy Stoner who suffered a severe heart attack, requiring the use of an oxygen tent for several days. Engineer William Young was in a Des Moines hospital for a major operation and Ward Krohnke, son of retired Dispatcher, A. J. Krohnke, was in an Ottumwa hospital for treatment of a severe infection from a burn. Ward's condition was such that it was doubtful for several days whether his arm and even his life could be saved.

A son Thomas Edward, was born to Fireman and Mrs. T. W. Holland on July 20. Jack Quinn Ellis III, a grandson in the family of Engineer William Rogers, was born the latter part of July. Linda Lee Merritt is the first baby in the home of extra Train Dispatcher V. W. Merritt; Patricia Ann Fitzgerald is the first grandchild in the family of Switchman Edward Fitzgerald; Nancy Aurelia Emmert is the new granddaughter in the family of Engineer Charles Sinclair; and a son was born to Engineer and Mrs. George Balsbaugh.

Death brought sorrow to several of the railroad families at Perry and Milwaukee families of the division. Gene Rouse, whose father was in the store department for many years, died at his home in Pasadena; Mrs. Sarah Woodward who has made her home with Conductor Bryant, her son-in-law, died following a

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short illness. Mrs. Margaret Hurd, whose husband, Charles Hurd, a retired store department employe, died a few weeks ago, passed away in August following a long illness. The ashes of Billie Nelson, for many years an engineer on the Iowa Division and also lines west, were interred in the family lot at Stuart.

Mrs. Ivan Wightman, wife of Perry switchman, was awarded a silver pin for having bowled the second highest score of any member of the Iowa Women's Bowling Association, during the bowling season which closed recently.

Council Bluffs Terminal

*Lillian Kinder, Correspondent
Car Foreman's Office*

Hand shakes and hearty back slaps of welcome were extended to Russell Bolton, former carman helper, who was home recently for a short visit. Russell, now with the Navy, is stationed in Oklahoma. "Red," like others who come home on furloughs expecting to find a lot of their friends to visit with, are rather surprised when supplied with answers such as: "Oh, Ole Moen is with the Merchant Marine now." "Young Ted Schmidt? Down at Keesler Field, Miss., with the Air Corps." "Remember Les Hansen? a waist gunner on a flying fortress now." "Holger Anderson is up near Anchorage, Alaska." "Ray Larsen and Ed Kinder are in France and believed to be in the same camp." "Rich Milner has been seeing quite a bit of action with the paratroops in Italy for many months now." Yes, "Red," with so many of the boys gone, the village is rather dull. Just you wait, though, the "Avenue" will be lively again some day.

Mrs. Ada Lee Olsen, clerk in the roundhouse, went to Cleveland to attend the 24th Annual Session of the International Order of Job's Daughters. Ada Lee is a Supreme Officer of this organization and represents the State of Iowa. After hobnobbing with such as Gov. Bricker, I'm wondering if we will be able to bring her back down to earth.

Al LaHeist has a new granddaughter born several weeks ago.

The new S-3 locomotives, which have been assigned to service from Western Avenue to Omaha, are now being delivered. Engine 260 arrived at Council Bluffs on July 16 and made the initial trip in charge of W. W. Bates of Milwaukee. The engines so far received have performed satisfactorily and from all indications are an exceptionally fine unit of locomotion.

Mr. Dede, former public relations representative for this division, paid us a visit the other day and introduced his successor, Lisle Young. Sorry to have you leave us, Mr. Dede, but we feel that you left a very capable man to fill your place. Good luck to both of you.

General Yardmaster E. E. Smith has mentally air conditioned his office by giving it a coat of paint the shade of a cool cucumber.

Night Roundhouse Foreman Jack Alavie of Sioux City and his son Jack, were down the other day visiting with old friends. Young Jack recently received his wings and was made flight officer.

COAST DIVISION

Seattle Local Freight Office and Marine Dept.

*F. W. Rasmussen
Correspondent
Local Freight Office*



Carl R. Wahlers is our new messenger on the afternoon shift, taking the place of Don Bangs who was recently called to Milwaukee, Wis., on urgent business. We think there is a girl involved but as yet have heard no details.

No word has yet been heard from Lt. Lowell Brundage, son of City Freight Agent and Mrs. Brundage of Spokane. Lowell was reported missing in action while flying over enemy territory (Germany) on May 29. Lowell was formerly connected with our bill room.

