"Yes, Sir! That's my new HAMILTON!"

We've been putting RAILROAD QUALITY IN WATCH CHAINS SINCE 1873

Though the quantity of Simmons Watch Chains has been limited because of our war work, the quality is still the same, sound Simmons Quality that railroad men have demanded down through the years... Quality that insures longer wear... Quality that holds its smart, sparkling appearance even after hard and constant use.

Your jeweler still may have one left for you. Ask him today.

R. F. Simmons Company
ATTLEBORO, MASSACHUSETTS
The Railroads at War

All honor to the railroads of America! They have done a magnificent war job under the greatest difficulties imaginable.

A few weeks ago, a railroader who had reached the age of retirement decided to stay on because the railroad needed him and because as a patriotic American he wanted to do his best. A few days after his decision, when his train was tied up in a blinding blizzard, a sense of duty caused him to trudge through the snow to a signal tower where he collapsed and died of a heart attack.

He is representative of the spirit of the railroads—officers and men, whether in locomotive cabs or walking the tracks, or giving themselves faithfully to the important but monotonous round of office duty.

When you have an overnight trip on a train, do you ever think of the many men whose faithfulness to duty has enabled you to make the trip in safety? The writer confesses that he frequently entertains such thoughts and offers a silent prayer for railroaders all over our land.

So here's to that great institution—the American railroads! They have measured up in war; let us see they are fairly treated in peace.

---from *The Moody Monthly*, published by the Moody Bible Institute.

Appointments

Operating Department

Effective Apr. 1, 1945:

R. A. Woodworth is appointed superintendent of the Madison Division, with headquarters at Madison, Wis., vice J. A. Macdonald, deceased.

J. M. Moudry is appointed assistant superintendent, Milwaukee Division, with headquarters at Milwaukee, Wis., vice J. A. Macdonald, deceased.

J. A. Jakubeck is appointed trainmaster, Hastings and Dakota Division, with headquarters at Aberdeen, S. D., J. M. Moudry, promoted.

R. L. Hicks is appointed trainmaster of the Terre Haute Division, with headquarters at Chicago Heights, Ill., vice J. A. Jakubeck, transferred.

B. C. Webb is appointed trainmaster of the Chicago Terminal Division, with headquarters at Chicago, Ill., vice J. M. Calligan, deceased.

J. A. Macdonald

J. A. Macdonald, superintendent of the Madison Division, died on Mar. 24, having suffered a cerebral hemorrhage a few days before. He was 74 years of age.

Mr. Macdonald was born in Scotland on Mar. 20, 1871 and remained there until after completing his college education. The exact date of his emigration to the United States is not known, but he entered the employ of the Milwaukee Road's auditing department in 1891. He held various positions in the traffic and operating departments until 1901 when he was appointed traveling freight and passenger agent at Aberdeen, S. D. He later was made division freight and passenger agent there. In 1904 he was appointed superintendent and general agent of the R&S line at Mendota, Ill. He was superintendent of the Kansas City Division from 1906 to 1913, transferring to the LaCrosse and Northern in the same capacity. In 1917 he was appointed superintendent of the LaCrosse and in 1919 became superintendent of the Prairie du Chien & Mineral Point Division, and when that section of the road became the Madison Division, he continued as superintendent, with which position he held until the time of his death.

Due to his long residence in Madison, Wis., the state capitol, he was well acquainted with a great many of the state officials and rendered valuable service to the railroad and the state in handling subjects of interest to both.

He is survived by his widow, Mrs. Jasslyn Macdonald, and sons Charles of Boston and Albert of Pittsburgh, as well as a sister, Miss Jeanie Macdonald, of Edinburgh, Scotland.

J. M. Calligan

James Monroe Calligan, trainmaster at Galewood yard, Chicago, died on Mar. 20 at Wesley Memorial Hospital at the age of 56. He was at the hospital for observation and was about to leave for his home when he suffered a heart attack.

Mr. Calligan was with the Milwaukee Road for 41 years, starting in the track department. In 1905 he became a brakeman and was promoted to freight conductor in 1925, advancing to passenger conductor in 1937 and was transferred to Galewood the same year.

He is survived by his widow, Elsie, one son and one daughter.

Mr. P. R. Goes Abroad

A postal card addressed to Mr. P. R. (as in Milwaukee Road Public Relations) arrived in the public relations department office in Chicago early in April. It said that one C. J. Jakubeck knew he had to have a copy of the booklet "War Jitters." Mr. Fordyce is from the suburb of Paisley, city of Glasgow, county of Renfrewshire, Scotland.

May, 1945

Peter M. Garvey

Peter M. Garvey, labor agent for the Milwaukee Road in Chicago, passed away on Apr. 25 at St. Bernard's Hospital after an illness of two weeks.

Mr. Garvey entered the service of the company in 1909 as a dining car steward and was later promoted to the position of dining and sleeping car inspector. In April, 1924, he was promoted to labor agent, which position he held until his death.

He is survived by a daughter, Helen.

Good Living

America has raised plenty of tough hombres, but the toughest, hardest and most indomitable of all were the guys who wore the pattern of this great country with threads of steel rails.

We sometimes think that railroads don't get enough credit. They aren't spectacular. We sort of take them for granted, like running water, electricity or the circulation of blood in our arteries. That's what railroads are—arteries. Rich life is pumped through them to every community and home in America. Without railroads we couldn't have warm houses, fresh fruit and vegetables the year round, or maybe a little meat later on. We wouldn't have great industries and jobs for all. Farmers couldn't move crops. Ours would be a pretty poor country without railroads.

And in passing it should be noted that our stupendous war production would have been impossible—inconceivable—without the mighty help of railroads.

There's a personal angle we'd like to mention. We like railroad men. We trust them somehow. The two guys up front in the engine cab look responsible. We can't recall, off-hand, ever having met a really bad conductor or brake man. Railroad men always seem to know their jobs—a fact borne out by their astounding safety record. Taken as a class, they are solid citizens.

Railroads have given us good living.

---from *Good Living*, published by the Allis Chalmers Mfg. Co.
SUPERINTENDENT J. H. VALENTINE, representing the employes of the Milwaukee Division, received the coveted Safety Award from H. A. Scandrett on Apr. 12 before an informal gathering of employes at Milwaukee, Wis. The award paid tribute to the diligence of the employes of that division, whose casualty rate during 1944 was held down to 4.54. The Women's Club room in the Milwaukee depot was the setting for the presentation. Due to wartime restrictions, the usual safety award banquet was not held. Taking employes away from their duties even from last place to first place to win the 1944 award. Such an outstanding accomplishment was acknowledged by Mr. Scandrett in his comments to Superintendent Valentine. "You did a great job and of course you didn't do it by yourself," Mr. Scandrett remarked. "You did do it with the help of the people on the division but it took your leadership to put it over. If I were a superintendent of a division, the winning of this trophy would be the greatest accomplishment and the one in which I would take the greatest satisfaction."

Superintendent Valentine replied, "I want to thank you for this trophy, Mr. Scandrett, on behalf of all the employes of the Milwaukee Division. I am sure that all of the employes working together who accomplished this achievement are as proud and happy in the winning of it as I am and I am sure too that if all do their very best in trying to reduce the casualty rate during 1945, we can win it again."

The casualty rate of 4.54 established by the Milwaukee Division employes for 1944 was lower than the casualty rate for the railroad which won the Railroad Employes' National Safety Contest in competition with the major railroads of the United States. Had the other 17 divisions done as well as the Milwaukee Division, this honor would have come to the Milwaukee Road.

In commenting on this outstanding accomplishment, Mr. Gillick said to Superintendent Valentine, "I hope you realize, and that the fellows who helped realize that you didn't get this trophy by just wishing for it. You started out last year and made up your mind to win this trophy. I don't know of any superintendent on the railroad who took more interest. If you

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**Standings of Divisions in Safety Contest**

<table>
<thead>
<tr>
<th>Rank</th>
<th>Division</th>
<th>Fatal</th>
<th>Reportable</th>
<th>I.C.C. Casualty Rate</th>
<th>Rank</th>
<th>Period 1945 Casualty Rate</th>
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<tr>
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<td>16</td>
<td>4.54</td>
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<td>11%</td>
<td>20%</td>
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**Milwaukee Division Wins Safety Trophy**
keep that up and the fellow support you as they did in the past, I think you are going to keep the trophy. In my opinion, anyone who feels as badly as you do about an accident is bound to get a good safety record. You did a commendable job."

The inscription on the safety trophy shows the following division winners since the inauguration of the contest:

Division Year
Iowa & Southern Minnesota 1942
Dubuque & Illinois 1943
Milwaukee 1944

Superintendent Valentine stated that the Milwaukee Division employees would come through again in 1945, and this brought forth the following comment from L. J. Benson: "I want to say, Mr. Scandrett, that Jack started out on this job and has left nothing undone to win that trophy. He worked hard, his organization worked hard, and we could see the improvement week by week and month by month until finally he won the trophy. I hope that Jack wins it again this year because we cannot give him a party now and we hope to be able to do it up double next year. I want to commend District Safety Engineer Dahms on the support he gave Mr. Valentine and on his being able to win this trophy. Mr. Dahms did a good job and left nothing undone. The fine cooperation between the district safety engineer, superintendent and the employees on the division was responsible for the winning of it."

Modestly declining any measure of praise for what had been accomplished on the Milwaukee Division, District Safety Engineer Dahms did take the opportunity to compliment the Milwaukee Division employees through Superintendent Valentine.

Mr. Benson then called on General Inspector George M. Dempsey who said to Superintendent Valentine, "Jack, the best thing to say to you is congratulations! I wish you all the luck in the world toward attaining the goal you have set to win in 1945."

Pride in the accomplishment was the theme of Mr. Harstad's comments in saying to Superintendent Valentine, "I am mighty proud of what you have accomplished on the Milwaukee Division. I realize that it has not been all you; it has been everyone of your employees, but it has been your push back of it that has accomplished to a large extent what has been done. I am mighty proud of you and the division employees."

Being in close touch with the situation throughout the entire year, General Superintendent Munson made this clear in his remarks. "I have, perhaps, had the best opportunity to know the activity and effort put forth by Mr. Valentine," he said, "because of my office being adjacent to his. I can certainly say this, that if all superintendents on our railroad were as active, as sincere and determined to accomplish a good record, the competition on the railroad would be considerably stiffer. I haven't personally congratulated Mr. Valentine and I would like to do it now."

How did the Milwaukee Division employees do such a splendid job in preventing personal injuries, thus enabling them to earn this distinction?

Valentine Inspired Men to Win

Much could be said about the details involved, pointing out certain individual activity on the part of division officers and employees in lining up the men to perform their duties with strict regard for the requirements of safety. However, perhaps the greatest motivation of the entire endeavor was the enthusiasm inspired by the leadership of Superintendent Valentine. The determination to win the award was the top subject of discussion at each staff meeting of division officers who precisely understood how Superintendent Valentine felt in the matter. Through the effort of the staff officers in contacting the employees of the division at safety meetings and individually, the enthusiasm of the superintendent was spread out to the men in such a way as to inspire them to carry out their everyday duties in a safe manner.

This was particularly true among the employees at stations, the switchmen, the B&B department, and car and store department employees; altogether these employees accounted for 858,730 man hours without a reportable casualty. The employees of the track department had a total of 1,158,373 man hours with three reportable injuries, establishing a casualty rate of 2.59, the locomotive department employees, with one reportable injury and 149,807 man hours worked, had a rate of 6.66; enginemen, with four reportable injuries, worked 659,657 man hours, having a casualty rate of 7.02; employees of the signal-telegraph department had a casualty rate of 9.34 as the result of one reportable injury, with 397,015 man hours worked; and conductors and trainmen accounted for seven reportable injuries with 680,866 man hours worked, or a casualty rate of 10.28. Altogether there were 16 reportable casualties on the Milwaukee Division and the winning rate of 4.54 was determined by the 3,524,426 man hours accounted for on the division.

The conservation of man hours which came about through the prevention of casualties on the Milwaukee Division undoubtedly aided materially in the war effort. Undoubtedly the Milwaukee Division employees fully appreciated this fact and exerted every effort to help rather than hinder the war program.

The Safety Drive

J. H. V., is the winner's name, In '43 he won safety fame; Let's not let him down in '45, But show him we're behind him on the safety drive! —Roger S. Stewart, Agent, Granville, Wis.
KNOW THE STORES DEPARTMENT

by J. J. Kratschmer,

Storekeeper, Seattle, Wash.

As we look back, it seems to have been a sort of heritage among railroads that the stores department was always considered the football, or skirt-cleaning department for all the other departments. It is a source of delight to see that this feeling is gradually waning, and the stores department is now rightfully being recognized as one of the important departments on the railroad. However, in order to be a good storekeeper or storeman, it is still necessary that one have a pair of good broad shoulders and be pretty level-headed.

The stores department is so interwoven with the purchasing department that they must of necessity be considered as the one department "Purchases and Stores." Without this important branch of the tree, your railroad would not function very well. It would be folly to consider for a moment that each separate department on a railroad could order and handle its own material and supplies, do its own shipping, checking, pricing and classifying, without creating much congestion and confusion in the accounting department. The stores department, in conjunction with the accounting department, works up the details and furnishes the material reports for all departments, which are so necessary to our operating officials in determining the cost of running the railroad.

It is understandable why the stores department has been referred to as the "watchdog of the treasury." You can also see the importance of this centralized source of supply—the stores department.

The pictures, beginning at the upper right hand corner (all taken at the Tacoma store department):

Oscar Storlie, with the aid of a tow motor, loads track spikes.
A section of the main storeroom.
The loading of track frogs.
A crane unloads mounted wheels.
F. J. Kratschmer (left), storekeeper at Seattle, and author of this article, checks the angle bar supply with J. C. Hart, district storekeeper at Tacoma.
Infants' Lounge Opened in Chicago Union Station

A haven for travel-weary mothers, named with affection an "infants' lounge" out of deference to its secondary beneficary, was opened in the Chicago Union Station on Mar. 8. The 26 by 32 foot retreat, which is reached through the women's room at the northwest corner of the main waiting room, is attractively decorated and sensibly equipped for the comfort of both mother and child. All in all, it constitutes a real port-in-the-storm, the only one of its kind to be found in any railway station in Chicago.

The infant who hereafter has done his between-trains idling on a hard bench in the waiting room, lulled to sleep by the amplifier system's stentorian call for Pito John Doe, who is eternally out of pocket and who will please come to the information desk, can now take his ease in an honest to goodness bed with clean sheets.

The lounge walls are alive with Disney-like animals and Toonerville-type trains which harmonize with other decorative touches on the walls and panel screens, all designed to appeal to children. A very restful atmosphere is achieved by indirect lighting reflected from the shell pink upper part of the wall and the dusty rose ceiling.

The facilities include six metal cribs, each equipped with a fine mattress with water-proof cover, a rubber sheet and white muslin sheets which are changed after each occupancy.

Alongside each crib is a small maple table, and to the foot of the crib is a maple coaster. For the mothers there are three cots, each with a sanitary leatherette covering, seven comfortable chairs and one settee. Two large tables are available for dressing or bathing infants.

In addition to the facilities in the infants' room itself, there are private dressing rooms containing toilet and lavatory, as well as private bath rooms offering tub or shower baths. A portable table which can be moved into any dressing room may be obtained from the matron, who is in attendance at all times. There is also a two-burner electric hotplate and the necessary utensils for heating infants' food.

A small nursery has been available in the station for about 20 years, but its facilities were inadequate for today's needs.

Mr. Richard Stevens of Clarington, Ina., found on the day the lounge was opened that it was an ideal place in which to care for Richard, Jr., as they waited between trains en route to Savannah, Ga., where her husband is stationed. (Chicago Sun photo)

Leave the Gate On

W. J. McMahan, assistant superintendent at Seattle, sends us the following Associated Press newspaper clipping:

"SPOKANE, Wash.—E. P. Malloy, veteran railroadman, recalls that dispatchers, plotting a new schedule in early days, wired the superintendent of telegraph and asked permission to change the name of Horse Plains to Plains; Hell Gate to something softer; and Spokane Falls to Spokane. The answer was, 'O.K. Take the horse out of plains, take the falls out of Spokane, but don't take the gate off hell!'"

Time: The stuff between pay days.
"Winter Quarters"

This is how Roland Weber, foreman at the Galewood roundhouse, Chicago, explains what goes on in his basement:

"I'm just one of those circus crazy people," he says. "I spend my time at circuses and making models just as some people like to fly and build model airplanes or attend concerts and play the piano."

To say merely that Roland Weber is a circus model hobbyist is to do less than justice to the professional skill of the creator of a miniature circus valued at a minimum of $3,000 and which probably couldn't actually be bought for 10 times that amount. He has $1,000 invested in 13 tiny lathes and other electric-driven machines in his "winter quarters," which in circus model builder parlance means work shop, the expression having been borrowed from circus people themselves. When a circus goes off the road for the winter, its shops hum with the work of mending canvas and repairing wagons and harness while the acrobats flip-flop without applause and the clowns soberly conjure up the bits of madness which will convulse next summer's crowds.

In the basement of his home at 1906 North Kostner Avenue, Chicago, is the main work shop, or winter quarters, where the cutting and tooling of model parts is done. In another room the painting, assembling and arranging are done. Here the walls all the way around the room are lined with glass cases showing the entire circus arranged in parade formation, horses, drivers and everything included. To see it in colorful, glittering array is to hear the steam calliope, taste the cotton candy and be a boy again.

A Life-Long Interest

It was as a boy in Peoria, Ill., that Weber saw his first circus. He heard the cry, "The circus is coming to town!"

He watched the billboards being posted weeks in advance. At night, when he heard the first circus wagon rumbling down the street, he was off to the grounds to spend a busy night carrying water for the elephants and helping the crews put up the big top and prepare for the morning parade through the streets.

He caught the contagion. He still has it. He is still to be found among the crowd of men and boys who greet the circus train and remain through the night, watching the tents go up and the animals being fed.

Since the day he saw his first circus he has not missed one he could possibly get to. As might be expected, he is widely acquainted among circus people, many of whom are close friends. One of these is Terrell Jacobs, whose animal circus plays Chicago every spring and whose name has been given to Weber's own show.

