

The MILWAUKEE MAGAZINE

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JUNE • 1946





Headlights



Every home equipped with small twin daughters should also include a dog, in the opinion of Brakeman Dean Lyons of Perry, Ia., who has a good reason to be grateful to the family pooch. One morning a short time ago, Dean's little girls were taken downtown for a visit with their grandmother. Spring was in the air and one of the little tots, unnoticed by everyone except her faithful canine guardian, slipped away on an exploration of her own. The dog followed. The strange pair, strolling through the downtown streets, attracted considerable attention and an interested bystander, Mrs. R. M. Harvey, alarmed for the child's safety, followed them in their wanderings on a trail that finally wound up at the Milwaukee Road station. There Mrs. Harvey enlisted the aid of the station force but the youngster was too small to talk, so Mrs. Ruth Buckley, abstract clerk, dispensing the usual Milwaukee Road service, contacted the assessor's office and established the child's identity through the tag on the dog's collar. Moral: Keep your dog's license up-to-date.

Another one for Ripley: Signal Maintainer H. D. Holly, scooting down the track one day on his scooter, surprised an innocent jack rabbit which popped out of the weeds into the path of the car. It was sudden death for Bunny. Holly jumped down, picked up the body and, with a mighty heave, cast it in the general direction of a nearby ditch, connecting in mid-air with a nice fat pheasant which had selected that moment for a take-off. And that is the story of how the Hollys happened to sit down to that delicious pheasant dinner. At any rate, that's how it was told to H. J. Swank, Magazine correspondent at Austin, Minn.

The *Fergus County Argus*, published in Lewistown, Mont., carried the following item in its Apr. 25, 1946, issue:

"During the 33 years since the Milwaukee Road ran its first train into Grass Range—at about noon on Aug. 13, 1913—a large number of agents have come and gone, but until last week there had never been a feminine agent.

"As *Argus* Correspondent A. E. Trapp said this week, during that time there have been agents who were agriculturists, acrobats, animal trainers, football stars, baseball pitchers and promoters—but never a lady. Now comes Miss Mary Messier of Lewistown to assume the position of operator, dispatcher and general agent at Grass Range."

The Milwaukee Magazine has asked Miss Messier to cast a little more light on her colorful predecessors, preferably with pictures of them in the costumes of their avocations. If she is successful, you'll be reading more about them later.

Believe it or not, Olson and Johnson are working for the Milwaukee Road. This does not mean that they have abandoned "Laffing Room Only," but that on Apr. 1, A. H. Olson of Horicon, Wis., was transferred to Aberdeen, S. D., as assistant to Roadmaster John Johnson.

THE COVER

To the sensitive reader who looks at our hogs this month and wonders how come, considering that June is the month of roses and brides, we would like to say that in a way hogs are our business. Of course, we haul roses, too, as well as brides (mostly British here lately), but we haul more hogs and they pay better.

Despite the pessimistic opinions of butchers and sleuthing housewives, hogs are not extinct. Their hysterical squeals still resound in the loading chute, and by hundreds of carloads they grunt their way toward the relief of a hungry world. In 1945 we hauled 343,099 tons of them. Assuming an average weight of 250 pounds per porker, that's about 2,744,792 hogs who traveled our line and helped to lift the Milwaukee Road from sixth to third place among the railroads of the country in the matter of tons of livestock handled in 1945. We like hogs.

Appointments

Office of President

Effective June 1, 1946:

At his own request, J. T. Gillick has been relieved of his duties as vice president—operation. He concludes an outstanding record of over 60 years of active service with the company, all of it in the operating department, and as head of which he served with rare ability and distinction for 21 years. It is our good fortune that he will remain with the company in the capacity of vice president, consulting, to which position

he was elected by the board of directors.