Mrs. Olaf H. Olson of Seattle announces the engagement of her daughter, Verlie Karen Olson, to Lloyd E. Erickson, USMS, son of Commander and Mrs. Lars E. Erickson of Seattle. Miss Olson is employed in the bill room of the local freight.

William M. Woodward, chief import and export clerk, and Mrs. Barbara Woodard resigned from the Milwaukee Railroad on July 21. We understand Bill is going into business for himself. He has the good wishes of all his Milwaukee friends in his new venture. Bill has been with the Milwaukee Railroad for nearly 30 years while his wife, Barbara, has been with us for about three years.

Word has been received from C. E. Coburn, retired employe formerly connected with the local freight office in Seattle and now living in Long Beach, Calif., that he and Mrs. Coburn recently celebrated their 54th wedding anniversary.

Corp. Gerald Brundage, son of W. W. Brundage, city freight agent, Spokane, and formerly of Seattle bill room, has recently been heard from in the South Pacific. All seems to be well with him.

Mary Lou DeMers and Vera Tuson have organized a hospital service club and now and then take up a collection from the office force, the funds to be used for service men or women to call their homes over long distance. The movement has been well accepted by the employes and is really doing a good service for our hospitalized service boys and girls.

Frank C. Bell, waterfront checker and now in charge of our stationery and record room, is now sporting a 50-year veteran's service button. Frank's record dates back to that of storekeeper at Marion, Ia., 1888 to 1890, and Ottumwa, Ia., 1892 to 1893, then brakeman and conductor in the same district from 1896 to 1918, when he was transferred to Port Angeles, Wash., where he was conductor on that line until 1923. Then he moved to Seattle, where he has been waterfront checker and warehouse checker ever since. We would hate to think of trying to run the Seattle local freight without the will-

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M. C. CHIER 806 First Wisc. Nat'l Bank Bldg. WISCONSIN

L. J. LIGHTFIELD 407 Walworth St. Elkhorn, Wisconsin

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F. L. STERLING 4335 York Ave. So. Minneapolis, Minn. Ph. Whittier 1043

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ing assistance of Frank Bell. Others wearing the 25-year buttons are W. K. Snyder, D. R. Pesek, J. R. Ludwick, F. W. Rasmussen, Roy E. Anderson and L. M. Weigand. These are just recent additions to the Veterans' Association.

Word has been received from Sgt. Emmett Springer, from somewhere in Italy. He seems to be well and happy but longing for that time when he can be in the cashier's office again in Seattle doing his daily duties for the Milwaukee.

New additions to the local freight office force are Doris C. Christiansen, Lucille Leitch and Marion Starne. We welcome these new employes to our Milwaukee family.

Seattle General Offices

J. M. Wilhelm
Correspondent, General
Claim Department

Armed Rails

Sgt. H. W. Sievers is still on the same island in the South Pacific and wrote his folks that they recently received a roval respite with Bob Hope and his U.S.O. troupe movement. He was able to obtain a seat 15 rows back from the stage by arriving three hours before show time. Frances Langford was the first white girl he and many of the other boys had seen for over six months, and "oh, brother!!!" You can imagine how they all enjoyed the show despite the inevitable rain squall which, fortunately, did not last but a few minutes. Howard said he was closing that letter pronto because they were having a steak dinner, and added: "You know, dad. I'm a chow hound." He is still enjoying good health, and now that the beer is coming through in more regular shipments, his morale is better than ever. They are allowed an average of six bottles a week.

I've just learned that Major A. L. Sedgwick has a stiff competitor in his boy, Dan B., who after quite a session of army specialist training is now in England carrying the title of major in an airborne artillery unit. Major Dan dropped in on the Nazis during the invasion of Normandy, and who knows—maybe dad will have to salute him before long.

Mrs. Agnes Horak, clerk in general freight department, is cherishing a Chicago Daily Tribune writeup of her nephew, Major Robert B. Swatosh. The major was also in the Normandy invasion and said his Liberty ship rang like a bell while being strafed and bombed, and when he ran out of the starboard companionway he stared a Nazi pilot in the face who was coming in at mast height enveloped by waves of flak and curses.