Circus men frequently visit his winter quarters to see what progress he is making. They offer suggestions which, combined with his great interest and his exceptional ability as a craftsman, have produced what is regarded as perhaps the most faithfully accurate of the 200 or so model circuses in the United States.

Mr. Weber works at his hobby 2½ to three hours every night, and most of his equipment has been built during the last four years.

At present his circus consists of a big top, 30 wagons of various kinds, and incidental pieces, all built to a three-fourths inch scale. The lions, elephants, tigers, camels and other animals, as well as the personnel, are carved to scale by a friend in the East.

"Building circus wagon models is much different than airplane and boat modeling," he explains. "We can't go into a hobby shop and buy our materials and patterns cut out and ready to be put together."

At present he is working on what he hopes will be a complete replica of the Ringling Brothers-Barnum & Bailey Circus. That will involve the making of more wagons, a blacksmith shop, cook house, dressing rooms, horse tents, concession tents and many other things. He has approximately 200 photographs which he has taken of the Ringling Brothers equipment, showing details of wagon wheels and decorations on animal cages.

He spent six months reproducing the big top to scale, complete with seats marked off in red, blue and white sections. While writing to the circus headquarters for more information, he discovered the Model Circus Builders and Owners Association, of which he is now a member.

It takes a month of almost steady work to complete one of the small wagons. A wagon wheel which will stand from 2½ inches to 3 inches high and which may have as many as 32 different pieces of wood in it, takes four hours to paint. Some wheels have as many as seven colors on them.

His circus features a large round steel cage just like the one Terrell Jacobs uses for his act—even to the red lacy cover on top which another friend crocheted for him. Miniature figures of Jacobs and his wife, who assists with the act, stand inside the cage with their long whips pointing to the lions and tigers.
This picture, taken a year ago when the model circus was somewhat smaller than it now is, shows a part of the "big top", the cage for the wild animal act, and some of the animals and wagons.

**Plans to Retire**

Weber has been with the Milwaukee Road since 1911 when he began work as a machinist at Western Avenue, in Chicago. He has been roundhouse foreman at Galewood since 1933. He plans to retire in about a year and, after completing his circus, may commercialize his hobby.

Although he has not had the time to make equipment for others recently, he used to make circus wagons and similar miniatures on special order at $50 each. The Clyde Beatty Circus regularly uses Weber's equipment for window displays when his show is coming to Chicago. He has been offered $90 for the use of one of the wagons in a color advertisement for an industry. The Chicago Public Library has displayed pieces of his equipment on numerous occasions.

Although this unusual hobby shows evidence of being a potential money maker, it was begun solely for pleasure. It is being continued chiefly for that reason— for the true satisfaction its creator gets from being close to something he has loved since boyhood.

**Inter-American Quiz**

Here are some questions about our good neighbors to the south, the answers to which should be known by every American. Test your knowledge of the Americas with the following:

1. Which is longer, the Amazon or the Mississippi River?
2. Who is known as South America's "Great Liberator"?
3. What are the three largest cities in the Americas?
4. Visiting in Buenos Aires in January, would you take winter, spring or summer clothes?

Answers: 1. The Amazon, 4,000 miles long; the Mississippi is only 1,200 miles; 2. Simon Bolivar, leader of the independence movement; 3. New York, 7,544,995; Chicago, 3,396,808; and Buenos Aires, 2,433,284; 4. Summer clothes, since the seasons are the reverse of those in the U.S.A.

India has one-fifth of the world's population. Total area of the country is just about half of the United States, but there are three times as many people—389 million. Average yearly earnings of an Indian are about the same as the American soldier makes in a month. The country has about 100 different languages.

The trouble with self-made men is that they quit the job too early.
O. B. Harstad, engineer on the H&D Division, has a son and daughter in the navy; Bernard J. Harstad, So.M. 1/c, is serving aboard a destroyer in the Pacific. Ens. Helen I. Harstad is stationed at a convalescent hospital in Sun Valley, Idaho.

Ernest Rosing, radioman 2/c, formerly a messenger in the freight auditor’s office, Chicago, has now been in submarine service for three and a half years, most of which time has been spent in the Pacific.

Benjamin J. Harstad, So.M. 1/c, is serving aboard a destroyer in the Pacific.

Carl Kerner, B3/c (S.F.), former boilermaker apprentice in the Minneapolis shops, is serving at a repair base in Brazil.

Pfc. Richard Dolan, stationed at Farragut, Idaho, was formerly a counterman in the store department, South Minneapolis. His father is John P. Kline, section stockman at that point, and his sister, Loraine, is secretary to J. V. Anderson, assistant general storekeeper there.

John G. Kline, A/S, stationed at Farragut, Idaho, was formerly a counterman in the store department, South Minneapolis. His father is John P. Kline, section stockman at that point, and his sister, Loraine, is secretary to J. V. Anderson, assistant general storekeeper there.

Cpl. William Virag, formerly employed as a fireman on the west end of the Trans-Missouri Division, has been serving overseas more than two years with a railway operating battalion. He is a fireman on trains operating to the Russian border.

Ens. James F. Krueger, son of Martin J. Krueger of the office of superintendent of motive power, Milwaukee, was commissioned on Mar. 6, and is at present stationed at Hollywood, Fla. Before entering the service he attended Notre Dame University where he majored in naval engineering.

Sgt. Robert D. Hyett, former yard clerk in Seattle, and son of E. J. Hyett, general freight agent, Chicago, is at present confined to a hospital in Liverpool, England, where he is recovering from injuries suffered in an airplane crash.

The Milwaukee Magazine
Lt. Rudolph Pestalozzi, son of Switchman Rudy Pestalozzi of Milwaukee, Wis., and who was himself employed in a freight house in Milwaukee, has been in the army since 1938. He first joined the Infantry and later transferred to the Air Corps, receiving his commission in 1943. As a bomber navigator he completed 54 missions over enemy territory from a base in North Africa. He is now in the States awaiting reassignment.

S/Sgt. Henry Johannsen, former machinist apprentice at the Minneapolis locomotive shops, is now stationed at a sub depot in England.

Patrick J. Forestal, Sr., Thomas J. Forestal Patrick J. Forestal, Jr.
Patrick J. Forestal, Sr., B&B foreman in the Chicago Terminals, has two sons in the army. S/Sgt. Patrick J. Forestal, Jr., an infantryman in the 1st Army's Timberwolf Division in Europe, has been in the army nearly four years. Sgt. Thomas J. Forestal is a paratrooper in the joint American-Canadian 1st Service Force; before entering the service he was a carpenter in the B&B department at Western Avenue, Chicago. The father is himself a veteran of 10 years of army life, having seen service in the Philippines, China, Japan, Guam, Hawaiian Islands and Mexico.

Sgt. Kenneth R. Crouch, former rodman in the engineering department, Chicago, recently returned to the States from the Mediterranean Theater where he served two years as a surveyor in an aviation engineer unit. He has served in North Africa, Sardinia, Corsica, France and Italy, and has three battle participation stars.

Robert N. Hansen, F1/c, a machinist helper at the Minneapolis roundhouse before entering military service, is now on active duty with the navy, but his location is not definitely known.

May, 1945

Pictures of Servicemen

Employees submitting pictures of servicemen, either directly or through correspondents, for publication in the Milwaukee Magazine should select the best ones available. In the past, snapshots have been sent in many instances when portraits were obtainable, the thought likely being that the latter might be marred or lost. The greatest care is exercised to avoid sending pictures, and a separate record is made of each one arriving in the Magazine office; that record shows, among other things, the name of the person from whom it was received and to whom it should be returned. Extremely small snapshots, in which the subject measures less than three-quarters of an inch across the shoulders, cannot be used, as it is impossible for the engraver to enlarge them sufficiently. Generally speaking, the larger and clearer a picture is the better it will reproduce. If satisfactory pictures of servicemen are submitted at the outset, with complete information concerning rank, branch of service, former position with the road (or father's connection) and his present location, a great deal of correspondence can be avoided and the pictures will be published sooner.

The back side of each such picture should show the subject's name (including rank) and the name of the person to whom it should be returned—either the owner of the picture or the correspondent. The information for the write-up should be typed on a separate piece of paper and clipped to the picture.

Sgt. Lowell H. Shuck, former telegrapher at Canton, S. D., is now with the Army Signal Corps at Leavenworth, Kans., teaching telegraphy and teletyping.

M/Sgt. Harry F. Lindrud, former operator at Hastings, Minn., has been in Europe since August, 1944, and was last reported in the Aachen area of Germany, where he was acting as chief dispatcher in his railway operating battalion. He has participated in three major engagements.
Howard Oslund and Pvt. Wilbur J. Oslund are sons of the late William Oslund who, before his death, was coal shed foreman at Davis Jct., Ill. Both boys also worked at the coal shed before entering military service. Howard is in New Guinea at present with a signal battalion, and Wilbur is overseas (probably in Europe) with a salvage collection unit.

T/J Francis C. Wilson, who was a machinist helper in the roundhouse at St. Paul before entering the army two years ago, has spent most of his time in Alaska. He has four brothers in military service.

Clayton H. Minkley, former secretary to the superintendent of the car department, Milwaukee, is in France working in the judge advocate section, 12th Army Group headquarters.

Lt. Jerry H. Dapper, who returned to Chicago in mid-April, was formerly employed in the freight auditor’s office, Chicago. He has been serving as a bomber navigator in Europe.

Cpl. Roy R. Schattnik, formerly employed in the freight auditor’s office, and a member of the Milwaukee Road Choral Club of Chicago, is serving in the South Pacific area with a mobile accounting unit.

Howard Oslund
Wilbur Oslund

T/J Howard Oslund and Pvt. Wilbur J. Oslund are sons of the late William Oslund who, before his death, was coal shed foreman at Davis Jct., Ill. Both boys also worked at the coal shed before entering military service. Howard is in New Guinea at present with a signal battalion, and Wilbur is overseas (probably in Europe) with a salvage collection unit.

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Roy P. Mateleski
Lorn Mateleski

Peter Mateleski, a LaCrosse & River Division B&B foreman, has three sons in military service. Maj. Ervin Mateleski is director of administration and services of the 2nd Air Force station at Colorado Springs, Colo. Capt. Roy P. Mateleski is in France with the headquarters detachment of a medical battalion. Lt. Lorn Mateleski, who formerly was a B&B carpenter, working with his father, is a bomber pilot, stationed in England.

T/J Billie West, son of Conductor Clayton West of the Iowa Division, is serving in the Philippines with a medical battalion.

Cpl. Roy R. Schattnik

Sgt. C. J. Ogden

The war is costing the United States more than $10,000,000 an hour; $175,000 is spent every minute; $3,000 each second!

The Milwaukee Magazine
H. A. Larimer and Lt. John B. Larimer are sons of the late C. J. Larimer, B&O foreman on the Trans-Missouri Division prior to his death. Ensign Larimer is serving with the coast guard at a post off the coast of California. Lieutenant Larimer is now an executive officer at Seattle, Wash.

Sgt. Victor Cardin, formerly in the car department in Marquette, La., and son of Nelson J. Cardin, also a car department employee there, is in the Philippines.

Fred R. Lewis, agent at Chicago Heights, III., has two sons in the Army Air Corps. 2nd Lt. Donald J. Lewis is a navigator aboard a bomber based at George Field, Lawrenceville, Ill. 1st Lt. William E. Lewis is with the signal branch of the 7th Air Force somewhere in the Dutch East Indies.

Hawkwiz

by Bob Hawk

Quizmaster: "Thanks to the Yanks"

Radio Show

1. What is the origin of the expression "By hook or by crook"?
   2. Under what circumstances is it correct to say "My teacher and friend was..."?
   3. Did the word trousseau originally mean a small bundle or lavish trunkful of the bride's linens and personal clothes?
   4. Which has more to do with sheerness in a stocking; the gauge or the denier?
   5. A person can be sued for defamation of the character of a living person. Could he be sued for the defamation of a person no longer living?
   6. Is the face side of a dollar bill black and white or green and white?
   7. Did Baltimore side with the North or South during the war between the states?
   8. In telephoning a friend at his office should you say "I wish to speak to Mr. Jones," or "with Mr. Jones?"
   9. If you told a musician that his performance had verve, what would you mean?
   10. Who lives longer: married men or single men?

Answers

1. In feudal times, the lord of the manor permitted the peasants to obtain underbrush, limbs, etc., from the forest, limiting it to what they could cut down with a pruning hook or pull down with shepherd's crook.
   2. When teacher and friend are same person.
   4. Denier. (Gauge is number of needles. Denier is weight of thread.)
   5. Yes, if it injures the living.
   7. Remained in the Union.
   8. With Mr. Jones.
   9. That he played with animation or spirit.
   10. Married men.

May, 1945

H. A. Williams, Agent at 14

It is believed that when Andy Williams (H. A. Williams on the payroll) went to work as agent at Interior, S. D., on Jan. 29 of this year at the age of 14, he became the youngest agent on the Milwaukee Road, if not in the United States. He's beginning to age a little now, having turned 15 on Mar. 4, but he probably still took up station work under the supervision of agents at their respective stations. He made his seniority date at the age of 14 and worked several relief jobs before going on as agent at Interior. He comes honestly by his interest in railroading, his grandfather and step-grandfather having been railroaders also.

He has a brother in the Army Air Corps and another in the navy. Being too young for military service, however, Andy is selling away as much as he can in War Bonds, hoping some day to use the money for a college education.

Life Begins Each Morning

No matter whether you are 20, 30, 40, or 60; no matter whether you have succeeded or failed, or just muddled along, life begins each morning. Each morning is the open door of a new world, new vision, new aims, and new tryings.

If yesterday was a dismal failure, then turn those failures into successes today. Joseph Billings once said, "It ain't no disgrace to make a mistake. The disgrace comes in making the same mistake twice."

Why is it that some men are constantly saying, "I have failed"? Perhaps they have failed in some little thing. Perhaps they have failed for that day. They are gaining valuable experience from those failures, or should be. In reality a man is not a failure until he declares himself incompetent. It certainly is an inferiority complex when one complains, "I am a failure because I have failed."

Success is like the tide. It ebbs, but it does not mean that it cannot return with undiminished strength. That is why your failures may, if you so desire, become the steps to success, and thus it is that life should begin each morning.

No man will ever be a big executive who feels that he must, either openly or under cover, follow up every order he gives and see that it is done—nor will he ever develop a capable assistant.—John Lee Mahin.
The following employes' applications for retirement were recorded during February and March, 1945

**Chicago General Offices**

KEITH, CLIFTON, L. 
City Ticket Agent .................. Chicago, Ill.

**Chicago Terminals**

ANDRZEJEWSKI, JOSEPH 
Carman ............................... Chicago, Ill.

BRICK, FRED \* 
Store Helper ......................... Chicago, Ill.

GABRIELL, CHAS. A. 
Freight Car Cleaner ................. Chicago, Ill.

GARLAND, MICHAEL 
First Gang Laborer ................. Chicago, Ill.

HALL, HARVEY G. 
Switchman ........................... Chicago, Ill.

KLEINFELD, ERNEST O. 
Chief Clerk, Car Dept .............. Chicago, Ill.

LANGE, MILTON 
Gateman .............................. Chicago, Ill.

HALL, HARVEY G. 
Switchman ........................... Chicago, Ill.

KLEINFELD, ERNEST O. 
Chief Clerk, Car Dept .............. Chicago, Ill.

LANGE, MILTON 
Gateman .............................. Chicago, Ill.

PARYS, LAWRENCE 
Police, Police Dept ................. Chicago, Ill.

**Coast Division**

BLAKE, EDWARD F. 
Car Inspector ...................... Seattle, Wash.

McGEER, CHAS. J. 
Special Officer ..................... Tacoma, Wash.

WALTHER, FREDERICK 
Mechanist Helper ................. Othello, Wash.

WALTHER, FRED 
Switchman .......................... Chicago, Ill.

WATSON, FRED J. 
Loco. Engineer ..................... Chicago, Ill.

ZUMBRO, JOSEPH V. 
Trucker ............................. Chicago, Ill.

**Dubuque & Illinois Division**

BAEKER, PAUL E. 
Loco. Engineer ................... Dubuque, Iowa

BELL, WILLARD C. 
Yardmaster ......................... Marquette, Iowa

BROOKS, JOHN G. 
Loco. Engineer ................... Dubuque, Iowa

BURLINGTON, ALEX. 
Cutter & Mechanist ............... Dubuque, Iowa

GORNALL, ARTHUR L. 
Loco. Laborer, Loco. Dept ........ Marquette, Iowa

**Hastings & Dakota Division**

BODKIN, PATRICK J. 
Section Foreman .................. Wahpeton, N. D.

DAVIE, E. 
Yard Conductor .................. Aberdeen, S. D.

SPARKS, MARTY M. 
Section Laborer .................. Warner, S. D.

**Iowa Division**

CORNELIUS, GEO W. 
Station Agent ............................. Arion, Iow.

HOUGHTALING, DONALD H. 
Agent & Operator .................. Webb, Iowa

RAWLINS, GEORGE E. 
Switchman .......................... Perry, Iowa

**Iowa & Dakota Division**

BURKE, FRED W. 
Agent and Operator .............. Presque, S. D.

CLAASEN, HERMAN 
Loco. Foreman ..................... Sioux City, Iowa

HENKE, JOHN 
Loco. Engineer ..................... Sioux City, Iowa

HOKE, EVERETT O. 
Agent and Operator .............. Platte, S. D.

JONES, JOHN H. 
Agent ................................. Mitchell, S. D.

LUNDMAN, GODFREY G. 
Pumper, B&B Dept .................. Marion Jct., S. D.

**Iowa & Southern Minnesota Division**

ALDICH, WESLEY 
Station Agent ........................ Good Thunder, Minn.

HAYEL, ANTON W. 
Laborer, Loco. Dept .............. Austin, Minn.

KILLION, FERDINAND 
Conductor .......................... Madison, S. D.

**Kansas City Division**

BLOOM, CHARLES E. 
Air Brakeman, Car Dept ........... Coburg, Mo.

DESPER, MARTIN E. 
Section Laborer ..................... Harris, Mo.

FAYLEY, ALBERT E. 
Extra Gang Laborer ............... Ottumwa, Iowa

FLIES, CLMENT E. 
Loco. Laborer, Car Dept ....... Coburg, Mo.

FLICK, HARRY F. 
Ass't. Foreman .................. Ottumwa, Ia.