J. N. Davis, who since Sept. 1, 1941, has served as general attorney, and since June 15, 1941, has also served as assistant to trustee, and since Dec. 1, 1941, as assistant to president, has expressed a desire to retire from the latter position on this date. Mr. Davis has discharged the duties of assistant to trustee, assistant to president with great ability and distinction, and it is with genuine regret that his retirement from the latter position is accepted. He will continue to head the law department Western Lines at Seattle, Wash., with the title of general attorney.

Because of the retirement of J. N. Davis as assistant to president, Seattle, Wash., J. P. Kiley is appointed to that position.

(signed) H. A. Scandrett

Office of Secretary

Effective June 1, 1946:

At a meeting of the board of directors on May 14, 1946, O. N. Harst was elected vice president—operation.

Operating Department

Effective June 1, 1946:

L. F. Donald is appointed general manager, Lines East, with headquarters at Chicago, Ill.

L. K. Sorensen is appointed general manager, Lines West, with headquarters at Seattle, Wash.

H. C. Munson is appointed assistant general manager, Lines East, with headquarters at Chicago, Ill.

W. J. Whalen is appointed general superintendent of the Middle District with headquarters at Milwaukee, Wis. vice H. C. Munson, promoted.

M. P. Ayars is appointed superintendent of the LaCrosse and River Division with headquarters at LaCrosse, Wis. vice W. J. Whalen, promoted.

J. T. Hansen is appointed superintendent of the Trans-Missouri division with headquarters at Miles City, Mont. vice M. P. Ayars, transferred to Lines East.

J. D. Shea is appointed assistant superintendent of the Iowa and Dakota Division, with headquarters at Sioux City, Ia., vice J. T. Hansen, promoted.

Mechanical Department

Effective June 1, 1946:

A. G. Hoppe is appointed general superintendent, locomotive and car departments, with headquarters at Milwaukee, Wis.

Freight Traffic Department

Effective May 15, 1946:

Philip J. Cullen is appointed assistant general freight agent, with office at Chicago, Ill.



Marc Green
Editor

A. G. Dupuis
Manager

PUBLIC RELATIONS DEPARTMENT
UNION STATION—CHICAGO

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Buford Manages Railroads During Federal Control

Charles H. Buford, executive vice president of the Milwaukee Road, was relieved of his duties as federal manager of the railroads at 4 p.m., May 26, at which time government control of the nation's rail lines was terminated. Mr. Buford had been appointed to the position of federal manager by Col. J. Monroe Johnson, director of the Office of Defense Transportation, on May 17. As of that date Mr. Buford issued to all the seized lines the "Federal Manager's Notice and Order No. 1" concurrently with President Truman's executive order relating to federal possession, control and operation of the railroads.

Although the need for Mr. Buford's services in this capacity was short-lived, the fact that he was chosen to assume those duties is a tribute in which all Milwaukee Road employes can take pride, as virtually all of his 39 years of railroading experience has been gained on this railroad.

Mr. Buford first came to the Milwaukee Road as an instrument man in 1907 and was Lines West general manager when the Association of American Railroads called him to Washington, D. C., a little more than six years ago to assume the duties of vice president of the Association, in charge of operations and maintenance. He returned to the Milwaukee Road on Mar. 1 as executive vice president.

Nothing Could Be Finer Than A Dinner in Our Diner

"So often people are quick to report infractions or mishandling, but when someone hands out especially good service it is accepted as merely something he is expected to do.

"I left Chicago on the 6 p.m. train on Sunday last (Apr. 28), traveling to Janesville, Wis. It so happened that I had a very strenuous trip from Memphis on the previous evening and did not arrive in Chicago until 4:00 a.m. Your steward in the diner, J. A. Keegler, was so outstandingly gracious that I believe he should be complimented for

Railroads Need Fair Play

The following editorial, which appeared in the Apr. 27 edition of the Milwaukee Journal, under the above title, has elicited widespread response from people who view the transportation situation with foresight:

"We must have railroad transportation. Dreams that railroads were to be superseded by other forms of transport—water, highway and air—have been proved fantastic by the tremendous demand we made on the railroads during the war. It has been everywhere agreed that they did a marvelous job against severe odds after a long period of depression, decreased equipment and maintenance. And they made money; but in recent months their revenues have been falling rapidly.