Lt. Donald L. Kidd has just completed his advanced fighter pilot training at a nearby air base and is itching to be dealt in the biggest poker game of all times. His dad was asked how he was going to keep up with a young fellow used to speeds of 350 m.p.h. and better, and he

just scratched his head with a wondering finger and smiled.

The confidence instilled by his army training undoubtedly led to a successful proposal from Pfc. John A. Oliver to Miss Dorothy Short, feature singer on a Cincinnati radio station, for on July 22 they became Mr. and Mrs., the ceremony taking place in the Church of the Epiphany, Seattle. After a brief honeymoon the couple left for Camp Crowder, Mo.; however, the new bride will continue her radio activities at least for the duration.

Greetings

To Mrs. Bernice Facer, formerly telephone operator at Tacoma and Seattle, and now on permanent assignment in the freight claim department.

To Mrs. Rita C. Yelland, stenographer in the real estate department.

To Thos. R. Quinn, traveling car agent in the transportation department.

On the Home Front

Mrs. Lucille Eaton has also forsaken the intricacies of the switchboard for a clerk's position in the general manager's department. Lucille has been working the graveyard shift and said the hardest part of her new job was getting regulated to her new hours; however, with the volume of work in that department she won't have much time for sleeping.

We are sorry to advise that after 22 years of solving innumerable traffic problems, etc., City Freight Agent Mack O. Barnhart will take an extended leave of absence due to ill health. His wide freight knowledge will surely be missed in the general agent's department and we sincerely hope he will be back on the job in the near future.

Mack's duties will be taken over by William W. Brundage, CFA at Spokane, who will be succeeded by E. W. Jacobsen, CFA at Portland, who, in turn, will be succeeded by A. G. Brett, chief clerk at Aberdeen, Wash., and we will miss the smiling face of Robert Bigelow, assistant rate clerk, general freight department, who is promoted to Mr. Brett's job. E. C. Wilson will be the new assistant rate clerk and Morton T. Bonney of the local freight department will take over the diversion clerk's duties.

June 18 was a real father's day for Tax Agent Max Boydston as he was presented with an 8 lb. 9 oz. boy. Jonathan Craig and his mother are doing fine, and Max is really digging into his new job.

The engineering department is mighty proud of its structural draftsman, Weslie R. Nelson, for at the 31st annual rose show sponsored by the Seattle Rose Society on June 19 and 20 his 15 entries won the following awards: Best rose in elementary section; third best rose in the show (sweepstakes prize with bronze medal); three first prizes, four second prizes and one third prize. Weslie has 75 rose bushes at his home at 7328 19th Ave. N. E. in Seattle, including one "William Orr" whose red bloom took the sweepstakes prize.

Tacoma

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



It is our painful duty to chronicle the death of Forrest C. Mason, of the superintendent's office, where he worked as assistant time revisor. He collapsed July 22, enroute to a hospital after suffering a heart attack while at work. He reached the age of 60 and had been here at Tacoma for 25 years. He is survived by his widow, Julia, two brothers and two sisters.

We deeply regret the death of Norman C. Larson who died July 28, after having served the company for 25 years. He left his widow and two married daughters.

We are overjoyed to welcome back to her post Mrs. Clara Carotte, of the superintendent's office, who returned after three months' absence, a part of which time was spent in California while the major part was spent in recovering from the effects of a very serious operation.

Thomas E. Norwood, formerly assistant car distributor at the chief dispatcher's office, bid in Mr. Mason's position as assistant time revisor; Amanda Stewart landed Norwood's job (formerly she was switch clerk at the local office).

We are sorry to report that Sam Whittemore, agent at Raymond, is still seriously ill with a throat disease; we offer our sincere good wishes for his recovery. Freda Jacobson is relieving him in the meanwhile; the operator's job is being filled by Mr. Kelly.

When we struck the local office this morning on our usual visitation for news, we were flabbergasted to find Ray Powels ensconced in the chief clerk's chair, but so it was; he had been appointed to that dignity and Fay Clover, the former chief clerk, had been transferred to the same position at Auburn. Ivar Bervin is cashier, at least temporarily—let us hope for good. Juanita Sargent has been added to his force at the desk. Dorothy Clover is now general clerk at the local office and was engaged in a fierce set-to with a typewriter nearly as large as herself; however, she seemed to be getting the better of it.