SCHILLING, PAUL D. 
Bollermaker Foreman ............. Ottumwa, Iowa

**LaCrosse & River Division**

BEAN, GUY L. 
Telegrapher ....................... Tunnel City, Wis.

GOLLWITZER, JOSEPH W. 
Telegrapher ....................... Tunnel City, Wis.

TANDA, JACOB 
Mechanist Helper ................ Portage, Wis.

PRISE, WILLIAM F. 
Mechanist Helper ................ Tomah, Wis.

SAGEN, OSCAR A. 
Conductor .......................... La Crosse, Wis.

YOST, OTTO E. 
Loco. Engineer ..................... Minneapolis, Minn.

**Madison Division**

BURROWS, WILLIAM E. 
3rd Carpenter ..................... Madison, Wis.

**Milwaukee Division**

BRADY, WILLIAM J. 
Mechanist Helper ................ Beloit, Wis.

BREMERS, HARRY 
Loco. Engineer ..................... Milwaukee, Wis.

KENNEDY, JAMES S. 
Station Agent ..................... Pickett, Wis.

MEIGER, JOSEPH W. 
Station Agent ..................... Waukesha, Wis.

SWEENEY, FREDERICK 
Section Foreman .................. Waukesha, Wis.

URTUBES, FRED 
Loco. Engineer ..................... Milwaukee, Wis.

**Milwaukee Terminals**

DAMBRUCH, WILLIAM E. 
Car Distributor ..................... Milwaukee, Wis.

DOMSTRICH, SR., CHAS. C. 
Switchman ......................... Milwaukee, Wis.

DUNN, EDWARD J. 
Car Inspector ...................... Milwaukee, Wis.

GADOWSKI, EDWARD 
Carman ............................... Milwaukee, Wis.

KILLIAN, WILLIAM J. 
Mechanist ......................... Milwaukee, Wis.

MECHENICH, W. 
Mechanist ................. Milwaukee, Wis.

CARMAN, A. A. 
Mechanist Helper ................ Milwaukee, Wis.

KARL W. 
Boilermaker Helper .............. Milwaukee, Wis.

MIUELLER, ANTHONY J. 
Store Helper ......................... Milwaukee, Wis.

PFENNINGS, ANDREW F. 
Blacksmith ......................... Milwaukee, Wis.

SCHUBERT, PAUL H. 
Chipper and Grinder .......... Milwaukee, Wis.

SHEFFLER, PHILIP 
Loco. Dept ......................... Milwaukee, Wis.

SISKY, JOHN J. 
B&B Carpenter ...................... Milwaukee, Wis.

VOGEL, JOHN 
Mechanist Drillier ................ Milwaukee, Wis.

**Rocky Mountain Division**

NAGEL, FREDERICK 
Loco. Engineer ..................... Lewiston, Mont

SPENCER, HERBERT 
Telegrapher ....................... Avera, Idaho

**Seattle General Offices**

KELLER, HARRISON R. 
Car Distributor ...................... Seattle, Wash.

**Superior Division**

HEIDER, SR., WM. 
Agent ................................. Mass, Mich.

PIASINI, EMILIO 
Section Laborer .................. Channing, Mich.

**Terre Haute Division**

BOWERS, CHARLES 
Loco. Engineer ..................... Terre Haute, Ind.

DEPPELTZ, PHILIP E. 
Yardmaster ......................... Bedford, Ind.

NOLAN, JAMES H. 
Mechanist Helper ................ W. Clinton, Ind.

WILKES, VIRGIL A. 
Agent & Operator ................. Lewis, Ind.

**Trans-Missouri Division**

LINDSAY, EDWIN A. 
Trainman ......................... Miles City, Mont.

MARTIN, HUBERT J. 
Extra Gang Laborer ............... Miles City, Mont.

PHILLIPS, ALVIN 
Loco. Engineer ..................... Mobridge, S. D.

RIENER, JOHN R. 
Carman ............................... Miles City, Mont.

RUNGE, JOHN A. 
Conductor .......................... Miles City, Mont.

SYVRESON, EDWARD 
Section Laborer ..................... Waupaca, S. D.

**Twin City Terminals**

COSGROVE, JOHN J. 
Switchman ........................ Minneapolis, Minn.

HAGEN, HARRY F. 
Claim Clerk, Freight Office .... Minneapolis, Minn.

ROSENTHAL, WILLIAM B. 
Truckman, Loco Dept ............. Minneapolis, Wis.

SWANSON, BERT 
Switchman ........................ Minneapolis, Minn.

WESSINGER, WILLIAM 
Truckman, Loco Dept ............. Minneapolis, Wis.

YERKE, JOHN T. 
Check Clerk ........................ Minneapolis, Minn.

**Down at the St. Paul Station**

By Thomas Rooney

Memory often brings me back Over the ties of a single track,

Hearing the grain mill's pack-pack-pack,

Down at the St. Paul Station! No Petrified Forest nor Golden Gate,

Hearing the grain mill's pack-pack-pack,

Iowa Falls or mountains great, Still, there was much to anticipate

Down at the St. Paul Station! The little old building, grain and next—

An epic of sun, rain, snow and sleet,

Down at the St. Paul Station!

Steel armed benches outside and in; Map of the System, yellow and frayed;

A pot-bellied stove on a strip of tin; (Sherburne was marked with a jack-knife blade;

The little old building, gray and neat— Glass-framed pictures were all around;


A pot-bellied stove on a strip of tin; The luring tick of the telegraph

Hearing the grain mill's pack-pack-pack Spoke any message for my behalf,

Down at the St. Paul Station! And the section car with mails and picks.

No Petrified Forest nor Golden Gate, Cold-rimmed glasses; genial way;

Still, there was much to anticipate Always busy, his tanned arms bare,

Down at the St. Paul Station! Boy, how I loved to linger there-

The little old building, grain and next— Smiles of reunion, tears of good-byes, (Is it not odd how memory dwells?)

An epic of sun, rain, snow and sleet (Is it not odd how memory dwells?)


Down at the St. Paul Station! The luring tick of the telegraph

No Petrified Forest nor Golden Gate, Spoke any message for my behalf,

Still, there was much to anticipate And the section car with mails and picks.

Down at the St. Paul Station! Cold-rimmed glasses; genial way;

Boy, how I loved to linger there— Always busy, his tanned arms bare,

Down at the St. Paul Station!

The little old building, grain and next— Smiles of reunion, tears of good-byes,

An epic of sun, rain, snow and sleet, Handclaps and kisses, unsuppressed sighs;

Hearing the grain mill's pack-pack-pack, The drama of life was played for my eyes

Down at the St. Paul Station! (Is it not odd how memory dwells?)

No Petrified Forest nor Golden Gate, Words to the music of engine bells

Down at the St. Paul Station! Down at the St. Paul Station!

The Milwaukee Magazine
Seattle Club Gives

Members of the unique Seattle Service Club, whose weekly luncheon meetings are becoming increasingly popular with employes in that city, are establishing a reputation for the support they are giving the war effort. They had, by Apr. 7, made 52 donations of blood to the Red Cross Blood Bank; a little controversy has, admittedly, grown up between the local freight office and the general office on this score, each accusing the other of giving distilled water, but so far there has been no blood spilled, except according to the Red Cross.

Another war activity was added to their program by contributing to the fund which the Seattle Post-Intelligencer maintains to enable sick and wounded members of the armed forces to telephone home without expense to themselves.

Their first contribution came to $16 and they have gone on record as intending to "pass the bottle" at every Tuesday luncheon. Chairman J. H. Andrews of the freight claim department, and Secretary Jim Wilhelm of the general adjuster's office, are no pressure is put on any member to contribute to the war effort —but everyone is given a chance. The plan has produced gratifying results.

St. Patrick's Dance Held by Tacoma Club

The Tacoma Service Club celebrated Mar. 17, St. Patrick's Day, with the traditional dance. More than 50 couples attended.

The dance was preceded by a brief business meeting during which the activity of the club's stenographic service to the USO was reported on. Esther Delancy, chairman of the committee, said the service was provided two evenings each month, preferably on Fridays from 7 p.m. to 9 p.m.; aid is solicited from qualified employes. S. M. Yates and A. De Garmo, service inspectors, gave a first-hand account of the importance of claim prevention.

Central Montana Club Spends Full Evening

Lewiston's Central Montana Service Club had a full program at its meeting of Apr. 9. Taking advantage of a suggestion Mr. Scandrett made recently in a pay check enclosure regarding the United Nations clothing collection, the club chairman invited A. C. Roberts, Fergus County chairman of the drive, to be the guest speaker of the evening.

By way of acquainting the merit of the drive, Chairman Monty Boyd obtained two films, The Road to Paris, and The Rehabilitation of France, which told the story in pictures. E. C. Robinson, assistant principal of the Fergus High School, operated the projector which was furnished by the high school. Mr. Roberts stated that 50,000 pounds of clothing had already been collected in that county.

R. B. Haney, circulation manager of the Great Falls Tribune, later explained the group with his magic. He remained after the meeting and gave a performance in slow motion.

May, 1945

Quadrilles

Seattle Club Reorganizes

Twenty-two employes representing various departments enjoyed a delicious chicken dinner, girding themselves, as it were, for the reorganization meeting that followed on the night of Mar. 28.

Election of officers found the following in the driver's seat: Carroll Richardson, chairman (yard conductor); R. H. Seecy, vice chairman (car department); Glen Edwards, secretary (chief clerk to DF&PA). Ray Schultz, treasurer (chief clerk to agent).

Consignant that a club is only as strong as the support given the officers, Chairman Richardson spread the responsibility of the organization by appointing the following committees: Executive committee: Howard Harrington, Walter Brown, Gale Tomblin, Charles Van Alten, Chet Wyle. Membership committee: John Bowman, Bob Dilleg. Program: Harry Haddaway, Earl Wells. Publicity: Frank Brenton. Civic and public affairs: Jack Linehan and J. J. Van Beckers.

If the display of enthusiasm provides a barometer for future meetings, the neighboring club at Ottumwa had better look to its laurels. Bob Boyd, chairman of the Ottumwa Club, being in town to fire No. 26 on its return trip, also attended the meeting and remarked, "We need all the active clubs we can possibly have in the postwar era."

Cliff Riley, district safety engineer, and former chairman of the Ottumwa Club, also attended the dinner meeting. Not wishing to stick himself with a fork, he ate the chickens with his hands, in true safety first style.

Although it was only a reorganization meeting, the members lost no time in expressing their suggestions and recommendations. This is an employe privilege exercised and welcomed by the Service Clubs.

Marty Biller Pops for the Lunch

Unit No. 1 of the Hiawatha Service Club held its April meeting on the 25th anniversary of Marty Biller's service with the Milwaukee Road. With a fine group present, Marty treated, furnishing a fine lunch. This unit can look forward to Mr. Biller's 50th anniversary, as he has promised to cook and serve turkey personally.

Officers of the unit are George Jung, chairman; John Macht, vice chairman; Ruth Haslam, secretary-treasurer.

The group discussed plans and a committee was appointed to further a picnic which will be held this summer. It was suggested that members bring their own lunch.

Curfew halted much too soon the fun of dancing and the refreshments that went with it.

Notice

Now it can be told—the two big events being sponsored by the J. H. Foster Service Club.

On the evening of May 17 the club is sponsoring an Old Timer's Night and especially invite retired employes and veterans still in the service, together with their wives, to partake of the fine dinner which will be served in the Minnehaha Masonic Lodge Hall at 1508 East Lake St. between 15th Avenue and Bloomington, over the postoffice. The dinner will be served at 6:30 p.m. and will be followed by entertainment and dancing.

Mr. Gillick has acknowledged receipt of an invitation sent to him and advises that he has reserved that date and, if at all possible, he will be present to greet the old timers at the dinner.

All of the old timers of the Milwaukee Road in this territory, and members of the Twin City Service Clubs, are cordially invited to attend the dinner and welcome Mr. Gillick.

The maximum number which can be served at the dinner is 250; therefore, the committee urges that you reserve your reservation as early as possible and not later than May 14 to P. P. Bockern, Milwaukee depot, Minneapolis. A fine dinner will be served at $1.25 per plate.

It will be a big night for the old timers. The Service Club is planning a fine program of entertainment and is expecting a capacity crowd.

The second event scheduled by the Twin City Service Clubs is the 6th annual picnic which will be held at Excelsior Amusement Park on the shore of beautiful Lake Minnetonka on Sunday, June 10.

The Excelsior Amusement Park is one of the finest in the United States and an ideal place to hold a picnic. It is equipped with all of the finest amusement facilities, beautiful dancing pavilion, boating and bathing, games, races, and all the fun you might expect to find in a picnic wonderland.

The picnic committee has worked out a very satisfactory arrangement with the management of the park whereby Service Club members and their families will be entitled to greatly reduced rates on this occasion. Reserve this date and plan on having the time of your life at the Service Club picnic, Excelsior, June 10.
Inland Empire Club Sponsors Coffee Hour

The civic affairs committee of the Inland Empire Service Club, in their first activity as a group, sponsored a coffee hour in the USO center in Spokane, Wash., on Easter Sunday from 4 p.m. to 7 p.m. Mrs. C. F. Allen, former chairman of the club, and chairman of this committee, was the hostess, assisted by Mmes. Wurth, McGinn, Kipp, Donald, O'Reilly, Facantal, Debe, and Misses Rosemary Hennisgard, Miss Betty O'Reilly and C. F. Allen.

Homemade cakes were donated by the club members and other expense was taken care of by the committee. This activity on the part of the club and the committee was so well received by the officers of the USO that an expression of appreciation to the club and this committee was broadcast from station KGA, Spokane, the following Tuesday evening.

Green Bay Service Club Hears Radio Commentator

Radio commentators are heard every day, but the Green Bay Club members had the privilege of listening to Mr. Allen Franklin's presence at their Mar. 22 meeting. Mr. Franklin has returned to local station WTAQ after receiving an honorable discharge from the army. Assigned as chief production man for the Radio Division in the South West Pacific, his extemporaneous talk, relating actual experiences, made excellent listening.

As first things come first, the speaker paid tribute to the railroads for their successful contribution to the war effort. "Before going overseas, I was amazed by the efficiency and ease with which our railroads moved the boys in convoy. Huge freight trains sped the needed materials of war to embarkation points where it was dispatched to all our fighting fronts. This can be more fully appreciated when one sees the operation of the railroads in Australia, where a gauge in use, the Australian railroads, as a whole, have much to improve upon," Mr. Franklin stated.

"Australia, although almost as large as this State in area, has not the population of New York. Our boys have brought an ephemeral prosperity to this country by spending millions of dollars. Pubs are open but 30 minutes a day. Up to Nov. 15, 1944, there were 17,000 Australian women who had become brides of the American soldiers."

Mr. Franklin's story of the Philippines was most interesting. As soon as radio equipment was set up, American messages would be transmitted to surrounding islands. Frequency was changed many times, as the Japs, once locating the wave length used, would "jam" it, necessitating another change. Linguistic broadcasts were made from our ships, beaming the ultimate of surrender to the Japanese.

"The Japs also make good use of radio for propaganda purposes," continued Mr. Franklin. "Tokyo Rose is as she is known, using the most vulgar type of propaganda in attempting to break the morale of our boys. She is a great woman in her own right, being such a beautiful liar, but nevertheless, Tokyo Rose is doing a fine job for the Nips. She is also the most predictable woman in the world. For example, in one of her broadcasts she warned the island of Biak that their ammunition dump would be bombed at 6:30 a.m. the following morning. At exactly 6:30 a.m. the dump was under bomb attack."

F. M. Sloane, division engineer, was another welcome guest. "Our Service Clubs are doing wonderful work," Mr. Sloane related. "A work that will be much more important in years to come. The clubs will be an important factor in our relations with the public."

Later in the evening cards were played.

Chippewa Club Plans Appreciation Party

Despite its handicap of being an area club, the Chippewa Service Club nevertheless qualified for an Appreciation Party. The boys at Iron Mountain are the nucleus that has held the club together while awaiting the day when the group from Channing and nearby points can again swell and civic-mindedness to its proper status. At this writing the group was planning to take advantage of the Appreciation Party late in April.

George Savidis, trainmaster, attended the club's Apr. 12 meeting. He spoke on claim prevention in connection with the April Perfect Shipping campaign. "Freight delivered in a damaged condition isn't making friends for ourselves and the railroad," he said. "We don't like it when we ourselves are on the receiving end of this way of doing business. We most likely would not favor that company with any of our future business. Much of our own prosperity lies in the acts of our Milwaukee Road employees."

Harold Matthews, secretary of the Green Bay Service Club, explained how, in his opinion, sociability and entertainment are requisite to a successful meeting. Harold is one of the spark plugs of the Green Bay Club.

The usual card game went on—until.

John Willers Elected Chairman of Old Line Club

The chairmanship of the Old Line Club will continue in the track department, as Section Foreman John Willers succeeded Section Foreman Vernon Harper at election of officers at the Mar. 21 meeting. Vice Chairman Louis Moe and Mrs. E. Noel, secretary-treasurer, were re-elected to their respective offices.

The Red Cross War Fund and the Farmers Institute each received a $10 contribution.

Walter Scott, FSI, drove from headquarters at Portage, bringing his message of loss prevention in connection with the April Perfect Shipping campaign. "Claim prevention spells good public relations," said Mr. Scott. "By satisfying our receivers and shippers of freight we have a better chance of holding their patronage. Things we do today will reflect on us after the war. . . . The Service Clubs are the greatest organizations we have on the Milwaukee Road today. The employees should take advantage of offering suggestions for improvements in service, as that is our prize seller."

Junice Michalski entertained with a fine bit of verse dealing with the present war. Cards, together with refreshments, were enjoyed until curfew.

Ottumwa Meeting Well Attended

If the success of a Service Club depended solely on the enthusiasm of a chairman, the Ottumwa Club certainly would not lack on this score. Chairman Bob Boyd doesn't believe in doing things half way. A job accepted is a job to be done. Plashed by his capable officers, Vice Chairman Harry Nickolson, Secretary Hersh Loveless, and Treasurer Merwyn Taylor, the club enjoys able leadership.

However, the Ottumwa Club is one that never needed much stimulation. Being one of the most civic-minded groups on the system, it long ago convinced the public that Milwaukee Road employes are represented by a club in the city of Ottumwa. This clubs has expressed, over a period of years, its appreciation to the clubs and the road a many a friend.