"This is something for the public to consider. Do we want a situation in which the railroads cannot make a decent profit and many cannot even earn the cost of proper upkeep and improvement, except in a great war? Of course not. But the public has had a great deal to do with producing this condition. We tax the railroads, but subsidize their competitors.

"Two or three examples in a recent address by J. J. Pelley, president of the Association of American Railroads, will show the inconsistency of our transportation policy. We try to make something of water transportation, and at great expense maintain a relatively feeble water traffic. Mr. Pelley says the Missouri River channel from St. Louis to Kansas City has cost the taxpayers more than \$274,000 a mile to build and is costing more than \$5,000 a mile per year to maintain. Railroad facilities represent an investment of about \$80,000 per mile and upkeep costs about \$5,000 per mile. This is without counting station and office buildings. And the railroads pay taxes which average more than \$1,200 a mile!

"The new threat to railroad prosperity is the airplane. We want to use the air more and more. So we have subsidized its beginnings and are increasing our spendings. New York's principal airport, provided by the taxpayers, cost more than all the planes in scheduled commercial service when it was built. New York is building another airport to cost about as much

his interest in just one customer. May I commend him for the fine service he rendered? He probably did not realize how much it meant to me under the circumstances."

J. F. Crawley, Wholesale Manager,
The Parker Pen Co.,
Janesville, Wis.

as the two great rail terminals of the city combined. The terminals were built by the railroads and pay some \$5,000,000 a year in taxes.

"We subsidize the airways and waterways and tax the railroads. The inconsistency is plain. The result is becoming plain. It will be that railroads cannot make their costs. We shall let them first run down and then go broke. Since we still must have them, this will mean bailing them out at public expense.

"This is a blind policy, neither fair to the railroads as commercial enterprises, most of them well operated under the strictest kind of regulation, nor in our own interest.

"Our alternatives have become clear. Either we must subsidize the railroads or require that other forms of transportation—buses and trucks, waterways and especially airways—pay an increasing share of the enormous sums which construction and maintenance are costing the taxpayer."

An Employe Commends Journal

John Macht, general chairman of the Milwaukee Hiawatha Service Club, applauded the Journal editorial in the following letter, which was published in the May 5 edition of that newspaper:

"Representing 2,500 members of the Milwaukee Road's Milwaukee Hiawatha Service Club, I wish to extend our sincere thanks for your splendid and enlightening editorial. Allow me to mention that ours is strictly an employes' club, organized to develop cordial relations with the public we serve.

"We believe your editorial covers a matter of greatest national importance. Inequality in our public transportation policy is at the bottom of most of today's transportation difficulties—inequality in regulation, in taxation, in subsidies. Public interest and simple justice call for the adoption of a comprehensive, long range national policy which plays no favorites and which applies impartially—a policy based upon the elementary principle that every agency of transportation should stand on its own economic foundation and pay its own way. Under such a policy every agency would be on an equal footing, carrying out the American doctrine of 'Equal rights for all; special privileges to none.'

"John Q. Public doesn't know he is in the transportation business. He should be told he is building and maintaining airports and airstrips, highway and waterway facilities with his own cash."

Jim Shea Reports

Survivor of the Soissons Surprise and 37 *Au Revoir* Dinners Tells What It Was Like

WHEN J. D. Shea closed up shop as trainmaster in Aberdeen, S. D., back in the fall of 1943 and went into the army as second in command of the Milwaukee Road's own 744th Railway Operating Battalion, he expected to do plenty of railroading, possibly under dangerous conditions, but his expectations stopped far short of what actually happened.