R. E. Robinson went to Fredrickson as operator, relieving Operator Finley on vacation; this is the first job he ever held, but we sincerely wish him the president's job in due course of time.

Helen Alleman, the charming widow of the late Billy Alleman, took her life in her hands and bid in her late husband's job as board clerk at the yard office. We wish her all success. In order to enable her to see him out in the yard, Howard Montague, general yardmaster, bought a new straw hat; we have no doubt that it is very becoming but we cannot say, for it began to rain the minute Howard put it on and the old felt hat was restored to its place—for the time, at least.

Louis Seaman, formerly of the store department at Tacoma, has been ap-

pointed secretary to L. Wylie, superintendent at Tacoma. He is a busy man these days taking over his new duties, and as president of the Milwaukee Service Club he is planning greater activities than ever before for the club.

Miss Virginia Malloy, formerly of Superintendent Wylie's office, has at last fulfilled her ambition to become a full-fledged lawyer. After diligent study for the past several years along this line, she was admitted to the bar on July 14 of this year. We wish this young Portia all success in her chosen career.

Sonny Tarr, of the Tacoma shops, had the misfortune to have his leg broken by a machine casting which was displaced from his lathe by accident; he will be confined to the hospital for about three months.

Mrs. Violet Tollefson, who started her work for this company in the superintendent's office, has bid in the position of clerk and stenographer to Roadmasters' Moxness and Modglin.

Mary Pederson is now assistant chief yard clerk at Tacoma yard.

On July 24 Harry Hitchcock of the chief dispatcher's office and Vallie Hammil, relief operator on our PBX, were married and left on a honeymoon trip to Vancouver, B. C.; we tender our cordial congratulations.

Lucille Taylor, yard clerk, is off due to illness but is getting better.

Ray Lovejoy, operator at Tacoma Junction third trick, has returned to the job, while W. A. Marshall, who was in his place, went to Auburn to relieve Lea Carrel.

Charlotte Eddleman is now operator at Kent, a new job.

W. B. Morrison is on first trick at Cedar Falls, and Margaret Morrison, his wife, is on second trick at the same station. Eleanor Freier went to third trick at Hyak, Martha Josa is on second trick at Cle Elum, and Ruth Miller in on third trick at the same station, while J. Beemer is now operaor at Corfu.

I & D DIVISION

Marquette - Sanborn

Margaret C. Lownsberry
Division Editor
Mason City, Iowa

Marie E. Randall, correspondent for the Milwaukee Magazine and an employe of the superintendent's office at Mason City for 23 years, died at her home in Mason City, Ia., July 18. She is survived by her husband, two sons, James Allen, 8, and Frederick Adrian, 16; her mother, Mrs. F. W. Siesseger of Mason City; three sisters, Mrs. J. J. Burnett of Mason City, Dorothy Siesseger, stationed with the marines in Chicago, and Catherine, with the Waves in Minneapolis, and a brother, Lt. A. J. Siesseger, who is with the marines in the South Pacific. Mrs. Randall was a past president of the Mason City American Legion Auxilliary and was a member of St. Joseph's Church, the B.A.R.E. Auxilliary, the Milwaukee Women's Club, the Tabernacle Society and the V.F.W. Auxilliary.

W. P. Woodhouse and S/Sgt. Paul L.

Reducing TURNING TIME IN ENGINE TERMINALS

Question: (Asked at a recent meeting of the Locomotive Maintenance Officers' Association.)

"Has any improvement been made in reducing the turning time of locomotives in your terminal in recent years? What facilities or methods have been responsible for this improvement?"

Answer: (By Mr. Joseph M. Whalen, Master Mechanic, Missouri Pacific R. R., St. Louis, Mo.)

"There has been the greatest improvement made in reducing turning time of locomotives in this terminal in recent years, due to the application of roller bearings on freight and passenger engines, locomotives and tenders."

The Missouri Pacific has 100 locomotives now in service and on order with all driving axles mounted on Timken Roller Bearings. All but 15 of these were existing engines changed from friction bearings to Timken Bearings in the Missouri Pacific shops. The Timken Roller Bearing Company, Canton 6, Ohio.

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Ashland were visitors in the office recently. W. P. is a brother of Don Woodhouse and is employed in the ticket office at Minneapolis. Paul was formerly file clerk in the superintendent's office at Mason City.