There were 72 who attended the Mar. 27 meeting. Mr. Eckert, superintendent, stated that public relations is more and more becoming an important issue in industry. "It is an important subject on our railroad today and it behooves all of us to treat our customers as we like to be treated when in the customer's role," the superintendent said.

A. C. Novak, trainmaster, reminded his listeners how far-reaching public relations can be. "The public as a rule judges a company by the actions of its employes. All of us are representatives of the Milwaukee Road, both on and off the job. A friend won today may mean a customer tomorrow," Mr. Novak said.

Little four-year-old Danny Pendergraft sang "Accentuate the Positive" and "There's Always Sunshine." There was also an Easter parade in which a few of the girls modeled the latest "Parisian" hats.

The bingo game meant valuable prizes to those lucky enough to hit the numbers. From called the numbers. The grand prize of the evening, a case of canned goods, went to Mrs. McGowan.

Mr. Magnuson, roundhouse foreman; Mr. Hickman, boilermaker foreman; A. C. Elder, chief dispatcher, and wife; Mrs. Winandy of Chicago; Mr. McElroy of the Wabash Railway car department; Mr. Foster, Rock Island Railway; and Mr. Adams, rules examiner of Milwaukee, were introduced and welcomed to the meeting.

A distinguished senator in Washington, being very tired, handed the menu to the waiter and said, "Just bring me a good meal."

A good meal was served and the senator gave the waiter a generous tip.

"Thank you,' suh," said the waiter, "and if yo' has any mo' friends what can't read, yo' jes send 'em to me."

The Milwaukee Magazine
Sgt. Herbert A. Stuebner, who was a machinist helper at the Bensenville roundhouse before entering the army via the Illinois National Guard in 1940, had a hand in the taking of Franz von Papen, the notorious Nazi diplomat whose capture on Apr. 11 made headlines in newspapers around the world. Stuebner and seven other soldiers bagged the 65-year-old "Gray Fox" at a small hunting lodge about 25 miles southeast of Hamm, Germany, during the 9th Army's circuitous maneuver which sewed up the so-called Ruhr pocket. With the Nazi prize package were his son, Capt. Friedrich Franz and his son-in-law, Baron Max von Stockhausen.

Disallowing flight, the Nazi diplomat gave his name, rank and serial number, followed by this statement: "I am sorry I don't know 'American' enough to tell you how thankful we were for your soldiers walking down the Champs Elysees," the girl wrote. "For quite a while we had seen the hated green suits."
Lt. Donald Bolmgren, former clerk at Decorah, la., and son of C. R. Bolmgren, agent at Decorah, was killed while piloting a bomber over Germany, the War Department announced on Mar. 6.

Melvin Olson, former machinist helper in the locomotive department, Milwaukee, was killed in action in France on Mar. 7.

S/Sgt. Thomas M. Whitman, 19, son of W. A. Whitman, boilermaker at the roundhouse in Bensenville, Ill., was killed on Mar. 10 while in action in Germany with an armored division. He worked for the Milwaukee Road two months during the summer of 1941.

Lt. Wayne P. Renne, 20, son of Engineer Walter G. Renne of Sioux City, la., was killed on Mar. 24 while in action with an airborne division in Germany. As a paratrooper he saw action in Luxembourg in January and February, after which he was sent to a rest camp in France. He rejoined his division just prior to his death.

Pvt. Donald F. Loecher, son of John Loecher, trucker at the freight house in Austin, Minn., was killed in action on Luzon Island in the Philippines on Feb. 8. He was serving with a machine gun crew.

Sgt. Burnell Sellers, a 3rd cook in the sleeping and dining car department before entering military service on Jan. 6, 1941, was killed in action while serving with an engineering battalion at the Rhine bridgehead in Remagen, Germany.

Pfc. Theodore Felber, son of J. A. Felber, agent at St. Louis Park, Minn., was killed in action on Jan. 18 while in action in Germany. He fought with the 1st Army in France and Belgium, was wounded on Oct. 18, and after a month in the hospital in France, returned to the front lines where he was in combat almost continuously until the time of his death.

Cpl. Donald Stanford, a paratrooper, son of Engineer E. R. Stanford of Moberbridge, S. D., was killed in action in Germany on Mar. 24. It is believed that he was with the 1st airborne army that made the break across the Rhine. He had fought in Belgium and Luxembourg before going into Germany.

Capt. Marvin E. Van Dyke, son of Conductor L. C. Van Dyke of the Kansas City Division, was killed recently in an airplane crash somewhere in the Southwest Pacific area. He was a veteran observation plane pilot. Memorial services were held in the Methodist Church in Ottumwa, la., on the afternoon of Easter Sunday. A brother, L. O. Van Dyke, Jr., is a chief petty officer in the navy, stationed on the Atlantic coast.

Pvt. Edmund W. Timmons, former section man at Ramona, S. D., was killed in action in Belgium on Jan. 18 while serving with the Infantry. He had been in the army a little less than a year. A brother, Pvt. Lester J. Timmons, is serving in the South Pacific.

The World Is Mine

Today, upon a bus, I saw a lovely girl with golden hair.
I envied her, she seemed so gay, and wished I were as fair.

When suddenly she rose to leave, I saw her hobble down the aisle;
She had one leg, and wore a crutch; and as she passed—a smile.

Oh, God, forgive me when I whine.
I have two legs. The world is mine.

And then I stopped to buy some sweets.
The bud who sold them had such charm.
I talked with him—he seemed so glad—If I were late I would do no harm.

As I left he said to me: "I thank you.
You have been so kind."

It’s nice to talk with folks like you. You see," he said, "I’m blind."
Oh, God, forgive me when I whine.
I have two eyes. The world is mine.

Later, walking down the street, I saw a child with eyes of blue.
He stood and watched the others play; it seemed he knew not what to do.
I stopped a moment, then I said: "Why don’t you join the others, dear?"
He looked ahead without a word, and then I knew—he could not hear.
Oh, God, forgive me when I whine.
I have two ears. The world is mine.

With legs to take me where I’d go—
With eyes to see the sunset’s glow—
With ears to hear what I would know—
Oh, God, forgive me when I whine.
I’m blessed indeed. The world is mine.

—DOR AARON.
From Dale Harrison’s column in The Chicago Sun, “All About Town.”
I want to tell you a true story.

In the winter of 1905 I was on a "Milwaukee" train, coming into Chicago on a late afternoon, and with temperature at about 10 below zero. On arrival in Chicago I found that my overcoat had been stolen. Next morning I put on two suits of underwear and went to Marshall Field's store, where I purchased a new warm coat. Then I called on your claim agent, told you my story, and the claim was allowed. In about two weeks I received your check for the full amount of the claim, plus $20, estimated by your company as covering my unnecessary expense while delayed in Chicago.

This happened a good many years ago and I have done a lot of traveling for our company since that time. Your action will long be most pleasantly remembered, and I am sure that the successors to the older ones will be and are just as courteous.

William Howard Paine, Providence, R. I.

Iwo Jima Timetable

I thought you might be interested to know that the Milwaukee Road is the only railroad to have a timetable available on this island. Some time ago I requested one and finally received it about D-6.

I can assure you it has been a great comfort to many of us who live along the route of the Milwaukee to at least dream of riding home on one of its familiar orange-colored trains.

It seems like we have a regular ticket office out here, but I must admit our one timetable is gradually getting a rather worn look from all the attention it is getting.

1st Lt. Arthur J. Olson of Minneapolis, writing from Iwo Jima Island, Mar. 9.

Conductor Gives Extra Service

Recently my wife was called to Pottstown, Pa. by the illness of her mother. On that same day, A. J. Dollison, a conductor on your system, heard of her misfortune and called on her at her work and assisted her in making train schedules and even went as far as securing her tickets to and from Pottstown so as to get there as quickly as possible, making arrangements for baggage transfers, etc.

Later in the day we found it was necessary that she take my small stepson with her. Mr. Dollison was again so kind as to secure him a ticket and reservations.

It was my wife's good fortune that he routed her over the C.M.S.P.&P. C. J. Delaney, Cedar Rapids, Ia.

Radio Executive Praises Steward

This is the first fan letter I have ever written to a railroad, but the service that I enjoyed so the Olympian left Chicago for Tacoma, Wash., on the night of Mar. 16 certainly merits a sincere tribute. While I have occasion to travel very frequently between here and New York, I do not usually return via the Northwest, and I viewed the experience with considerable uncertainty, anticipating difficulty and discomfort outside of the extra fare trains on which I usually travel. It came as a delightful surprise, therefore, for me to discover that the Olympian was not only a very comfortable train but that your steward, F. L. Burns, and his crew took personal interest in my jaded appetite and provided me with the most considerate and courteous service that I have enjoyed on any train in a great many years.

As a matter of fact, every employee on the Olympian seemed to assume a personal responsibility of making friends for the line and I am happy to report that I have been enlisted as a most enthusiastic admirer of your service. In these days when the railroads are called upon to meet such unprecedented demands, it is certainly an inspiring experience to discover that your organization is working and building for the future.


Soldier Notes Cheerful Courtesy

Three years ago I entered the service and have been stationed in many camps, mostly in the West, served by your road. Eight months ago I was seriously injured and was transferred to Sioux Falls Regional Hospital. The hospital granted me a furlough and arrangements were made for transportation to my home in Bethle-

hem, Pa.

It was again my good fortune to use your fine facilities, being able to travel on the Midwest Hiawatha from Sioux Falls. Please accept my gratitude for the ease and care I received throughout my trip on your road. The courtesy all your employees cheerfully gave, and the meals I had are to be complimented. Although most letters are in the nature of complaints, I feel that good service should also be made known. I can see no way that you can better what now prevails throughout your service.

Sgt. Paul G. Bruce, AAF Regional Station Hospital, Sioux Falls, S. D.

The letters quoted below are selected from those addressed to H. A. Scandrett by Milwaukee Road men in military service upon receiving the road's Christmas gift check of $10.

Army—Germany

This will acknowledge your Christmas letter and gift with the most heartfelt thanks, not only because of the very generous gift but also because of the warm message conveyed by your letter.

One doesn't often associate a heart and soul with a gigantic corporation, but your letter has brought a realization the Milwaukee Road does have a heart and soul — a combination of the hearts and souls of its officers and all of the other fine people that are associated with it.

It makes me proud to be a member of the Milwaukee Family.

Flt. R. L. Elkins, Sectionman, Terre Haute, Ind.

Army Air Force—England

In acknowledgement and appreciation of the Christmas present, I wish to express to you my sincere and deepest "thank you.

I only hope that after this war is over I can return and continue to work with the people I learned to co-operate with. We fellows in service do appreciate what our old employers are doing for us.

Sgt. Raymond L. Litchka, Clerk, Auditor of Expenditures Office (now a prisoner of war in Germany).

Army—France

I am writing in appreciation of your Christmas check. It reached me after 75 days, in a hospital in Normandy. That sounds like a long time en route; however, it was the first Christmas present to reach me.

If you could actually see what the G.I. railroad companies have to work with, you'd be astonished. I rode a hospital train that used two American locomotives on a string of English cars. Two locomotives because there was no brake hook-up and one engine couldn't hold the train back on the hills. Repair crews along the right of way do more work, faster and with less equipment than would be believed possible by a crew of crack workmen at home.

I don't want to miss any copies of the Milwaukee Magazine if it can be helped.

Sgt. L. D. Palmer, B&B Department Carpenter, Chicago.

Army—A.P.O. New York

As an employee of the Milwaukee Road, I have received a $10 Christmas check. One can't very well thank a railroad, but you could actually see what the G.I. railroad companies have to work with, you'd be astonished. I rode a hospital train that used two American locomotives on a string of English cars. Two locomotives because there was no brake hook-up and one engine couldn't hold the train back on the hills. Repair crews along the right of way do more work, faster and with less equipment than would be believed possible by a crew of crack workmen at home.

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(Continued on page 21)
**Milwaukee Chapter**

**Mrs. John Ehlert, Historian**

At the March 14 meeting Recording Secretary read letters received from Carl Thomas, Food Chairman of the Milwaukee USO thanking this committee for the donations and a letter from Mrs. Evelyn Rose, Red Cross Director, thanking for her participation in her reception she had received. Mr. Hayes introduced Mr. Monroe, Speaker of the Wisconsin Credit Union, to speak. Blood plasma collection $4.88; four persons were members for March.

March report on Red Cross. Purchased yard for Afghan project by member $26 "Squares." Knitted army covers—sandwiches and $44.84; surgical dresses, 1,560; surgical workers, 79; surgical hours, 23; total hours worked in March 695.

**Deer Lodge Chapter**

**Bessie Healey, Historian**

With Mrs. Wm. Lints presiding over the bug incident, at which it was voted to contribute $10 to the Red Cross. The club also renewed the subscription to a Milwaukee Railroad.

**Minneapolis Chapter**

**Mrs. Fred J. McKeever, Historian**

Regular meeting was held March 15. Good Cheer reported three sympathy cards and three sick cards sent. Mrs. Rogers stated we have an oldtimer's night in May of Mr. Cllicker as our honored guest. Everyone was much in favor. After the meeting we held in the Service Club and enjoyed a very fine talk by Dr. Wm. O'Brien.

**Terre Haute Chapter**

**Mrs. Edward Bevington, Historian**

March meeting was held on the 15th with a potluck supper. A short business meeting was held at which Mrs. Wilson entertained us with a song and a funny story. Mrs. Rogers stated we had an oldtimer's night in May of Mr. Cllicker as our honored guest. Everyone was much in favor. After the meeting we held a dinner and Career Girl Style show at the Down-Town us. A dinner and bridge were played during the social hour.

**Davenport Chapter**

**Mrs. George Volrath, Historian**

Our chapter held its meeting March 12, following a potluck supper which was attended by 59 members. Our members have been working on Bond and Red Cross drives 100%. We also have several members making regular trips to the Red Cross blood bank in Chicago to donate blood. A farewell party was held for Mrs. M. H. Wilson, 101st Ward. Mrs. Wilson has been a member of the chapter since the beginning of the chapter and has been a charter member of our chapter.

**Merrill Chapter**

**Mrs. Richard Akey, Historian**

Club met at the home of Mrs. C. H. Randby for the March meeting. In spite of the fact that the weather was quite cold, many of the old faithfuls turned out, excepting our members from Minnesota and Irmas, who were unable to be with us. The use of the Wisconsin Credit Union's message to all of our members to vote was taken to be $10 to the Red Cross. The club also renewed the subscription to a Milwaukee Railroad.

**Ottumwa Chapter**

**K. M. Gohmann, Historian**

Spring house cleaning has greatly improved the looks of our club. Our house, everything was spic and span for the meeting on April 6. Thirty-two were members present preceding the meeting. Reports were given, including 276 hours of war work and the chapter had contributed, Mrs. C. A. Olson, Membership of 17; Mrs. S. J. Soxhull, 13; Mrs. L. J. Daoud, 24; Mrs. H. J. Shook and Mrs. Harriet Ashton poured.

**Spokane Chapter**

**Harriet Ashton, Historian**

On March 25 meeting was held at 503 South Adams Street. Reports were heard. Members reported 85 hours of war work and the chapter had contributed. Mrs. C. A. Olson, Membership of 31; Mrs. S. J. Soxhull, 16; Mrs. H. J. Shook and Mrs. Harriet Ashton poured.

**Sioux City Chapter**

**Mrs. Ben Rose, Historian**

Board members were guests of Mrs. L. E. Brown for the March meeting held on Monday in March. The latter were also host and Mrs. J. Snyder was the hostess at the second Thursday. Business for chapter approval was discussed and discussed. A majority favored continuing the cafetaria style of service at the pot-luck dinners.

**Chicago-Fullerton Ave. Chapter**

**Shirley Brandau, Historian**

February meeting was held on the 13th. Supper was served in the cafeteria. Ad
ticentennial we held our business meeting. We were happy to award our centennial card to Mrs. Galow. Mrs. A. M. Macomber reported to 25 to the Red Cross. The winner was an employe at Galow. A representative from the Red Cross called and reminded us that Red Cross blood collection was always welcome. A lovely Valentine party were been held at our pot-luck suppers.

**Sioux Falls Chapter**

**Mrs. W. E. Adams, Historian**

February meeting was held at the home of Mrs. N. O. Thompson, 66 members. Membership was 35. At the meeting three letters of sympathy and three of interest were received and awards were given.

**Savanna Chapter**

**Mrs. Raymond Schreiner, Historian**

March meeting held the evening of the 15th was presided over by Mrs. A. Foster and Mrs. L. L. Galland as hostesses. Our president, Mrs. L. C. Knox, read many interesting letters from the boys in serv-

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The Milwaukee Magazine
Report of Activities Covering Period Jan. 1 to Dec. 31, 1944, Inclusive

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<tr>
<th>Chapter</th>
<th>Welfare, Good Cheer and War Work Performed</th>
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Total | $7,947.07 | $1,879.05 | 10,896 | 5,279 | $11,859.32 | 74,375 | $21,235.50 |

Included in first column is $450.00 sent to local chapters by General Governing Board for welfare work.

Milbank, S. Dak. Chapter

Mrs. Geo. Lewis, Historian

Monthly meeting was held Feb. 28 at 2:30 p.m. with a nice attendance. It was opened with singing "My Country 'Tis of Thee" ringing the club motto and singing songs. Mrs. Clarence Lewis, president, presented, with all officers present. Reports given were: Good Cheer, two personal calls and three plant visits to sick members; six hours Red Cross work. Cards were played and a delicious hot dish lunch was served by the committee. Mrs. R. C. R. Stone, Mrs. Chas. Mayer and Mrs. Barbara Hunegar, Mrs. Ben Taylor received the $1 bank night award.

Eighteen members and one visitor were present at meeting held March 18. Motion was made and carried to give $10 to the Red Cross. Following meeting games were played and a social hour was enjoyed by all. A delicious lunch was then served by Mrs. Geo. Phelan, Mrs. Ernest Hanson, and Mrs. Anna Reese. Bank dollar was won by Mrs. Chas. Mayer.

May, 1945
Miles City Chapter
Mrs. N. A. Helm, Historian

Reports heard at our March meeting were Mrs. Nick Oney, good cheer chairman, reported $8 in good cheer money earned during February. Door prize was won by Mrs. N. A. Helm. Cards were played and war stamps were given for prizes. A delicious lunch was served by Mrs. Felix Slosman and her committee.