For one thing, he never expected anything like the terrible "Soissons Fourth of July." Neither did he figure on ending his military career as commander of the battalion with more miles of track than any other in Europe, plus complete control of the Paris Terminal. He didn't think he would have to learn the French language, but he did. As far as that goes, he never thought he would be called upon to make off with 37 farewell dinners given in his honor shortly before leaving France. It only proves, he has since concluded, that in railroading a fellow may as well expect anything to happen.

The 744th went into France on Aug. 22, 1944, and as the conflict increased in intensity and the demands on the rail battalions became increasingly greater, Jim Shea, then a major, was offered various battalion commands but refused principally because he preferred to stay with Lt. Col. W. J. Hotchkiss (now superintendent of the Kansas City Division) and the other Milwaukee Road men in the 744th.

When Maj. Benjamin F. Hanst, commander of the 724th Railway Operating Battalion, a Pennsylvania Railroad outfit, became ill and had to be evacuated, the army again approached Major Shea, but this time they didn't ask him. He was ordered to take over the 724th. And so it was that on Dec. 15, 1944, he found himself with his hands full. Not only was he one of the youngest battalion commanders in the Military Railway Service, but all the men in his battalion were from a strange railroad. He was in charge of the busy Paris Terminal, with rail lines extending in every direction, and four other main terminals, as well as four major port terminals, plus more railroad line than any other similar outfit in Europe—1,095 miles of single and double track, some of which went right up to the front.

Tout Suite American Style

Jim had never studied French in his life, but his dealings with French railway and government officials in Paris, as well as his work with the French train and engine crews who helped the G.I. crews, convinced him that the smattering of handy phrases he had picked up since arriving in France would have to be improved to the conversational point—and in a hurry. By careful listening and a little study, he soon learned to comprehend and "parley" well enough to spare himself the bother of an interpreter. Fortunately, most of the rail-



J. D. Shea

way officials spoke English with somewhat greater ease than he could handle his newly-acquired French, so most conferences were conducted in a comical 50-50 mixture of the two languages.

Jim laughs when he tells about teaching the French workers the real meaning of their expression *tout suite*. It means "immediately," but judging by the leisurely way most of the Frenchmen did things after he had suffixed an order with *tout suite*, he decided that they had lost the real meaning somewhere along the way and thought it meant "when, as, and if," or "later on, when there is time." He let it be known that when he said *tout suite* he meant "on the double." He says that before he left, many of the French workers told him that once they got used to his *tout suite* methods they liked that way of doing things, and that they thought they could benefit the French railroads by continuing to operate the way the Americans did.

From a new school building in Paris, formerly German general headquarters, Lieutenant Colonel Shea (he was promoted to that rank in May, 1945) directed the operation of 40 train and engine crews daily. After the close of hostilities, however, more and more of the actual operation of trains was taken over by French crews under his direction.

Bulge Fighting Complicates Matters

During the German counter-offensive begun just in time for Christmas, 1944, the 724th Battalion, which had a line running directly northeastward to the so-called "bulge," had a rough time of it. Every night the German bombers would head straight down the railroad track, bombing, or attempting to bomb, every station and yard. They would go in toward Paris just as far as they could



Lieutenant Colonel Shea is shown in the center of a group of French railway officials and men from his battalion at a dinner held shortly before he left France. Earlier the battalion had placed a plaque in the North Station in Paris, dedicated in appreciation of the cooperation accorded the 724th by the North Region of the National Railway Association. Approximately 3,000 French rail officials and workmen were gathered in the depot for the occasion. The dinner followed. The three men closest to Shea's right are, left to right: Monsieur Gournay, assistant director of the National Association; Monsieur Hebert, director of the North Region; and Monsieur Schurr, mechanical superintendent of the North Region.

get before Allied defenses turned them back. "Every night as the bombers came over," Jim says, "the operators would get on the wire and O.S. them right down the line."