Sympathy is extended to the Dearmin family in the death of their husband and father, A. L. Dearmin, retired conductor, who died at his home in Mason City, July 31, after a lingering illness.

Word was received by M. L. Burnett, clerk in the trainmaster's office, that her son, 1st Lt. John J. Burnett, Jr., was awarded an oak leaf cluster in lieu of an additional air medal. The presentation was made on July 17. Lt. Burnett is stationed in the South Pacific.

Gerald D. Zeller, torpedoman 3/c, son of Engineer A. J. Zeller, arrived in Mason City recently from the South Pacific area. Torpedoman Zeller entered the service in January, 1940, and has been in the Pacific almost ever since.

Sioux Falls Line

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



Former Third Trick Operator Dick Bahr, Sioux Falls, is now reported with the Marine Corps stationed at San Diego.

Kenneth D. Bjerke, son-in-law of Conductor Louis Galland, was home on furlough from Nichols General Hospital, where he has been confined, recuperating from an arm injury.

Engineman Carl Hemnes is on the move again. Sold his home in south part of the city and purchased another a little nearer to his work.

Mr. and Mrs. David A. Wilson are visiting at the home of Roundhouse Foreman E. C. Todd. Mr. Wilson is stationed at Farragut, Ida., and Mrs. Wilson and daughter will remain with her parents here when his furlough is over.

Welcome to Kenneth South, who recently traded sewing machines for a

passenger brakeman's uniform and is on the Canton turn-around.

Recent word from California reports that former Engineer A. B. Main and wife are living in the outskirts of San Diego.

A visitor to the Sioux Falls Yards was Jerry Hurly, part-time extra switchman. Jerry has been a brakeman on the White Horse & Yukon Railroad in Canada and Alaska. He is now stationed in Louisiana in a railroad battalion.

Former Brakeman Frank Doherty, whose home is in Sioux Falls, has been assigned to a railroad battalion at Camp Robinson at Little Rock, Ark., since entering the service.

Sioux City and Western Branch Lines

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

Everett L. Hubbs, chief aviation machinist mate, a former fireman on this division and son of Engineer J. W. Hubbs, has been assigned to duty as instructor at a Naval Station at Pasco, Wash., after sea duty in the South Pacific.

Frank J. Newell, of the public relations department at Chicago, spoke before a meeting of the Rotary Club at Sioux City on July 31.

Conductor Francis L. Claney, who has been off duty for several months is reported to be slowly gaining ground. He is now at the Woodbury County Tuberculosis Hospital at Sioux City, Ia., and would appreciate hearing from any of his friends on the division.

The Milwaukee Women's Club held their annual picnic at Riverside Park, Sioux City, on July 23. Games and refreshments were enjoyed by all.

Mrs. David Murphy, wife of veteran Conductor Dave Murphy has been seriously ill in a hospital at Sioux City. She is now considerably improved and has returned to her home.

Eddy Matuska, switchman of Sioux City, has recently moved his family to Sioux City, from Tabor, S. D., his former residence.

James L. Pranger, the new student telegrapher at Harrisburg is a nephew of Dirk Vandervoort, agent at Dell Rapids and Bill Vandervoort, agent at Ethan.

Frank Kazmer, veteran Sioux City car inspector, died at Sioux City on July 23. Mr. Kazmer had been stationed at the Sioux City passenger depot for many years, and his loss will be keenly felt. It won't seem quite the same around the depot without "Smoky" trotting briskly from one car to another in an effort to get the trains out of the terminal without delay.

It was noted in the last issue of the Employes Magazine that the Mitchell correspondent reported an item to the effect that a baby daughter had arrived in the family of Machinist George Costello. He did not, however, state that the aforesaid baby daughter is also a granddaughter of the Sioux City correspondent. The next time such an event occurs in the family of Machinist George Costello and the Mitchell correspondent does not give proper and complete credit to all concerned, the Sioux City correspondent will assume a funnel shape, move in a north-westerly direction, and mow a path nine miles wide right through the middle of the Mitchell correspondent. Mr. Wangness, you have had fair warning.

Miss Helen Roth, formerly of Ethan, S. D., is the new stenographer in the office of Clyde Zane, division freight and passenger agent.

Gus Lovgren, retired veteran engineer of Sioux City, who recently underwent a very serious abdominal operation is reported as improving.