Wausau Chapter
Mrs. A. W. Kasten, Historian

Wausau chapter met March 13 with a good attendance. Mrs. Ray Schultz and Mrs. Wm. Adams also gave their reports.

Mile City Chapter

Mrs. N. A. Helm, Historian

Reports heard at our March meeting were Mrs. C. I. Grube, general chairman, reported $10 to the Red Cross. The club voted to sponsor the same for the following year. Mrs. Kirckoff, program chairman, reported the President's Day program. A play entitled "Spice of Life," with cards were played. A donation of $10 was given to the Red Cross. The club sponsored the past two years, Mrs. Kirckoff, program chairman, reported the President's Day program. A play entitled "Spice of Life," with cards were played. A donation of $10 was given to the Red Cross.

Mrs. J. A. Macdonald was teacher; pupils were Mrs. L. B. Hughes, J. H. Hendrickson, and Mrs. Frank Spear. Mr. Snaw Nolan, and Mrs. Alice Wilkerson.

About 25 members attended the April meeting. Treasurer reported a balance of $10 at the end of March. Mrs. Walters reported a nice paid membership, duration of calls as given to the Girl Scout Drive. Mrs. Fuller reported a balance of $100. Mrs. Kelle, teacher, reported 14 phone calls and two donors, Mrs. Tipton and Mrs. Haugen, reported a balance of $50. Treasurer reported a balance of $10 at the end of March.
### Traffic Tip Cards Submitted During March, 1945, as Reported by Division Offices

<table>
<thead>
<tr>
<th>Name</th>
<th>Department or Occupation</th>
<th>Location</th>
<th>No. of tips submitted</th>
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May, 1945
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<th>Name</th>
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<th>Location</th>
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<td>Peterson, Harvey M.</td>
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Briefly Quoted (Continued from page 19)

Navy—F.P.O. San Francisco

I must write and thank you for your Christmas letter with enclosed check. Words cannot fully express the gratitude that I feel, as you've helped make my Christmas away from home just that much happier. Believe me, it's things like this that make a guy want to get this thing over with in a hurry. Take it from me, we're on a good team and we'll get it over with in no time. As long as the folks back home stay as well as they are and are doing all they can, we just can't lose.

Robert L. Bartling
Secretary, 1&O Division.

If you know of anyone who has not yet sent in traffic tips, you can help a lot by getting him started.

Marino Corp.—F.P.O. San Francisco

I received your Christmas gift check in the mail the other day, and though it was late, it was really appreciated. I consider myself very fortunate to be working for the Milwaukee Road and to have the consideration shown to me that the road shows to its employees. When this war is over we can return to our dear ones, then we can show our appreciation for what you have done for us in the service by working hard at our old jobs.

Pfc. Edward Marx,
Clerk, Freight Auditor's Office.

A very mean man once said: "There are three kinds of women: the beautiful, the intelligent, and the majority.

Sentry: "Who goes there?"
Colonel: "Colonel Smith."
Sentry: "Advance and give the password."
Colonel: "Drat it, man, I've forgotten the password, but you know who I am."
Sentry: "I must have the password, sir!"
Voice (from the guardhouse): "Don't stand there arguing all night. Shoot him!"

The woman autoist posed for a snapshot in front of the fallen pillar of an ancient temple in Greece. "Don't get the car in the picture," she said, "or my husband will think I ran into the place."

The Milwaukee Magazine
TWIN CITY TERMINAL

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

We extend our congratulations to 2nd Lt. Edward L. Holbrook, son of Clint F. Holbrook, on his promotion from staff sergeant for meritorious action against the enemy on the battlefield somewhere in the Philippines. Likewise, we congratulate proud Mother and Dad, the latter being veteran yardmaster at Fordsan. Lt. Holbrook acted as forward artillery observer in the battles of Saipan and Tinian and came through both of those rugged engagements unscathed. Holbrook is a graduate of the University of Minnesota in the College of Forestry; did his post graduate work at Duke University, Durham, N. C., and the University of Minnesota and was employed in the U. S. Forestry Service before entering the army.

The many friends and acquaintances of Charles B. Rogers will be saddened to learn of his passing at his home in Minneapolis on Mar. 20, at the age of 75 years. Rogers was born on Jan. 13, 1870, grew up at Marion, la., and wrote home that he didn’t need anything but would like a Milwaukee timetable and faces. He had a well developed faculty for remembering names and faces. Jim, you know, is a former store department helper at Minneapolis, and his brother, Sgt. Thomas A. Shand, is with a railway shop battalion in Belgium.

We'd like to relate briefly some of the activities of the 757th Railway Shop Battalion. Although they have only a 22-stall roundhouse, up to Mar. 15 they had processed 1,347 new locomotives. Their track is limited but they dispatch an average of 40 locomotives per day. Six pits in the back shop are kept filled at all times with locomotives undergoing heavy repairs, and among other things they have welded 20 cylinders (with no come-backs) and renewed six. They have built a coal tower and machinery, as well as installed new machinery and set up their own power units so they are independent of the city for power. They have also repaired the sandhouse, installed steam and air lines throughout the shop and roundhouse, built blow-off boxes on two incoming tracks and are now installing blow-off lines at each stall in the roundhouse. And here's one which the technical and ingenious mind will appreciate: "Not having a lathe large enough to turn the journals on engine truck and car wheels, we took the largest lathe we had, cut the "ways" to clear the wheel flanges, made a lathe bed to slide, and with the compound slide, made a larger dead center and presto! we had a lathe as good as one designed for that particular type of work." They have repaired thousands of cars, includ-

South Minneapolis Locomotive and Store Deps.

Thelma Hull, Correspondent
Office of Shop Superintendent
South Minneapolis

Although the Milwaukee Road has a good many miles of track, to our knowledge there is no branch line on the island of Iwo Jima. However, due to the request of Lt. A. J. Olson, whose father is a member of the Minneapolis Police Department, there is a Milwaukee timetable on the island. The Olsons are friends and neighbors of Buller Foreman T. P. Bowler, who tells us that when Lt. Olson was a young chap he loved to take his dog down to the river and watch the Hiawatha go by and then come home and tell his mother about it. He has never worked on the railroad but has always been interested in railroad affairs and wrote home that he didn’t need anything but would like a Milwaukee timetable.

On Apr. 1, 1945, someone played an April fool joke on Louise Weinberg by giving him a job as firebox cleaner at Minneapolis roundhouse. And, strange to say, Louise has been on that same job for exactly 40 years, and we’d say he should be commended for performing as tough a job as we have on the railroad conscientiously for that number of years.

Jean W. Moe (middle foreground), former machinist in the Minneapolis locomotive shops, and now commandant of the 757th Railway Shops Battalion in France, is shown with General Eisenhower during the recent inspection of a roundhouse and other railroad facilities at Cherbourg. An account of some of the accomplishments of the 757th will be found in the third column on this page.

May, 1945
Walter Nichols, boltmaker-welder (left) and Charles Tunnel, machinist and chairman of the Federated Shops Crafts Committee, were among the Twin City Terminal employees who boasted the recent Red Cross campaign and succeeded in getting contributions from 1,881 Milwaukee Road men and women at those two cities alone. Their total contribution of $9,035, or an average of slightly more than $5 each, was the highest for any group on the railroad. Maj. Nichols has four sons and resides at Horsehoe in the navy.

Tune in your radios, people. Station KLRD is broadcasting on the wave band 2000-1800. The leading lady, Barbara Burge, tells us there is an arrangement whereby said system will blow a fuse if the language gets too strong. What we are trying to tell you is that South Town Yard is on the air. Military bands are playing the latest tunes while the AEF band played at a house just a half block from where I stayed and gave a concert. The owner of that infectious smile, your peacetime correspondent, now tuned in to the Victory tunes.

Meanwhile, in the commercial office, but tell me they have a new messenger, Mark Obrien, and "he's a boy."
A baby boy was born on Mar. 19 to Mr. and Mrs. Paul V. Jacobson.

Mr. Kittell, formerly a car foreman at Minneapolis shops, died Mar. 13 at the age of 82 years. Mr. Kittell started to work for the railroad in 1891 and retired in August, 1937, following 46 years of service. Our sympathy is offered to surviving children.

Minneapolis General Offices

Kitty Carri, Correspondent

We are pleased to report that Charles Prichard is home after a month in the hospital. Elizabeth O'Brien has been released from the hospital and is home recovering from an attack of pneumonia.

With the closing of the bowling season, Gladys Mirocha and her team, the Hiawatha, carried off all of the top prizes.

The job of soundproofing the ceiling in the telegraph office has been completed, and in conversation, a moderate key can now be understood.

St. Paul Freight House

Allen C. Rothmund, Correspondent

We are all sorry to see Jim Moodry leave the division, but we are mighty happy to learn he is getting a well deserved promotion. His many friends out here wish him success.

In welcoming Jim Jakubec to the division as trainmaster, I am sure I voice the sentiment of all the boys when I say you can count on our cooperation. I am sure he will learn to like it out here.

Mr. and Mrs. H. L. Cruse, former steno-clerks in the B&B department prior to entering military service, was recently wounded in the Battle of Iwo Jima on Feb. 19. He was employed as a B&B carpenter on the Madison Division.

Seaman Robert L. Vetter, listed as missing in action in the Pacific area, is now believed to have lost his life when his ship (whose name cannot be divulged at this time) was sunk off Iwo Jima on Feb. 19. Bob was formerly employed by the store department at Madison.

Pfc. John H. Carter of the 48th Infantry Division, is home on furlough after three years in the European area. He has been hospitalized for some weeks on account of a wound received while fighting in France. John was employed as a B&B carpenter on the Madison Division.

Mrs. F. A. Siegert, wife of engineer James F. Siegert, has been transferred from the Yard clerk position at Janesville to Ticket clerk at Franklin Street station, Madison. Richard R. Hegge is filling the position of yard clerk at Janesville.

A. H. L. Cruse, former steno-clerk in the freight office at Madison, which was vacated by John Rommelfanger, Mrs. F. A. Siegert, wife of engineer James F. Siegert, has been transferred from the Yard clerk position at Janesville to Ticket clerk at Franklin Street station, Madison. Richard R. Hegge is filling the position of yard clerk at Janesville.

Charles E. Speer, Conductor

West H&D

Charles E. Speer, Conductor

Well, it is time for all H&D railroad men to get their seeds, hoes, rakes and wheelbarrows ready for the biggest and best victory garden the world has ever known. The government has authorized each state to issue extra gasoline for gardens within 15 miles from your home.

This division has been gripped by the death of Lloyd Cable, locomotive engineer, and William (Billy) Arnold, passenger brakeman. Both men died suddenly of heart attacks.

Felix H. Paeschl, operator and agent on the West H & D for many years, has bid adieu to station agent at Sacred Heart, Minn. and is now making that his home.

W. J. Grimm, passenger conductor on the Mitchell line, has retired and is enjoying his new retirement at Wapato, Minn.

West H&D now has two women operators: Mrs. Betty Gray is now working second trick on Monday, and Miss May Kiebe is second trick operator at Selby. The rails don't seem to mind taking orders from the ladies.

Our train and engine men on the West H&D appreciate the safety and convenience of the Weatherly train order device in use at Mina, Ipswich and Selby.

Conductor A. E. Hiscott and wife, and Conductor "Tony" Ochs and wife have returned from pleasant visits with relatives in California.

Sam Davis, yard conductor at Aberdeen, has been off for several months on account of sickness, and is to leave soon for California for an indefinite stay. His son, Walter Davis, conductor on this division, who has been with a railroad battalion in Europe, is expected to return to work here soon, having been given an honorable discharge from the army.

Wally (Boomer) Reid, former freight brakeman here, now has the title of B&M and is on duty somewhere in the Pacific.

East H&D

S. A. Brophy, Locomotive Engineer

Brakeman Ray Gittens has been requested to report at Fort Snelling for military induction.

Engineer Fred Snowden, Middle Division, has served service since several months' absence due to illness.

Ballast gangs are now working between Madison and Muncie and the gravel trains are hauling from Appleton pit.

Conductor Ray Nichol has taken time off to visit a son now in the armed forces.

Brakeman Kenney Struck has resumed service after being injured in an auto accident.

An additional switch engine has been put on duty at Napoleon. Business is good with all the teams, manifest and freight, and 16 engine and 13 train crews are working in passenger service between South Minneapolis and Montevideo.

The air brake classes held by Mr. Webb at Aberdeen and Montevideo recently were instructive and beneficial to all who attended.

May, 1945
LACROSSE & RIVER DIVISION

First District

K. D. Smith, Correspondent

Retired Engineer Daniel T. Oleary, 58, passed away at his home in Portage on Mar. 16. Surviving are his wife and sons, Dr. George Oleary and D. W. Oleary, as well as seven grandchildren. We have lost another veteran who had over 50 years of service, a man who will be remembered in our community as a good Christian and a fine neighbor and whose record as an engineer was one of the best.

Switch Foreman Frank Hublitz, Portage yards, recently took Night Operator Henry Care on a fishing trip, intending to show him how to fill his creel with the willy walleyes. Much to his amazement, Hank skillfully snared five walleyes while Frank didn't snag one. Hank now ranks with Ivan Little and Louie Dittertiner, and if the weather stays good he will show us all up.

Retired Section Foreman Ed Schindler, now living in Oakshoah, paid us a visit recently. Ed looks fine and says he feels the same.

A small boy at the zoo asked why the giraffe had such a long neck. "Well, you see," said the keeper gravely, "the giraffe's head is so far away from his body that a long neck is absolutely necessary."

This picture was taken in the office of William H. Hart, Superior Division master mechanic (retired) in 1911 or 1912. Shown, l. to r., are: William H. Hart, division master mechanic; Duval Moss, division storekeeper; John Hart, clerk; Fred Kunz, clerk; John W. Boyer (deceased); Christian J. Thiele, B&B carpenter (deceased); Charles Roels, clerks; Joseph Beyer, clerk (deceased); Clarence Jacobson, clerk.

Superior Division

J. B. Phillips, Correspondent

Superintendent's Office, Green Bay, Wis.

We are sorry to report the death of Conductor Andrew B. Quist, who died on Feb. 24 after a lingering illness.

Fire Knocker F. Ziems tells us his son is home on furlough after spending three years and eight months in the southwest Pacific.

Congratulations to Fireman M. V. Clowink, who was married recently.

Wisconsin Division

H. J. Swank, Division Editor

Office of Superintendent

Austin, Minn.

The heavy rains following so close, on the heels of the melting snow caused considerable damage on the east end of the S.M. about the mid-die of March, and it was necessary to drive a new bridge at Mound Prairie. But, as the old saying goes, there is no loss without some gain. The bridge was set for removal in July, and after the water had washed away the pipe, the excavation was just the right size for the new bridge and saved the company about $600 worth of dirt removal. The Zimmerman Falls line also came in for its usual share of the trouble due to washouts.

We are glad to report that A. E. "Butch" Thompson, switchman, was able to leave the hospital Mar. 22 and is recuperating at home. Or maybe they sent him home to make room for Yard Clerk Loyd Severson, who was bitten by the virus pneumonia bug and entered the hospital the day that Butch went home. Sever made a little speedier recovery and expects to resume work about Apr. 18.

Best wishes for a speedy recovery are also extended to B&B Foreman Kenneth Bogert who was rushed to the Naev Hospital at Albert Lea the night of Apr. 7 for an operation due to a ruptured appendix. He is getting along well.

The Milwaukee Magazine
Louis Nims, clerk of Green Boy, Wis., is shown in the Red Cross Blood Donor booth after giving the pint of blood which entitled him to membership in the Cannon Club.

Kermit Olson, clerk at the Austin roundhouse, answered the call to the colors and left for Fort Snelling Apr. 12. His position has been taken over by Edie Piontek, to whom we extend a hearty welcome.

One of our fellow workers to bid for a job with Uncle Sam is Vance Williams, brakeman, who reported to Fort Snelling for examination Apr. 17.

Yard Clerk Dick King left for service with the armed forces on Mar. 29. His position has been taken over by Norris White, Warren King, brother of Dick, and a trucker from Austin freight house, also reported for duty on Mar. 29. They are sons of Joe King, store department helper, Austin.

We welcome back to the division Jim Hanscom, who has been working as cashier at Beverly, Wash. According to all reports he did a swell job out there. Jim will replace Stella Weichselbaum as transit clerk at Parfolk.

A round of applause for Special Officer Ira Syck at Austin, in less than an hour after a couple of young fellows backed a truck up to our freight depot and made off with a case of cigarettes, Ira had the culprits and the cigarettes back at the depot. Some of the credit should also go to Joe Mouff, trucker, who noticed the truck leaving with the cigarettes aboard and notified the foreman. Maybe those fellows didn’t read the papers—it was just last February when a murder was committed on our property, and about five hours after hearing of the matter Officer Syck had the suspect in tow.

News From the Front

The last bit of news since our last issue was a visit in person from Chief Steward Howard Hadfield, who arrived home on Mar. 24 for a 30-day visit, and stated that nowhere in his travels he had seen a place that looked half as good as Minnesota. Raff looked right smart in his navy togs, and that coat of sunshine.

Mark W. Banks, 515, former operator at Mankato, wrote on Mar. 8 that he had received the passes sent to him but wasn’t sure he would have an opportunity to use them, and wound up his note with the advice of the T. & S. M. many times and the fellows I used to work with and certainly miss them all a great deal. Please greet them for me.

Engineer Peter Pauley advises that Homer D., the last son he had at home, left on Apr. 1 for Fort Leavenworth to serve with the personnel section of the army, from where he was going to Shippard Field, Tex. He makes four boys in the service for the family.

Train Baggage E. L. Anderson was pleasantly surprised by a brief visit from his mother on Mar. 31. He is storekeeper in the coast guard and was returning from Alaskan where he spent two years. He will be stationed at Philadelphia.

A V-mail letter from former Superintendent W. J. Hochstetler, stationed in Bismarck, says they haven’t moved yet and if they move pretty soon they will be paying a poll tax. He sends regards to everyone.