"Things were really uncomfortable in Paris at that time, too," he reports. "So many Heinies got through the lines and into Paris in American uniforms that M.P.'s had to be stationed all over the city in great numbers. They stopped every soldier and pinned him down with such questions as: 'How much is two bits?', 'Who won the World's Series last year?' or 'What's the name of a good five-cent cigar?' If a soldier couldn't answer these typically American questions, the M.P.'s assumed he was a German and carted him off to headquarters. It was the only way you could tell, as most of the Germans sent through the line spoke perfect English, and with an American accent."

"Soissons Fourth" Capped the Climax

The climax of Jim Shea's overseas experience came during the bulge fighting when a German plane came over and set off what might be called the "Soissons Fourth of July." The incident, reported in the September, 1945, issue of the Milwaukee Magazine, but which has been given very little publicity, had all the makings of a major disaster, and was bad enough even as it worked out.

There were approximately 650 cars of fused ammunition in the Soissons yards, ready for immediate movement to the front, when the plane dropped a bomb which ignited a car of oil and spread fire rapidly to nearby cars. Jim and six other men rushed into the inferno of exploding shells and began switching cars out to a safe distance. Later they were given help and altogether saved about 300 of the cars, whose contents were valued at around \$4,000,000. The job took 17 hours.

"It was the worst mess I ever got into," he says. "I had been caught in an artillery barrage on a couple of occasions, but they were tame by comparison—you could at least anticipate what direction the stuff was coming from. When those cars began exploding and shell fragments started whizzing around,



Still shrouded in smoke and dust, the one-time railroad yards in Soissons presented this picture of total destruction after the bombed cars of fused ammunition had blown up. Parts of cars were to be found all over the Soissons area, some of them at great distances from the yards. Lieutenant Colonel Shea can be seen at the left.

it was just like what you would expect if a kid threw a match into the pile of fireworks at a Fourth of July celebration, only quite a lot worse. You never knew on which side of you the next explosion would be, so it didn't do much good to try to take cover."

A shell fragment broke two of his ribs during this action, and he received the Purple Heart, as well as the Soldier's Medal for bravery.

Then There Was Tergnier

Similar action at Tergnier when an incendiary bomb started explosions in an ammunition train, resulted in his receiving the Bronze Star Medal. On that occasion he helped save 36 of 50 cars.

Lieutenant Colonel Shea received more citations than any railway battalion commander in the United States Army. In addition to being awarded the three medals mentioned above, he was the only battalion commander to rate the Army Commendation Award. The French decorated him with the Croix de Guerre, and his group was one of three rail outfits in Europe to be honored with the Meritorious Unit Citation. His men were

awarded more individual citations than those of any other railway battalion in Europe.

Having worked so closely with the French government and rail officials in Paris, Jim was treated as if he were the single-handed winner of the war when those officials learned that he was going home. Hence the 37 farewell dinners in his honor in a matter of a few weeks before he took leave of France with his battalion on Jan. 6, 1946. The dinners were in addition to a sprinkling of dedication ceremonies and similar affairs.

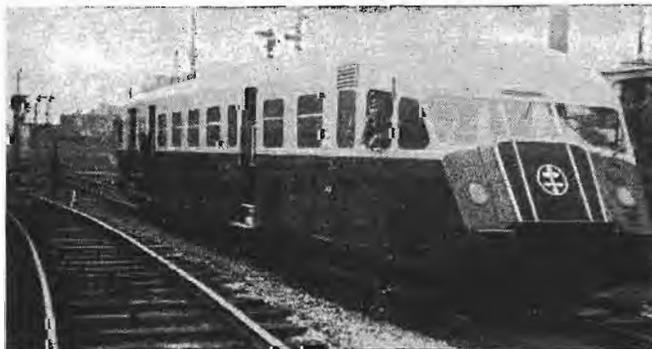
"And each of those dinners lasted from three to six hours each," Jim says with a laugh. "Everybody toasted everybody else and had a fine time; all in all, they were something to remember. Among those French railroaders were a number of very capable men, and some of them I still correspond with. They are among my very best friends, and I'm looking forward to the day when I can return to Paris and see them again."