H. E. Persinger, Sioux City switchman, was recently operated on at Sioux City for stomach ulcers. At latest report he was convalescing satisfactorily.

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CHICAGO

A report was recently received that retired Engineer Walter Houser, who is now living "the life of Reilly," on his Texas ranch, attributes his sparkling good health to drinking "ghost's milk." A hurried investigation develops that the report should read "goat's milk." Always something turning up to spoil a sensational story.

John Gilbo, veteran telegrapher of this division, died suddenly at Yankton, S. D., on July 5. Mr. Gilbo was living alone at the time and his death was not discovered until the following morning. He was 72 years old at the time of his death and had been an employe of this company since 1923, having been stationed at Yankton for a good many years.

Your correspondent, while on a recent visit to Los Angeles enjoyed a very pleasant visit and a wonderful Sunday dinner at the home of Mike Noonan, retired switchman, formerly at Sioux City, now making his home in Pasadena, Calif. Mike has a wonderful little home near the outskirts of Pasadena, right in the shadow of Mount Whitney and seems really to be enjoying his well earned rest.

Sanborn-Rapid City

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

Corp. Paul Ashland, formerly stenographer at the local roadmaster's office, spent several days of his furlough with friends in Mitchell. Paul is still located in Alaska and says that he likes that country very well.

Roadmaster Howard Larson was informed that his youngest brother has been reported missing in action.

Former operator Kenneth Spears is now located in San Diego and he says that the real place to get variety of ex-

perience is with the Marines.

Yard Clerk George Reynor and family are now located at Mitchell, moving here from Rapid City.

Operator Harry Davis of Chamberlain has been doing relief dispatcher's duties at Mitchell for a few weeks.

Word from Max Henzlik, former round-house employe, finds him ready for overseas duties. He is with a railroad battalion.

Section Foreman Henry Miller and his crew have been assisting farmers with the shocking of their grain and in the past two weeks have shocked about 900 acres of small grain after doing their daily duties on the section.

Moe Shevlin of the freight house force is busy rounding up his football team for the coming season and from what we hear, there should be some very good football in the city this fall.

D & I DIVISION

First District

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

New arrivals:

The first grandchild in the family of Engineer and Mrs. William Arno, Savanna, made his appearance on Aug. 12 in the home of their son, Leroy Arno.

Roadmaster and Mrs. W. R. Ringlbauer, Savanna, also have a new grandson, born to Pvt. and Mrs. LaVerne Chamberlain during the early part of August.

Operator and Mrs. W. R. Jeffries welcomed a young son in their home at East Moline on July 31.

News of our boys in the Army and Navy:

Pvt. David Raymond, Jr., son of Carman and Mrs. D. Raymond, Savanna, has been transferred from North Africa to Italy, according to word received by his parents.



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Word was received by Switchman and Mrs. Fred E. Kademan, Bettendorf, Ia., that their son, Sgt. Robert Kademan, was wounded on July 6 in the battle of LeHavre, France, a German sniper having sent a bullet through his leg.

John L. Nielsen, GM 3/c, son of Machinist and Mrs. Ted Nielsen of Bensenville, formerly of Savanna, wrote his parents an interesting letter concerning the "D-day" invasion—he said: "The shrapnel that flew around sounded like a couple skeletons dancing on a tin roof in a hailstorm." At the helm of one of the first two LCT's to land in Normandy just one hour and 12 minutes after H-hour, he had commented to one of his mates that things were the same as on maneuvers—so peaceful—when the German 88 mm. guns which were to shell the beach for nine days, opened fire, splattering the bunks and lockers of the boat with shrapnel. Nielsen said that although his bunk looked "like a swarm of moths had been living in it," neither he nor any of his shipmates were hit, and he chewed his gum harder in an hour than he would have in a week's time of peaceful living and prayed more than he had in his whole life.

"Missing in action" was the word received by Chief Yard Clerk and Mrs. Ray Kentner, of Savanna, concerning their son, Pfc. Lewis Keith Kentner, who has been missing since July 27 in Italy. The last letter received by his parents was dated July 25 and he instructed his mother to look through newspaper reports of action in Italy on July 19. Press reports of that date stated that the allied forces had taken Livorno, a key Italian port, which led his family to believe that he had been in that action. Keith entered army service Aug. 23, 1943, at Camp Grant, was sent from there to Camp Adair, Ore., and sailed from Newport News, Va., on Apr. 12, serving in North Africa until June when he was transferred to Italy. Prior to his entering the army, Keith was employed as relief yard clerk at Savanna.