West End

K. L. Wogas, Correspondent
Chandler, Minn.

We all express our deepest sympathy to the Earl Gere family in their loss of the father and husband, Earl Gere, Jr., who passed away at Madison, S. D., after about two years of illness. He was an employee of the Milwaukee Road for 49 years. Besides his wife, he leaves two children, T/Sgt. Donald, who is in Iceland, and Mrs. Noel Wutheny, who is at Arlington Farms, Va.

Nels Moen, agent at Afton, S. D., has been the senior bidder on the position as agent at Flandreau, S. D. Congratulations, Nels, we welcome you to our east end.

T. T. Kaiserseott, engineer out of Madison, S. D., has been busy lining up a group of Chitimah people who have joined the Elks Club at Madison. S. D. John has been devoting his extra time in making the Elks Club at Madison bigger and better.

The gravel extra train has started work again for the purpose of lining gravel from the Edgerton pit. The Milwaukee Road is lining up a group of young boys and men out of Davenport, and you will do to put the gravel under.

CHICAGO TERMINALS

Western Avenue

T. A. Piazza, Correspondent

Dick Ruggles, who was injured on Apr. 1, is getting along fine.

George Evans, who underwent an operation, is well on the road to recovery.

Congratulations to Crew Director Ben Webb on his promotion to trainmaster at Union Station.

George Webb, veteran porter, passed away on Apr. 4.

Miss Dorothy Kock is now in the signal personnel office.

Miss Dora Lehman has returned to the trainmaster’s office after being off for about seven months due to an accident while returning from vacation last year.

Our sympathy to Leroy Harstad and family on the sudden death of Mrs. Harstad.

CHICAGO GENERAL OFFICES

Freight Auditor’s Office

J. A. Stroehmeyer, Correspondent

Albert C. Saida, 73, superintendent of the Fullerton Avenue Building since May, 1924, died of a heart attack at his home in Wheaton, Ill., on Apr. 2.

He began working for the Milwaukee Road in December, 1945, as a clerk in the dispatcher’s office, transferring to the office of assistant to president in 1912, in 1917 went to the office of assistant to the president and in 1923 was appointed assistant to the auditor of expenditures. In 1926 he was made superintendent of the Fullerton Avenue Building.

In leaving the death notice to employees, Mr. Kruckstein, assistant comptroller, said: "After a record of distinguished and loyal service to the Milwaukee Road, Mr. Saida has passed away. I am sure all of you share in our profound sorrow in his passing and also our feeling of pride in having enjoyed the friendship and association of such a fine and lovable character."

The pallbearers were W. Kruckstein, assistant comptroller; W. F. Miller, freight auditor; A. M. Dryer, auditor of passenger accounts; W. F. Heitel, auditor of freight accounts and overcharge claims; E. J. Knoll, car accountant; and Albert Hehl, stationer.

He is survived by his widow, Mrs. Carlotta Saida.

Marion Klewer, of Wm. Nickel’s statistical bureau is proudly displaying an engagement ring, and Audrey Bookland of Utah Valley made a visit to our city to see her sailor boy friend. June Marx, also of that bureau, complains about not receiving mail from her sweetheart, who is in the band in the South Pacific, and then there is Kaye Rose who spent her entire vacation with her service man husband home on furlough.

Charles Layman, retired about two years ago. Former rate clerk in the revising bureau, a Spanish war veteran, died Mar. 23. Survivors are a daughter, Dorothy, and a son, Donald, who is serving in the armed forces.

Our girls finished a successful basketball season by playing Allie-Chalmers girls’ team in a benefit at Courtney, Wis. Mary Gluchman, freight auditor’s office, is now organizing them into a softball team. The baseball team is made up of employees of the freight house, 2500 Greenview Avenue, at 5:15 p.m.

E. J. Rumps of the ticket auditor’s office, is organizing a men’s softball team, is calling for players to practice at 5:15 p.m. at the playground at Wrightwood and Greenview Avenues.

Frank Weichselbaum, who recently underwent an operation on his eyes, is slowly recovering. Best wishes to him from friends here.

G. O. Smith, flight officer and pilot, paid us a brief visit Apr. 3, on route from Kessler Field, Miss., to Eglin Field, Tex. Flying a B-24 he says it is a bit different than posting claims.

Vern Lindahl, who was reported in action Western Europe and who was awarded the Purple Heart, has recovered and is again in combat duty. Cpl. Gertrude Linder, Army Transportation Corps, Norfolk, Va., visited us Apr. 20. Ernst Rossing, former messenger in the review bureau, and who has served in submarine service for three and one-half years, was here to show us many pictures of his travels, he having served on three different subs, and just transferred from one of them before. He looked like a regular old salt, and has made four successful war patrols.

It is truly written that every time a man smiles, it adds something to his life.
Important events are happening so rapidly these days that conditions change from copy deadline date to the distribution of this magazine. We recently received a letter from a soldier in the armed forces in Europe, who was on a three-month furlough. He was disappointed to learn that he would have to return to the front, as his leave had been revoked. Fortunately, the wounds he received were not serious, and he was recovering in an English hospital.

Let us hope that he and others like him will return home soon. We hope that all those who have been called upon to make sacrifices will be rewarded with peace and prosperity.

Your sincerely,

[Signature]

Purchasing Department
Josephine O'Hara, Correspondent

A bit of luck has come Morgan Prichard's way, for he was the winner of the annual prize of $5 drawn at the annual St. Patrick's Day Party given by the General Office Building Lodge, Local 991. Morgan is a pleasant-looking boy, and he was married to an attractive girl, Mary Ann from Milwaukee recently. After a happy trip, he was home, and he is now planning to spend the rest of the summer in the South Pacific, where he expects to return to Fort Sheridan later.

Freight Traffic Department
Wesley S. McKee, Correspondent

Harry Sengstacken, assistant passenger traffic manager, recently received letters from Ralph Burbank, former stenographer in his office, and Steve Flanigan of the Milwaukee depot ticket office, who are seeing the same sights in Belgium as he did in his office, and Steve, on a recent furlough. He is coming back and he wants to be present at the switchboard when the switchboard is re-opened.

Batter Up!
The Milwaukee Boosters Club will help finance an employe softball team to compete in the Lincoln-Belmont League. The Games will be played at Weber Park under lights. Employees in the Union Station and other offices in Chicago are eligible for membership, although the organization started in the Fullerton Avenue building. Eddie Rumpf, the manager, and can be reached at Fullerton Avenue.

R.N. A. Ryan of the operating department, who has been dropped into the offices on his recent leave in the States. Ryan has been particularly impressed by the modern architecture in Belgium, comparable to the best in the States, although he readily admits that he has never seen any thing like it.

The recent announcement of Corporal Burbank of the Reservist Bureau in Fullerton Avenue that he is coming back and he wants to be present at the switchboard when the switchboard is re-opened.

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The man who tried his first Dutch Masters as long ago as thirty years ago today still finds this great cigar as true as ever to his taste.

Every nut-sweet puff of a Dutch Masters Cigar confirms a standard of excellence that never varies.

DUTCH MASTERS CIGARS
an American privilege

The recent American Red Cross War Fund Drive was oversubscribed both in the Chicago area and in the Fullerton Avenue building. As of Mar. 27 the subscription aggregated $26,195.60, or 110 per cent of our quota of $25,690, of which our office has subscribed $797.60.

The Fisherman bowling team, comprising Helen Burdeshall, Helen Casselman, and Eleanore Keen, won third place in the Herald-American Tournament, in Class E with team total of 1912 pins.

The award of the Air Medal to 2nd Lt. Vincent Norskog of Miles City, Mont., for "exceptionally meritorious achievement while participating in sustained combat operations over enemy occupied continental Europe" was recently announced at an 8th Air Force bomber station somewhere in England. Lt. Norskog, co-pilot of a Flying Fortress, is taking part in the bombing attacks against targets in Germany. He is the son of Adolph Norskog of Miles City, who has been employed as pipefitter there for many years.

Pfc. Stanley Scott writes about his assisting the chaplain whenever he comes, and that serving with him is a real treat.

Pfc. Jerry Nowakowski writes that he is still up front sweating it out. He recently met the son of John Mischke, a rate clerk in the freight auditor's office, and reports that he looked very well.

Mary Catherine Kelly, daughter of Engineer V. W. F. Kelly of Miles City, has been appointed to the Army Nurse Corps with the rank of second lieutenant, it has been announced from headquarters of the Sixth Service Command in Chicago. Miss Kelly was a graduate of the Presentation School of Nursing at Miles City and has practiced nursing at St. Agnes Hospital, Fond du Lac, Wis. She is now a member of a replacement unit.

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neer on the Trans-Missouri Division after 37 years of service. His health and what he wish the best of health and much happiness, and sincerely hope he will enjoy many years of retirement.

Private Bob Rask is now stationed with the army in Hawaii. Sgt. Virgil Rask has been in France with a railroad battalion for the past 10 months. Their father, Lewis Rask, is the present employee of the car department at Miles City for many years.

Our sincere sympathy to the family of John Lackner, car inspector, who was killed in Miles City yard on Mar. 29.

East End
Dora H. Anderson, Correspondent
Care of Agent, Mobridge, S. D.

Our chief dispatcher, S. W. Childers, resigned his present position and has resumed his old position as third third-track operator at Narmarth, N. D., where the work will be less strenuous. As much as we all hate to lose "Ding", we wish him all the luck in the world. The high esteem in which he is held has been shown by the many gifts presented to him by the various railroad organizations and the lovely farewell party given for him by the Vets of Foreign Wars and their Auxiliary.

One of our pioneers, retired Conductor Ole J. Svanson, passed away on Feb. 19, at the home of his sister at Kimbriac, Minn. He retired in 1930 and moved to the west coast where he made his home for several years. He has many friends all along the line who will regret his passing.

Sincere sympathy is extended to the Hardcastle family on the passing of their mother, Mrs. Nora E. Harcastle, widow of the late Conductor E. E. Hardcastle, who was also our pick-up and delivery contract driver, and since his death in 1841 she has carried on this business in his place. She died of Leukemia on Easter Sunday, Apr. 1, leaving to mourn her loss three sons: John, a Milwaukee conductor; William, in the armed forces in Germany; and Morris, with the navy in the South Pacific; and five daughters, Mrs. Earl Brown, whose husband is also over seas, is the agent at Havelock, N. D., Mr. Fred Johnson, who is also overseas, is the new agent at Carlisle, and Mrs. Florence Clark, whose husband is in the armed forces in Germany, and Mrs. Marion A. Moore, whose husband is in the service in the Philippines. Cabins were sent to both boys overseas, but neither one was able to come.

The community was shocked by the sudden death of Conductor E. E. Ekivre on Mar. 25. He suffered an attack of the flu which left him with a heart ailment, and upon his doctor's orders to take a rest, he left for Los Angeles to visit his only daughter, Mrs. Elinore Ekivre. He died the day after his arrival, Mrs. Ekivre and their only son, Ernest, of Deer Lodge, left for Los Angeles, where burial was held.

Lyle Batson, 16-year-old son of Engineer and Mrs. Charles G. Batson, passed away on Mar. 27 after a two-day illness. He was a freshman in the Mobridge High school and had many friends who will miss his smiling face.

Mr. Earl Brown, whose husband is serving overseas, is the new agent at Havelock, N. D., and Mrs. Robert Clark, whose husband is overseas, is the agent at Selfridge, N. D.

The local Milwaukee bowling team, captained by Warehouse Foreman Loy J. Lyman, won first place in the fourth place in its league. Other members of the team are Machinist H. Zimmerman, Brakeman John Tisdahl, Roy Owens of the station force, and Myron De Lapp, operator of the Mobridge Coca Cola Bottling Company. In a handicap singles held Apr. 3, three members of this team—Tisdahl, De Lapp and Owens—gained first, second and third place respectively, with scores of 72, 84 and 87.

His thoughts were slow, his words were few,
And never known to glisten.
Still, he brought joy to all his friends—
You should have heard him listen.
Apr. 2. It was an occasion for special tribute to Bill who retired on Mar. 31 after 43 years of loyal service to the road. He began working for the ‘Milwaukee’ on Mar. 22, 1902. He worked at Jadd, Ill., and Milwaukee shops, serving in the capacity of roundhouse foreman and gang foreman, which latter position he held at the time of his retirement.

Mar. 31 seemed to be a banner day for retirements. The sound of the alarm clock and the 7:30 a.m. whistle won’t bother these gentlemen, who retired at the end of March: Hugo Zimmerling, machinist; Reinhard Zimmerman, and William Cuse. Here’s wishing you all the best of health and happiness for a long and pleasant vacation.

The following is quoted from a letter written by Arno Bartz to Marty Krueger: "One of the most impressive scenes it has ever been my privilege to witness took place last night. Irving Berlin and his show, 'This Is the Army' played our camp. Immediately following the final number, he presented to the Philippine people a song entitled 'Heaven Watch the Philippines.' The presentation was made to a representative of President Osmeña, after which the number was sung by a choir of Filipino children. Mr. Berlin stated that he was prompted to write a song for the Filipinos after he had heard them singing 'God Bless America' in their native Tagalog, substituting the word 'Philippines' for 'America.' He dedicated the song to General MacArthur in honor of his liberation of his beloved Philippines, and suggested that the royalties accruing from the sale thereof be used to further the Boy and Girl Scout movement in their homeland. Arno, formerly employed in the shop superintendent’s office, is with the general headquarters’ staff, southwest Pacific area; he was recently promoted to the rank of technical sergeant.

How’s this for a windy tale: It seems Johnny Gibbons, clerk in Mr. Koo’s office, thought it was time for his young offspring to have a bicycle. He struck a bargain with William Knee, roundhouse foreman, Chicago yard. "What’s the catch?" asked Gibbons. "There was one question—how to get it home. Apparently there was no alternative: he’d have to ride it from 60th and Beloit to Hales Corners. Now that’s a good ride on a pleasant day, but when the wind is coming at you about 40 miles per, it’s not much fun. The first mile was bad, the second was worse, and the third mile—well! There were only four miles more, and most of it uphill. He was one of the way, anybody want a good bicycle, just slightly mistuned?"

William S. Heaney, lead man in the freight shop, Milwaukee, has been in the service of the company more than 31 years, having started at the age of 14. He is still on the job and has never been injured.

May, 1945

Store Department

Earl L. Salveson, Correspondent

Foreman of the locomotive department machine shop, Bill Crosett, retired on Mar. 31. The writer always appreciated his good advice and co-operation. He should reap the harvest of his many years of toil.

Pvt. Harold Stremlau writes from Italy that he had enjoyed the newspapers sent to him and hopes some of the other boys will write to him.

Stockman Wm. J. Kutter announced his 25th anniversary of continuous employment in the store department and with the Milwaukee Road on Apr. 12. He had too many other engagements just at that time to set up a half bbl. of coffee at the Red Cross where a charge of 5 cents was made to pay for civilian help. The Red Cross also has a Clubmobile which served coffee, doughnuts, cigarettes and candy—gratis.

威廉·克鲁瑟，一位站台员，是密尔沃基的，他在 ends of March: Hugo Zimmerling, machinist; Reinhard Zimmerman, and William Cuse。这里祝你们所有人健康和幸福，过一个漫长而愉快的假期。

以下摘自阿诺·巴茨写给马丁·克鲁格的信。

阿诺，前雇员在车间主任办公室，西南太平洋地区；他最近被提升为技术军士。

多么风趣的一则风趣：似乎约翰尼·吉布森，克利克在先生的办公室，以为是时候让他的年幼的儿子有辆自行车了。他和威廉·基恩，车场主任，芝加哥场达成了一项协议。吉布森问：“有什么要求吗？”基恩说：“只有一个问题——如何去取它。显然没有其它的选择：他必须骑着它从60街和贝洛伊特到哈利斯角。现在这是一次很好的骑车，但当风从你那里吹来时，它并不可爱。第一英里很糟糕，第二英里更糟糕，第三英里——好吧！沿途只有四英里，且大部分是上坡。他很能干，想要一辆好自行车，只是略微有点儿调乱吗？"
Robert Freuler, son of Stockman Rudy Freuler, is developing his courage and stamina at the shops during vacation and week-end days by wrestling with car and locomotive parts. He has transitioned from a Rugbile and football career. He tried a few lefts to old cold fists and the old man was wheezing for days thereafter. Robert experienced a nine count in a recent battle at Hyak High, and so did his opponent. Robert is too good looking to be marred by shiners and cauliflower ears.

Section G, or the freight car store office, is enjoying new fluorescent lights. What a difference!

TO ALL READERS: Kindly report all missing cashes to your department officer so that the editor of the Milwaukee Magazine, the Victory Committee and all concerned can be informed. The writer will also pass along such information.

COAST DIVISION
Seattle General Offices
J. M. Wilhite, Correspondent
General Claim Department

Armed Rails
1st Lt. Lowell W. Brundage, son of Mr. and Mrs. William W. Brundage, city freight agent, has been missing since May 29, 1944, when his Thunderbolt was put out of action in a mission near Bungo, On March 14 neither. Brundage were presented with the following decorations for Loyalty by the commanding officer at Payne Field: Distinguish Flying Cross with one oak leaf cluster and the Air Medal with four oak leaf clusters. Lt. Brundage is a graduate of Lincoln High School in Seattle. Being so small at that time, and desiring to have an active part in athletics, he was prominent in assisting Coach Bill Nollan in managing the football and basketball teams while at Lincoln High. He was nicknamed the Brute and his Thunderbolt also carried that name. He enlisted in the Army Air Corps in December, 1941, and went overseas for combat duty in October, 1943. We are all hoping with the Brundages that some good news will come soon.

Bill's other boy, Cpl. Gerald L. Brundage, is with the marines in the south Pacific, serving with a topographical engineers' battalion. Gerald has been overseas since October, 1942, having enlisted in March of that year when he became 18 years of age. At the March issue I reported that Cpl. David K. (Kent) Wallberg had been wounded in France. I am not happy to report that he has received several superficial facial wounds which kept him out of action but a few days before. In a recent letter to Mr. Dahl he expressed much gratitude for the Christmas box which he had just received, containing canned chicken and other things. He spoke of a few days before as follows: "The ground was so hard that when I pick it up it sparkles everywhere. It gives a gut poor hope, but when things begin to whistle over head he digs not only harder but faster. It took another kid and me two days to dig one in the way we did it, and after just getting settled down to a nice sleep the word came: move again." Some choice "switching languages" would have been appropriate." Kent is now in Germany; has seen a lot of destroyed German buildings and equipment. Says the box over there don't feel sorry about it, for "they asked for it."