Madame Recamier, famous French literary and political figure of the early 19th century, used two expressions that always made her guests feel good. When people arrived, she said to them, "At last!" When they departed, she said, "Already?"

The greatest pleasure in life is to do a good deed in secret and have it discovered by accident.

—Charles Lamb.

Probably the best commentary on American advertising was that of the late essayist, Gilbert K. Chesterton, who, when he was taken on a tour of New York Times Square at night, said: "How beautiful all of this would be for someone who could not read!"



Shea leans from the window of the diesel-electric "auto rail" which the French refurbished and presented to him for use throughout the extensive area controlled by the 724th. The car was extremely fast and comfortable, he reports.

Fire Prevention Trophy Goes to Twin Cities



Governor Thye of Minnesota congratulates General Superintendent D. T. Bagnell on winning the Fire Prevention Trophy for 1945, following the luncheon. At the extreme left is L. J. Benson, assistant to vice president. At the right, Vice President J. T. Gillick looks on approvingly.

BEFORE a group of 500 employes and guests who attended the Fire Prevention Luncheon in the Nicollet Hotel in Minneapolis on Apr. 23, the Twin City Terminal was formally awarded the coveted trophy which is the Milwaukee Road's highest honor for the prevention of fires. The employes under General Superintendent D. T. Bagnell completed the year 1945 with an almost perfect record. Although a single fire, which caused damage estimated at \$88, stood between them and their desired goal of a completely fire-free year, the care and diligence exercised by the Terminal employes put them at the head of the list of divisions.

A number of Milwaukee Road officers from Chicago and Milwaukee attended the luncheon, together with several dignitaries representing the state and city.

This luncheon, the fifth of its kind held since the inauguration of the fire prevention contest in 1939, was a thoroughly enjoyable affair, thanks largely to the skill of Solicitor M. L. Bluhm, who acted as toastmaster. He established the mood of the speaking program and introduced the guests at the speakers table.

In his opening remarks, Mayor Hubert Humphrey of Minneapolis injected a note of humor into the proceedings by baiting the St. Paul mayor's representative, Frank L. Madden. The latter, being equally handy with the satire, capitalized on the opportunity and delighted his listeners with badinage.

Benson Reports Fire Record

The purpose of the meeting and a review of the Road's ceaseless efforts to prevent fires on the property were

capably outlined by L. J. Benson, whose task it is to vitalize the programs of fire prevention and safety on the railroad, together with several other important activities.

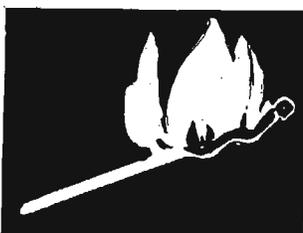
O. N. Harstad, assistant vice president and general manager, addressed the group briefly, giving credit where credit was due—to the rank and file. D. C. Curtis, chief purchasing officer, made a stirring plea for the continuation of fire prevention practices that will save from wasteful destruction the many critical, irreplaceable materials without which the railroad cannot operate.

The Honorable Edward J. Thye, governor of Minnesota, identified the fire and accident prevention programs of the railroads as outstanding in industry and spoke brilliantly of the benefits to be derived from such activities by all the people who comprise the Milwaukee Road's personnel.

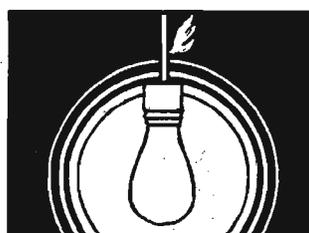
Vice President J. T. Gillick, whose inimitable manner has made him indispensable at such affairs, was in top form as he addressed the employes briefly and then made the presentation to General Superintendent Bagnell. In accepting the trophy Mr. Bagnell promised another winning performance in 1946. Although Terminal Superintendent J. J. O'Toole did not address the group, he beamed proudly as the honor was paid to his fellow employes.