MADISON DIVISION

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

Pvt. James Kennelley, who has been stationed with the Army in England for several months, paid us a visit a short time ago. Jim was hospitalized for some weeks before returning to the states.

J. M. Brown, agent, Janesville, is convalescing at his home after a recent operation.

Telegrapher and Mrs. Ray Lawton, Milton Junction, announce the arrival of a daughter, Deanne Rae, on July 5.

Congratulations are also extended to Telegrapher and Mrs. A. L. Carpenter, Janesville, on the arrival of a son, Dennis Lee, July 24.

Section Foreman and Mrs. Richard Long lost their lives in the tornado which passed through Belmont on June 22. A son, Donald, survives, to whom we extend our sympathy.

William G. Kleiner, retired clerk, died suddenly at his farm home in Eau Claire on July 29. Due to ill health, Bill retired on Aug. 1, 1941. Sympathy is extended to Mrs. Kleiner.

James J. Gallagher, Janesville, the oldest conductor on the Madison Division, retired on July 1, having spent 53 years in service with the Milwaukee.

J. F. McCue, yard clerk, Janesville, is gravely ill in a Janesville hospital.

John Pfisterer, retired station baggage-man, Janesville, passed away on July 20. Mr. Pfisterer retired Nov. 1, 1943. Sincere sympathy is extended to the Pfisterer family.

St. Karsten Oldenburg, located at Camp Crowder, Mo., and Bob Welty of Miami, Fla., who are home on furloughs, dropped in at the office to pay us a visit. They are both looking fine.

I & S M DIVISION

East End

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

K. P. Carson, assistant baggage clerk, Austin, has left the service for other work. Orris White was senior bidder for the job.

Best wishes for a speedy recovery to Chief Carpenter W. E. Trichler states that son "Bud," who is a member of Uncle Sam's Navy, is now stationed at Sturgeon Bay, Wis., and when not busy on ships the boys were helping with harvesting the cherry crop.

Eddie Kiefer, former pump repairer helper at Austin, who has been stationed with the Army in the Aleutian Islands for the past two years, visited the office while home on furlough during August.

Paul Larkoski, who received his wings at Corpus Christi, Tex., and was commissioned an ensign in the Navy, was married to Marie Bellrichard on July 27.

Corp. Don Beckel, one of Uncle Sam's leathernecks, who has been stationed at Oceanside, Calif., since returning to the States, was married to Dorothy Swoboda in Austin on Aug. 13. Our best wishes to both these young couples for a long and happy married life.

Rumor has it that Lt. Bill Valentine isn't going to let the Navy and Marines walk off with the honors uncontested—he and Dorothy Hovey of Austin plan to exchange vows Aug. 22.

After viewing the results, believe we will all agree that the noise and hubbub created by the remodeling of the trainmaster's office and operator's office to make way for new dispatcher's office at Austin wasn't all in vain.

West End

*E. L. Wopat, Correspondent
Chandler, Minn.*

I have been appointed to act as your correspondent again, so please send your news items to me at Chandler, Minn.

The latest appointments made on the I&SM West Division were: C. W. McMichael appointed agent-operator at Vienna, S. D., while your correspondent has taken the agency at Chandler, Minn.

Elmer Kooiman was appointed agent-operator at Roswell, S. D.

O. C. Groves appointed agent-operator at Fedora, S. D.

Our line is building and repairing more equipment at Elrod and Garden City, S. D., for the increased movement of the potato crop this year. The potato growers at Garden City are calling for potato pickers, so if you know of anyone that has a rubber back, send him to Garden City. Fred Mohr, the agent at Garden City, will line you up on the job.

Our extra gang of young boys that was working between Flandreau and Edgerton was discontinued for the balance of the year, as the boys are needed to assist the farmers in taking care of the present grain crop. Happy landing, boys, and we will see you all back on the job again next spring placing gravel.

KANSAS CITY DIVISION

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

New residents in the city of Ottumwa are supervisor of telegraph and signals, R. C. Dueland and family, formerly of Milwaukee. Mr. Dueland purchased a home at 717 W. Williams Street; Signal Supervisor Glen R. Williams plans to move his family from Cedar Rapids within the next week to occupy the newly purchased home on highway east of Ot-

tumwa, formerly occupied by Rodman Herschel Loveless.