Greetings To:
Mrs. Wildred Hamborg, steno-clerk, real estate department, is on the job.
Mrs. Martha Jane Bryan, steno-clerk, traffic department.
Miss Betty Anderson, stenographer in the Milwaukee land department.

Miss Margarette Houser, clerk, city hall office.
Miss Greta F. Kelsey, ticket clerk, City Ticket Office. Miss Kelsey is a charming young woman who has just returned from the Portland C.T.O. It is quite amusing to see men waiting for their turn at the ticket window, with Greta's" watchful eye that Greta will call their number.

On the Home Front:
Telegrapher F. D. Reynolds of the Seattle relay office is sure singing a merry tune lately. He was recently elected local chairman of the Coast Division, Order of Railroad Telegraphers. He has been an active member of the Order since O.R.T. for 45 years and is very happy to be favored with the confidence of his fellow employees in this new position.

Our smiling little friend, Mrs. Bernice Cambell, chief of the general manager's office, had the misfortune of sustaining a fractured knee cap when she fell last month. Understand she is getting along nicely.

TACOMA
R. R. Thiele, Correspondent
Agent's Office

Harold Smith, who was assigned to a job at the yard office, had to quit owing to an acute attack of heart trouble. Mrs. Myrtle Sanders, who had been employed in Superintendent Wylie's office for several months, is with the marines in the south Pacific because of sickness. She is the latter part of March, Mrs. Frances Sommers, clerk at Auburn, has been in the position of the operator at Yakima station, who had the misfortune of sustaining a fractured knee cap when she fell last month.

Earl Pravitz, who has been working at Cie Elum for several months as agent, is now in the absence of the regular agent A. Sorenson, who is ill, has bid in the operator's position at Datonville Junction. M. A. Doan, an experienced agent from Lines East, who has here to date been working at Auburn station as an appointed agent at Cie Elum until Mr. Sorenson is able to return.

Bessie K. McDonald, first victor operator at Yakima station, who had the misfortune to fall and break her ankle during the winter, has recovered sufficiently to be able to return to her duties.

Joe Moore, of the car department, has returned to work after seeing his boy off to the service and is with the marines in the south Pacific. J. Dyer, formerly of Spokane, but later of the Trans-Continental Freight Bureau, has gone to work in Mr. G. B. Beck's office. He joined the service at Seattle on work formerly done by Bruce Kibbitt, the latter presently assigned to the T.C.F.B. and has been detailed to the Northern Pacific at Tacoma.

Kenneth Allman has returned from the yard office and has bid in the job of assistant claim agent, on which he should do well.

Walter Jordan is now working in the freight house. Miriam Sease is going to quit the messenger job and proposes to try the navy as a regular job, possibly as a bachelor sometime in May.

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Cyrus W. Nelson, a veteran of the present war, is returning to a job at the local office; in fact, he would £0 at work there now if it weren't for a persistent malarial fever. Nelson is the holder of the Purple Heart.

Spring must be here. Slim Moyles has started keeping the yard office out of fires of cobwebs. At present they are resplendent with exceptionally large brooms.

Mr. D. P. McWhirter is a new employee at the yard office.
Seattle Local Freight Office and Marine Dept.

F. W. Ramussen, Correspondent
Local Freight Office

Mrs. Charles Ganty, widow of O&I Clerk Charles Ganty of the local freight office, left Apr. 10, for San Pedro, Calif., to visit her son and family. Mr. Ganty, Jr., of San Pedro, is in charge of radio and radar installations.

Fifty-two years with the Milwaukee Road—that is the record of Art DeGarmo, freight service inspector. Art's headquarters are in Seattle. He was very pleasantly surprised by a service date party in the office of J. H. Ludwick, agent at Seattle on Mar. 31. Mrs. DeGarmo, the girl he met in Iowa some 50 years ago, was also there. Frank Bell, our record clerk, died at the Seattle General Hospital on Mar. 30. He had always taken an active interest in railroad affairs. He was raised in Marion, Ind., married Frank in June, 1885, moved to Fort Wayne, Ind., in 1913, and Seattle in 1932, where he and Frank have resided since. The Milwaukee family extended their sympathy to Frank and the boys.

Mary Lou DeMers Hubbs has given up her position as counter clerk and has joined her husband in Spokane, where he is assigned to Fort Wright. Mary Lou explained that Spokane is her home town.

W. J. McManus, our popular assistant superintendent, was the principal speaker at the Milwaukee Service Club noon luncheon on Apr. 10. He explained in detail the operations of the Seattle yard and what he has done to keep up with the 40 per cent increase in cars handled per month in 1944 as compared with 1940. They all left the club with a much wider knowledge of car handling through our terminals.

Mrs. Ellis Irene Bell, wife of Frank Beery, was operated on at the Seattle General Hospital on Mar. 30. She has always taken an active interest in railroading affairs. She was raised in Marion, Ind., married Frank in June, 1885, moved to Fort Wayne, Ind., in 1913, and Seattle in 1932, where she and Frank have resided since. The Milwaukee family extended their sympathy to Frank and the boys.

H. E. Wilson, our port master, reports a very heavy barging business. We are averaging 3,500 cars over the slip per month. We are loading and unloading an average of about six barges per day, thus keeping the marine department on their toes. It also required a great deal of engine service.

Mildred Peters has taken over the position as assistant station accountant and Peggy Appel takes over Mildred's position as chief cashier. She was raised in Marion, Ind., married Frank in June, 1885, moved to Fort Wayne, Ind., in 1913, and Seattle in 1932, where she and Frank have resided since. The Milwaukee family extended their sympathy to Frank and the boys.

H. W. Baldini, one of our engineers, is back from Saipan and other points in the Pacific, where he spotted the uniform of the merchant marine. According to him it is 150 degrees in the shade on Saipan and no shade. He also saw Guam, which he declares to be a very desirable place, with beautiful climate.

Loren Cowling, with a special traffic corps, somewhere in Belgium, is the proud father of a baby daughter. He is trying to get his wife and new daughter sent home to the States of England.

Clifford James of the Car Department, better and more affectionately known as "Car Pastor Cherub," is on the hunt for rhododendrons. His collection to date numbers about 200 named varieties, gathered from all parts of the world from the woods of Hood Canal to the high mountains of Tibet, and he is still going strong. This sounds like a very interesting hobby to us. He is a member of the British Rhododendron Association and American Rhododendron Society.

Brakenham Eichon Cowling has joined the Army and is now taking his training at Camp Leonard Wood, Mo. His wife and daughter are residing with Yardmaster Cowling. Our coast guard families, Johnny Lanchesi, surrounded the agent with an announcement of his marriage in January. He did not give any other details.

Conductor C. J. Mostedt, who has been off duty as a trainman since 1935 but who has been working for our police department, retired Mar. 31.

J. D. Doyle, section foreman at Centralia, retired in March after 25 years service on this division.

Frank Henry, of the car department has been on an annual fishing trip. Last year he took $3,085 worth and we are wondering what the price will be this year.

Lowell Sargent, chief clerk in the car department supervisor's office, is at home recuperating from an operation.

**MILWAUKEE TERMINALS**

**Coach Yard**

Richard Plechib, Jr., Correspondent

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

Dick Steuer, Correspondent

By the time Dolores Kowalski, the new general clerk at Chestnut "works her way to the bottom of the stack," she should be a first class correction clerk. After successfully bidding for this position, she found that she also inherited a thick file of miscellaneous papers. The new bill clerk is Mary Starace, Val Timreck has been showing her the ropes.

Wood Yard Clerk Bill Kessler restlessly waiting for his broken leg to heal, there has been a succession of promotions in the Walnut Street yards, the latest being Harold Teasdale. At this writing, we can say that Harold has taken this job like most of us take to a cigarette line.

Otto Schoenbaum, former merchandise clerk at Gibson, passed away the first part of last month. Mr. Schoenbaum, was an employee of the Milwaukee for 25 years, most of which were as a freight checker in the Fowler Street freight house.

Sgt. Merle Gastel, son of Yard Clerk Hugo Gastel, thought he was quite a mechanic when he enlisted. Since then he discovered how much he didn't know, and now compiles his own work in airplane mechanics, he was assigned...
We mine the coal we sell.

DEEP VEIN
AND
BLACKHAWK COALS

DEEP VEIN COAL COMPANY

38 East Jackson Blvd.
Chicago, III.

Organized 1903

WE SPECIALIZE IN
STOOKER PREPARATIONS

Delicacies for the Table
Specialties
Butter, Eggs, Cheese, Poultry, Game, Fruits and Vegetables

E. A. AARON & BROS.
CHICAGO, ILLINOIS

to ground crew work at an advanced base in Alaska. His brother, Harry, is a corporal with the Medical Corps with the 7th Army deep in Germany.

Just a few P. S. notes... When Pat Kirwan, traveling auditor, checked Chestnut, Blue Wood, and Hoosier and found Woznianski pooled their red points, and bought their own noon snack... Calls of congratulations flooded Frank Vail after last month's story appeared in this column with Gloria Wack, who got the most from her early vacation house cleaning...

...since ye scribe's illness appeared with last month's issue, we have been forced to wear tie, shave face and shine shoes. At least nothing has been said about wearing spats.

**Muskego Yard**

**Grace Johnson, Correspondent**

April showers bring May flowers, as we all know, but we are hoping that these May flowers appear. Yardmaster Benny O'Connor will be back on the job at the Belt. He's been on the sick list for too long. Of course, there's another angle involved; perhaps Benny has lost interest, especially in the social side of the job since Mary Ann Sullivan left there to come over to Muskego yard as yard clerk. Welcome, Mary Ann! You'll find a swell gang of folks to work with at Muskego, but you'll have to wait until winter to appreciate "Butch" Esser's coffee. Um... umm, with or without the beans, it's good. Mary Ann came to replace Johnny Reim, who had honest intentions of becoming a merchant marine, but latest reports say that the army got ahead of Johnny on that score and he'll probably be in to visit as a corporal—at least—one of these days. We don't expect there will be any more "lost" cars around Muskego district with Mary Ann Sullivan (the Lauren Rossel, or is it Veronica Lake), the tall brown lady, out in search of the strays.

George Ognenoff’s son, who is with the 4th Marine Air Wing Fleet, had a 35-day furlough which he spent with his parents here. Chief Clerk Fred Ludwig had a letter recently from his old assistant, Gene Swinsky. Gene is still somewhere in the South Pacific on an island. He is attached to a military government section in army service, although he is a yeoman 2c. Gene says he is everything from swimming instructor to telephone switchboard operator, with plenty long hours. Charles Kitzler of Butte has been at Kinickinic interlocking plant, has received word that his son, S/Sgt. Jack G. Kitzler with 1st Armored Division, long time, stationed in Europe, was awarded the bronze star early in March.

Harold Schmits, after being a switchtender around these parts for nine years, has decided his courage is now at a peak and was married on Apr. 7. The happy little lady who is now Mrs. Harold Schmits was formerly Muriel Neary, an employee of the Oil Gear Company.

The friends and co-workers of Lawrence Egan were sorry to learn of his death on Apr. 6. Lawrence was 57 years old and had been in the service of the Milwaukee Road since May 15, 1929.

The new Binnum bridge office is completed and the boys have moved in. No announcements have been sent for the formal tea which was promised but perhaps that can wait until there is more sugar to be had. The writer has not yet visited the new building but has heard that the welcoming committee days (consisting of Chris Miller, Chide Gordon, Joe Schneider, as well as Ed Winkler and Ray Buckett) say "Come on in!" but say it with tongues in their cheeks. They would like to put on the welcome mat, "Welcome, if your feet are clean." Dick Fisher, has put in a bid for a swing-shift stoker technician. Of course, with son Lloyd and Cy Sibone around, Dick would have been in competition and would have to stick to business, but Dick says business like that is a pleasure (Mary Ann, can you take dietation?).

F.J. Smith and the older Mike Switch (Joe Kolaisinski) also keep good track of who enters the new domain. It is almost expected daily to see Sandor Odokas as uniformed door-man if it keeps up, but at any rate the boys appreciate the new building very much and I am sure they mean to take good care of it.

Silly Campell (the ‘on-again, off-again, gone-again Finnegan’ coast guard switchman) has finally been re leased permanently from the coast guard to join again the ranks and he's back to stay. I think he's glad and we know one more man added to our forces at home means a lot.

Chief Clerk George Steuer in Superintendent Bannon's office receivednews in mid-April that his son Paul, who was wounded in action in Russia, has been sent back to the States and is now recuperating in a hospital at Battle Creek, Mich. We hope he is sufficiently recovered to walk in the office with that nice smile and say hello one of these days soon.

**ROCKY MOUNTAIN DIVISION**

**Nora B. DeCes, Correspondent**

The death of William T. O'Tagan of this division occurred in Butte on Mar. 31. He was working as an engineer on one of the helpers there. His home was here in Three Forks for many years and he worked on the Rocky Mountain Division from Aug. 27, 1910, when he was fireman.

He was promoted to engineer at Rocky Mount Division in 1915. He is survived by his wife and five children.

On Mar. 31, Tom Sands, who has been a foreman over at Butte for this division for a long time, retired in his truck and started for Minnesota and his farm... took the pension and bade us all good-bye to all concerned. This is the way to do it, all right, and he looked happy and contented, and was as happy as could be and we all wish him and his wife many years of happiness after 28 years of railroad-ing! Edward Roy arrived at the home of Edward Dessey, third track train dispatcher at Butte, on Mar. 31. He says he can't buy a box of cigars to hand out on
account of this being his first son. Worst case we have ever heard of.

A baby girl arrived in Deer Lodge on Mar. 20, and again making Conductor Art Carlson a grandpa, the mother being his daughter Kathleen, wife of Ralph Vilcox. Among familiar faces here recently was that of young Joe Brand, eldest son of Conductor Brand. He is in the navy and has returned to the coast after 10 days spent with home folks.

Operator Doc Byrne of Deer Lodge, second trick for a good long time, has bid in first trick at Avery. We miss him.

Mrs. Mary Higbee is assigned to second trick at Deer Lodge.

Betty Amy Young, daughter of Conductor Young, was married recently to Sg. Charles Myers. Both are well known in Three Forks and best wishes are extended to them.

IDAHO DIVISION

Nurse E. Smith, Correspondent Superintendent’s Office
Spokane, Wash.

The car department has acquired a new clerk, E. Pfaff, replacing Miss Laverne Gosselin, who recently resigned. Under the circumstances, there has been a decided decline in the business around Car Foreman Medley’s office for the Trainmaster’s chief Clerk, Carl Lillwitz!

John C. Qualey died in Spokane on Mar. 19. He was a retired Spokane roundhouse laborer.

Gus Myers, first trick operator at St. Maries, was out of service from Apr. 2-16, being replaced by Miss Bessie Ellett. Says Dispatcher W. A. Monroe at Spokane about Miss Ellett: “She’s a good man!”

Section Foreman Guy Chimenti has returned to his duties as foreman of the Spokane yard section after being on leave for five months.

James McGarvey, for many years section foreman at Malden and Spokane, passed away following a stroke sustained in Tacoma when he was in that city attending the wedding of a granddaughter on Mar. 24. Mr. McGarvey worked for the Milwaukee Road for many years, starting in the track department in Wisconsin, and coming west during construction days.

General Foreman Pat Angelo’s extra gang is working at Ramsdell rehabilitating the log dock tracks in advance of the opening of the logging season in the Otis Maries country. General Foreman Williams’ extra gang is at Othello putting up ice in the new icehouse there.

Our cars are heavily insulated and maintained in a high state of repair. Carriers can depend on this equipment to protect them against claims due to lading damage by heat or cold.

UNION REFRIGERATOR TRANSIT LINES
Milwaukee, Wisconsin

IOWA DIVISION

Iowa Division—Middle, West and Des Moines

There have been several additions to the Milwaukee Road families during the last month. A son was born to Car Foreman Walter Nector and wife at Perry. A daughter was born to Agent Don Calhoun and wife of Adaza. A son was born in Council Bluffs to Lt. and Mrs. O. F. Boyd. Lt. Boyd is now overseas with an infantry division. Flight Officer Jay McClain was married in Houston, Tex., to Miss Melva Osborne of that city, and Brakeman W. C. Detwiler was married in Kansas City to Miss Mary Jane Tingwald of Perry.

On Mar. 21 retired Conductor and Mrs. Fred Appel celebrated their golden wedding anniversary with open house to their friends. Attending at the event were retired Conductors W. T. Stockton and Homer Lee and their wives, both couples having been privileged to celebrate their golden wedding anniversaries a few years ago.

Herbert Longdon, clerk at Perry roundhouse, received a letter through the Red Cross from his brother Edgar R. Baker, former section foreman on the POR Line at Metaline Falls, Wash. All were saddened to hear of his death at the San Hospital on Mar. 28.

The car department is expecting an addition—a tool room—within the next few weeks, to be located at the east end of the Union Station near Tracks 3 and 10.

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J. ELLEFSEN
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in China. Edgar, who has made his home in China for a number of years, having been in the importing business, has been in a civilian internment camp for the last two years. The letter was written in July, 1944, last year, and reached Herbert in March.

Death brought sorrow to several of the Milwaukee railroad homes during the last month. Mrs. Margaret Rait, widow of an old-time engineer, passed away after a long illness. Robert Hunt, father of Brakeman Kenneth died after a long illness.

Retired Machinist Otto Felbach, whose son Frank is working in the Perry shops, passed away two days after April. He was 71 years of age and had not worked for several years.

Machinist Frank Prigge, who had worked for a number of years in the Perry shops, died suddenly while at work.

Sgt. John Ranes, son of Mrs. Viola Ranes of the Perry agent's office, was awarded an Oak Leaf Cluster for outstanding service. His brother, William, who is in the 8th Air Force was awarded the Air Medal.

Homer Vodenik, who went overseas as a flight officer, has been advanced to the rank of second lieutenant.

Harry Upton, son of the late Frank Upton, who was overseas with a medical detachment with the rating of sergeant, was promoted in March to the rank of second lieutenant.

Council Bluffs Terminal

Lillian Klaiber, Correspondent

Office: 1118-4th Avenue, Seattle, Wash.

Plants: Eagle Harbor and West Seattle
a civil engineer, and before her marriage Mrs. Poik was correspondent for the Magazine in the purchasing department, Chicago.

Chuck and Gene Knoebel, trainmen on the "C&M," and sons of Chief Timekeeper L. R. Knoebel of this office, were both wounded in Germany while taking part in Gen. Patton's 3rd Army drive on Berlin. Best news is that they are both rapidly recovering. Gene has been promoted to sergeant and has received the Purple Heart award.

Depot Dabs

April marked the completion of 25 years of service with the Milwaukee Road for Fred Ladwig, chief clerk at Muskego yard, and for Agnes Soyka, stenographer in Milwaukee Terminal office.

Melvin Maschof, draftsman in the sign department, has joined the Merchant Marine and is headed for the briny blue. From last reports, however, his ship is in the Hotel Keaswrs in New York, where he is quartered while attending school.

You can throw away your Esquire, boys, and just watch Jimmy Quinn for that word in men's clothes. He recently won a sewing machine and should soon be a leader in sartorial splendor.

Things have been rather quiet—so far as news is concerned—since the last report appeared in the magazine. If you have any news, please bring it in, but it must be authentic. Once bit, twice shy, as the old saying goes!

The 7th War Loan drive is our greatest opportunity to serve our country and our men fighting for our country and us. They have done a magnificent job and we must not let them do down. DO YOUR SHARE.

Second District

F. J. Lory, Correspondent
Beloit, Wis.

A son was born to S/Sgt. and Mrs. Glen Miller, Glen was formerly agent at Kansasville, Wis., but is now in Belgium with the 74th Railway Operating Battalion.

W. J. Brady, machinist helper at Beloit roundhouse, retired. Mr. Brady has been at the roundhouse for the past 13 years, and prior to that he was employed at Ladys. He will make his home at South Beloit.

In the office of Assistant Master Mechanic W. J. Hughes at Beloit there is a very interesting collection of pictures of old locomotives and some engineering old train sheets and other literature which Mr. Hughes has all nicely framed. Some of these pictures are 50 years old and some of the train sheets are older. There is a picture of engine 15 named the D. A. Train built in 1853 at Watertown, Wis., by the Milwaukee and St. Paul Railroad. D. A. Olin was the superintendent on the Western Union Railroad before the name was changed. This is now the name of the Beloit second district. This engine was finished off with German silver. There is a picture of engine No. 29 built in the Racine roundhouse (or perhaps just assembled—I cannot tell for sure) in 1857 by the Western Union Railroad. At that time John Taylor was the master mechanic. This engine was finished in brass. Both of these engines, according to the data, had 17 by 24-inch cylinders. Another old engine was the 209, built in 1878 by the Milwaukee and St. Paul Railroad, with a 17 by 24-inch cylinder. This engine pulled the special train of President Grant from Chicago to Milwaukee and made the run in 100 minutes. All three of these engines were of the 4-4-0 class.

There is a picture of a steamboat owned by the Prairie du Chien, St. Paul and Mississippi Railroad. This very fancy looking boat was used to haul passengers between Prairie du Chien and McGregor.

There is a train sheet dated July 1, 1882, covering the line from Eagle Jct. to Edgerton and Racine through Western Union Jct. to Rock Island, and one part of this sheet covers a section headed Chicago and Pacific Division and the Prairie du Chien Division. A train, No. 4, left Western Union Jct. at 10:06 a.m. and arrived at Rock Island, 4:28 p.m. Another train sheet from the H&O Division shows date of October, 1885. The exact day cannot be made out. But it shows train No. 89 with Conductor Johnson and Engineer Cook, and engine 491, leaving Milwaukee at 11:45 a.m. and arriving at Aberdeen, 6:50 p.m., with 17 cars.

A train, No. 13, with Conductor Keeney and Engineer Mike Doner and Fireman W. J. Hughes, Sr., with engine 208 leaving Aberdeen at 7:05 a.m. and arriving at Milwaukee, 4:14 p.m. The fireman on this train was the father of W. J. Hughes.

"Old Line"

Hazel Whitby, Correspondent
Ticket Clerk, Horicon, Wis.

The people of Watump were very elated recently when they heard a nice siren whistle on No. 51 and saw a streamlined locomotive pulling through, and immediately they commenced bargaining for

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Existing Pedestal Roller Bearings for are now in service under passenger and decrease maintenance cost. The Timken Roller Bearings remove thousands of Timken Bearings from service and increase availability; in less than six months. Many of these applications have had over 1,000,000 miles of trouble-free service to motives. Many of these applications have given over 1,000,000 miles of trouble-free service to motives. Many of these applications have been used jointly with the Wisconsin Central Railroad for many years. A canal was dredged and a dock built to accommodate the tugs and boats that plied the waters, and vast loads of bricks, shingles and lumber were transferred to railroad cars for western delivery.

The first agent to serve was Tom Wall; the first engineer to run one of the old woodburning engines with a large boiler to fire was F. Daniels; he had to spend a great deal of his time rerailing cars and engines due to the 45 and 52-lb. rail. Our present force is E. F. Baar, agent; H. Jeskey, yardmaster, and the section foreman is L. Glasnapp. And it may be said of them they are among the most co-operative employees on the division.

TIMKEN ROLLER BEARINGS

FOR FASTER SERVICE

Timken Roller Bearings remove all speed restrictions as far as bearings are concerned; simplify and economize lubrication; increase equipment availability; and decrease maintenance cost.

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The Milwaukee Road Enters Sawdust City

Much favorable comment was heard concerning the recent treatise on Winnebago, so it may not be amiss to give you a brief story of another of our historical stations—Oshkosh. The population of Oshkosh today is well over 45,000. The steel industry flourishes there today and 90 per cent of all industry is engaged in war work, and bring back the boys so they may again enjoy hunting and fishing on Lake Winnebago and the rivers and roam the woodlands so loved by that mighty Winnebago Indian tribe ruled by Chief Oshkosh, from whence the city received its name.

The mayor of this fine city is George Oakes, son of our former locomotive engineer, Richard Oakes. It was in the year 1884 that Oshkosh boasted 35 sawmills, and was busy in the manufacture of wood products. Timber was plentiful and the Fox River was full of logs rafted together and floated to these mills. It was in that year that the Oshkosh, Mississippi, Railroad Co. was formed, to grade a right of way from Oshkosh to Ripon to connect with the Chicago, Milwaukee Railway Co. The people realized a railroad connection was necessary for the vast expansion of the lumber industry of the Fox River Valley. Surveying was done, running due west through Fond du Lac and Sheboygan. Many were induced to invest and settle here and after many hardships the road was completed in 1871 and was leased to the Chicago, Milwaukee Railway Co. The first passenger train reached Oshkosh on Dec. 14, 1871, the event being celebrated. The crossing of the Fox River was in itself a huge problem which involved the building of a jack-knife bridge at a cost of $169,000. This bridge was used jointly with the Wisconsin Central Railroad for many years. A canal was dredged and a dock built to accommodate the tugs and boats that plied the waters, and vast loads of bricks, shingles and lumber were transferred to railroad cars for western delivery.

The first agent to serve was Tom Wall; the first engineer to run one of the old woodburning engines was F. Daniels; he had to spend a great deal of his time rerailing cars and engines due to the 45 and 52-lb. rail. Our present force is E. F. Baar, agent; H. Jeskey, yardmaster, and the section foreman is L. Glasnapp. And it may be said of them they are among the most co-operative employees on the division.

I & D DIVISION

Marquette - Sanborn

Masonic Temple

Division Editors

Mason City, Iowa

After a total of 85 years in service, J. J. (Jack) Corbett, agent at Dubuque, has been forced to retire owing to failing health. Mr. Corbett has made many friends on the railroad and we all wish him a speedy recovery and much happiness in his retirement. Mrs. Corbett has served as her husband's assistant for 17 months but she, too, is retiring.

Congrats to Laisaku and Mrs. Lovell W. Peterson on the birth of a son, born Mar. 30. This is their second child.

Recent visitors were Henry Valthoff, formerly employed in the car department, and Otto Olson, formerly employed in the car department. Both boys are now serving in the navy. Sympathy is extended to Aldro Calvert
on the death of his wife, who passed away at a local hospital recently. In addition to her husband she is survived by a daughter and a son serving in the army.

Word has been received of the death of Robert W. Miller, son of former Switchman Geo. Miller. Robert died in a naval hospital in Hawaii following an operation. A gunner’s mate, Miller joined the coast guard in November, 1944, and participated in the invasions of Africa, Sicily and France before being transferred to the Pacific theater of war.

Sioux Falls Line

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

Engineer R. V. Majson underwent a serious operation and at this writing is recovering at his home after which he will receive further treatment.

The Sioux Falls freight office is completed, after six months of remodeling which includes an office for roadmaster, switchman’s quarters and dormitory for coach and dining car employees. Announcement has been made that the passenger station will be remodeled this year to facilitate the handling of the large volume of traffic.

After spending 30 months at Sioux Falls in connection with the Western Military Bureau, Elmer R. Moll, city passenger agent, returned to Chicago May 15, to his regular assignment.

A long letter from Glenn Houser, conductor at the B. of R. T. Glenn’s job has been very nicely. Your correspondent recently had a nice talk with Ray Hoff.

Fred “90%” Harvey, the pride of the Sioux City dispatcher’s office, has at last secured a house in Sioux City and moved his family here.

Engineer Ove Lynberg became seriously ill while en route to Manila on Apr. 16. He was taken off the engine and returned to Sioux City, where he was placed in a hospital.

Sioux City and Western

Branch Lines

Fred Castello, Correspondent
Asst. Superintendent’s Office
Sioux City, Ia.

Operator John E. Hornby, now on leave of absence for military service, was a recent visitor in Sioux City while on leave of absence from the Railroad Transportation Corps at Fort Warren, Wyo.

A letter was received by Assistant Superintendent J. T. Hansen, who is now taking a special course at Navy Pier, Chicago, recently spent the weekend with his parents in Sioux City. Emil Popp, baggage agent at Sioux City, who has been on a furlough for some time, due to the condition of his wife’s health, is expected to resume his duties at the Sioux City baggage room about May 1. The job has been very capably handled during his absence by Ray Hoff.

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Samborn-Rapid City

C. D. Wangness, Correspondent
Mitchell, S. D.

Credit is due the section force of the local yard in the construction of a park in the vacant lot north of the local passenger depot. We understand that Section Laborer Toney Kla- gos donated all the trees for same, and several flower beds are now being made. Section Laborer Mike Kulikowsky has charge of the park and we know that before long Mike will convert this same lot into a beauty spot.

Former Engineer Charles Bunting, who retired several years ago, passed away at the home of his son in Muskogee.

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Milwaukee, Cleveland, New York, Cincinnati
Okla., at the ripe old age of 68. Dad, as he was known to his many friends here, was engineer in the local yards and had 40 years of railroading to his credit.

Harold Lindal, steam-fitter 1/C, formerly of the local roundhouse, enjoyed a short leave with his family at Mitchell. Mr. Lindal, a former roundhouse employee, who is now serving overseas, has greatly improved the buildings.

Expressman F. Bailey received the sad news of the death of Mr. Bailey, which occurred in the Pacific theater of war, and we extend our sympathy to the bereaved ones.

Yes, Mr. Shevlin has now stirred up some enthusiasm with regard to promoting a softball team for the coming season. We understand that plans are being made for the exhibition of local passenger station.

D & I DIVISION
First District

E. Stevens, Correspondent
Care of Superintendent

Savanna, III.

J. Canavan, agent at Genoa since Feb. 5, 1951, retired on Apr. 1, after serving the company faithfully and well for 16 years.

Walter Welcome Whitney, two-year-old grandson of Janitor Walter Whitney at Savanna, is critically ill with leukemia, and blood transfusions are being given with the hope that his father, who is a machinefitter first class in the Seabees, may be able to arrive home in time to see the little fellow.

Frank Morgan, engineer on the Second District, died in Finley Hospital, Dubuque, on Apr. 1, following a short illness. He entered the service in 1898 as a lad, working the switch at Savanna, then transferred to engine service, working on passenger and freight engines between Savanna and Davenport for 41 years. Sympathy is extended.

John Leabe, employed in Savanna roundhouse for the past 35 years, passed away suddenly at the home of his mother in Savanna on May 25, following a week’s illness with pneumonia. He is survived by his mother, four sisters and one brother.

Knit A Tailored Jacket for your Sports Wardrobe

Gone are the days of the sloppy Joe sweater. Its place has been taken by carefully fitted and tailored sports clothes. Typical is this jacket, knit of soft wool, yet tailored as if imported tweed—even to the pockets and saddle stitching. Such a jacket, in a rich, deep color, will be an important addition to your casual wardrobe.

Directions for knitting Saddle Stitched Jacket No. 449 can be had by writing to the Milwaukee Magazine, Room 356, Union Station, Chicago.

KANSAS CITY DIVISION

K. M. Goffman, Division Editor
Ottumwa, Iowa

After working for a number of years as assistant foreman and foreman of section at west yards, Russell G. Scott was given a temporary assignment as extra gang foreman, with headquarters at Sturtevant, Wis., and left Ottumwa on Mar. 19. Russell has been one of our active Service Club workers, and is the office of assistant chairman at one time.

An automobile accident on Mar. 15, claimed the life of retired Conductor Harry Biesekker at Kansas City. He entered the service of the road on July 21, 1897 and retired on Nov. 1, 1943.

Another retired employee, Martin E. Johnson, died recently in his home at Ottumwa. Mr. Johnson was employed as night baggageman at Sherman Street station at the time of his death in October, 1944. One of his sons, Forrest W. Johnson, a seaman 1/c, stationed at San Francisco.

Diana May arrived in the home of Brakeman Clarence N. Filsinger on Mar. 25. Mrs. Filsinger is a wounded veteran of the famous 3rd "Red Bull" Division. Pvt. Russell Scott, of the 8th Army, has returned from Italy for a visit at the home of his parents in Ottumwa. Pvt. Scott, a section laborer at Sewal, Ia., in July, 1941, was inducted in the army. He wears the Purple Heart medal ribbon with one Oak Leaf Cluster, the Combat Infantry Badge, along with other service ribbons and battle stars. Has two brothers in the service, Pfc. Noel, in England, and Cpl. Irvin in the South Pacific.

Pvt. Keith Wymore has completed his basic training at Little Rock, Ark., and has been transferred to officers candidate school at Ft. Benning, Ga. His brother, Pvt. Kenneth Wymore, is in the 9th Armored Division, assigned to the command of a tank battalion. Both are sons of Fred Alsdorf of the Ottumwa mechanical department.

Engineer J. L. Frost has been notified that his son, Jack C. Frost, has been promoted to second lieutenant after arriving at an Air Force station in England, where he is a member of a bomber group. His father is the son of Fred Alsdorf of the Ottumwa mechanical department.

L. H. Rabun, D. M. M., Savanna, advises that his son, Cpl. W. Rabun, Jr, of the Army Air Corps, was recently sent to Puerto Rico. His wife and little daughter, Margaret Ann, are temporarily remaining with the Rabun family in Savanna.

Pvt. Hubert F. Lewman, former section laborer at Rubio, in the army since March, 1942, has been given a medical discharge. He is now a student at St. Mary's Hospital in Des Moines on March 25.

On Sunday, Apr. 7, Miss Marjorie Wendel was married to Sgt. Jack Mercer, son of Mr. and Mrs. H. W. Mercer of Ottumwa. Sgt. Mercer is home on a 30-day furlough after a long service in the Mediterranean theater. Marjorie has been the stenographer in office of chief dispatcher since last November. She is the daughter of Ticket Agent W. I. Wendel, of Ottumwa.

In the post chapel at Ft. Benning, Ga., on the evening of Mar. 31, Miss Thelma May arrived in the home of her parents in Ottumwa. Miss May was married to Lt. Joseph E. Cross of the army. They are making their home in Columbus, Ga., while Lt. Cross is taking the officers' training course at Ft. Benning. His father is Harry E. Cross, night yardmaster at west yards.

Because of a serious injury sustained while on duty in the Service Club, it is necessary that Lt. Jack Cundiff, son of I. W. Cundiff, wear a 22-pound body cast. He arrived with a severe cut on the forehead from Italy in Ottumwa during March. His marriage to Miss Elizabeth E. Sawyer of Ottumwa was held on Mar. 25. At the conclusion of his leave he and his bride will return to Ft. Benning, where he will receive further medical treatment and assignment. His father is employed in the mechanical department at west yards.

The Milwaukee Magazine
MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

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Stop Corrosion inside and outside

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

DEARBORN CHEMICAL COMPANY
310 S. Michigan Ave. 205 S. 42nd St.
Chicago New York

NO'OX'I'D
IRON'OXID RUST
the original rust preventive

May, 1945
FOR moving one ton one mile by rail, the average charge—and note that word “average”—is less than one cent.

O.K., you may say, that ought to make freight rates simple. Why not “sell a ticket” for moving freight, just like selling a passenger ticket? Take the number of tons, the number of miles, the average charge, and figure it out?

We wish it could be that easy. But here is the problem.

Some freight is cheap, heavy, little subject to loss and damage. Some is valuable, light and bulky, difficult, risky and expensive to handle. Such differences in the character of freight call for differences in rate making. No one would suppose that charges should be the same on a ton of coal as on a ton of diamonds.

To charge even as little as one cent per mile for hauling a ton of some of the heavy, low-priced commodities would mean, in many cases, making rates so much higher than they are now that such commodities could not move over the long distances we have in this country and be sold at a profit in distant markets.

On the other hand, rates on more valuable articles can be much higher than the average without making any appreciable difference in the price at which they are sold.

So, to make it possible for all sorts of freight to be moved to market, and at the same time meet the necessary costs to the railroad of doing the job, there came to be these differences in freight rates—with the result that shippers, railroads and the public benefit from the amazingly wide distribution and use of all sorts of commodities all over America.

"Prices" tailored to the public interest

Rate-making seems complex. But that’s because commerce is complex. Rates, or transportation prices, must be made for the movement of tens of thousands of different articles over various routes between tens of thousands of places, all over the country, and under all sorts of conditions. If those prices, as a whole, are too low, the railroads won’t be able to meet the costs of doing business. But if transportation is priced too high, the traffic doesn’t move—and that is not good for either railroads or shippers.

ASSOCIATION OF
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ALL UNITED FOR VICTORY

The Milwaukee Magazine