Retired Conductor H. C. Beeler and wife, for many years residents of Kansas City, have moved to Boise, Ida., to live.

Abstract Clerk Margaret Santee of the Ottumwa freight house returned from a hurried trip to Oakland, Calif., because of her daughter, Carol Ann, being seriously ill with a ruptured appendix. Her daughter is spending the summer with her grandparents in California.

Retired B&B Foreman John Wm. Couch died at his home in Chillicothe on July 18. He entered the service as a carpenter in July, 1893, was promoted to foreman in September, 1903, and retired on Dec. 19, 1936. He had served in the Spanish-American War as a member of the Fourth Missouri Volunteers. His widow, one son, two brothers and a sister survive him.

Chief Dispatcher L. H. Wilson is on a sick leave. During his absence H. G. Barnard is acting day chief and M. L. Fromm is acting night chief. Chief Clerk John W. Sowder was off for two weeks in early August because of illness and Time Revisor C. H. Baker served as acting chief clerk.

Traveling engineer is "all smiles" again, now that little Mary Pat is home from the hospital, where at the age of four weeks she underwent an operation. She is the first granddaughter of EJK. Her mother is the former Irene Kervin and her father Lt. Robert E. Rogers, bombardier on a B-24 Liberator bomber, is somewhere in England. He has been awarded the Air Medal for meritorious achievement while participating in heavy bombardment over enemy occupied Europe.

The Kosman brothers, Berle and Don, with the army somewhere in France, write that they are both running engines over there. The French people are very kind to the Americans. Don Harness writes that he is working on the railroad somewhere in England. He is receiving the Milwaukee Magazine and the News Bits and appreciates the news from home.

Margery Baker Purvis, stenographer in the office of the chief dispatcher, left on Aug. 4 to join her husband, Ensign Merton B. Purvis, Ft. Schuyler, N. Y. He completed his course on Aug. 23.

Lt. Col. Robert H. Nevins, now in France with an ordnance battalion, is one of a group of officers of his unit pictured in the London Daily Mail, weekly digest supplement, Trans-Atlantic edition of May 31. The group in which Nevins appears is one of several under a general feature head "Fighting Americans in Britain."

Capt. William C. Givens has been selected to attend the officers advanced course of the field artillery school at Ft. Sill, Okla. He is to be instructed in the latest artillery and tactics techniques, following his recent combat service.

Engineer Charles E. Leonard's son, Ted, stationed at Camp Croft, S. C., has been promoted to the rank of sergeant. Recently he returned from Alaska and is senior instructor of his company.

S 2/c Wm. H. Crutcher, Kansas City, has been confined to the naval hospital with pneumonia, in Pensacola, Fla. He is recovering and expects to be released in two weeks and sent to Charleston, S. C.

Engineer Cyril Johnson's son, Charles, fire controlman 2/c U. S. Navy, arrived in Ottumwa on Aug. 3 for a 30-day leave. He has been in the navy for four years and much of the time in Australia. His next stop will be San Diego.

John Thomas Coughlin, son of Yard Conductor J. J. Coughlin, was graduated as honor man of his company at the naval training station at Great Lakes, Ill. He has been recommended for storekeeper school for further training.

Mrs. John D. Reed left Ottumwa on Aug. 7 to join her husband, Lt. John D. Reed, at Ft. Warren, Wyo., where he is an instructor in a locomotive engineering school.

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"You'd see Indians sure—and cowboys, too—but you'd see lots of other things. Miles and miles of grain, more sheep than you ever counted—cattle galore; sky-scrapin' mountains that look like they had a hunk of ice cream on top of 'em.

"You'd see rushin' water turnin' factory wheels and changin' yellow waste country to land as green as our pasture; apples half as big as your head and trees as tall as Jack's bean stalk. You'd meet friendly people, livin' on farms and ranches and in up-and-comin' towns

and cities that ain't much older than you, as towns go.

"Finally, you'd wind up lookin' out over the Pacific Ocean—lookin' west to where your brother Jim is with his Marine outfit. Yes sir, if you'd walk those tracks west, you'd see a powerful lot of what Jim's fightin' for."

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