Seated at the speakers table, in addition to those previously named, were: T. W. Burtness, Milwaukee Road secretary; F. W. Root, solicitor; Harry Sengstacken, assistant passenger traffic

LEADING FIRE CAUSES IN THE UNITED STATES EACH YEAR



SMOKING AND MATCHES
130,000 FIRES



ELECTRICAL
74,000 FIRES



SPARKS ON ROOFS
55,000 FIRES



DEFECTIVE CHIMNEYS
53,000 FIRES

Causes of Fires in 1945

The following list of fire causes on the Milwaukee Road during 1945 is arranged in the order of incidence and shows the number of fires attributable to each cause and the total amount of loss ascribed to that cause.

Locomotive sparks (40).....	\$ 3,555
Grass fires (39).....	446
Hot boxes (12).....	1,385
Fires originating on adjacent property and communicating to railroad property (12)....	9,938
Spontaneous ignition (12)....	845
Cigarettes (9).....	4,847
Trespassers (9).....	5,343
Chimney sparks (5).....	360
Lightning (5).....	739
Combustibles against hot pipes (4).....	598
Fuel oil (4).....	3,748
Acetylene torch (4).....	11,136
Overheated stoves (4).....	757
Electrical defects (4).....	6,344
Electric trolley (4).....	1,167
Burning weeds (4).....	961
Derailments (4).....	4,521
Locomotive coals (3).....	735
Oil lamps (3).....	4,024
Car heater (3).....	365
Tenant fires (3).....	5,350
Torches other than acetylene (2).....	52
Hot cinders (2).....	49
Brake shoes (2).....	130
Fusees & torpedoes (1).....	8
Sulphur fumigant (1).....	164
Miscellaneous and unknown (13).....	11,557

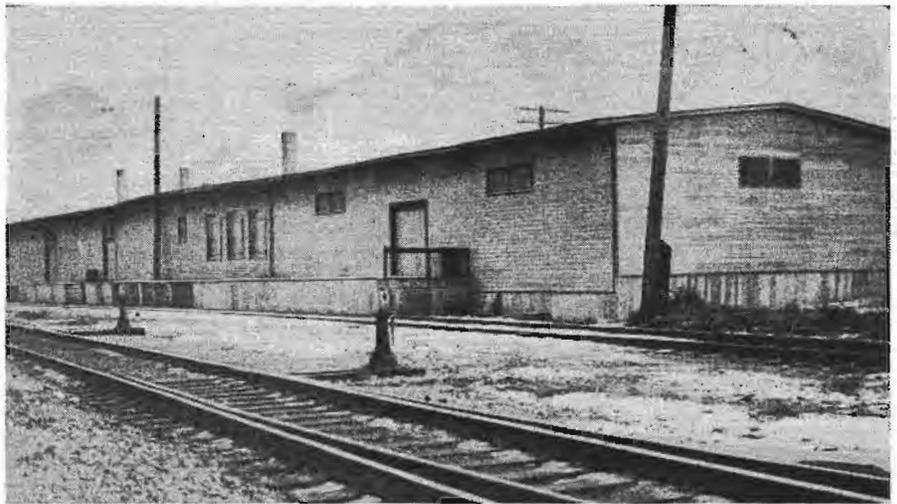
Principal Property Damage by Fire—1945

	Number	Amount of Loss
Freight cars.....	64	\$17,571
Passenger cars.....	36	16,178
Work cars.....	14	6,466
Locomotives.....	12	6,569
Buildings.....	39	19,129
Bridges.....	7	4,616
Poles, etc.....	47	1,626
Tracks, ties, etc.....	7	3,280

manager; J. A. Deppe, superintendent car department; George Lockhart, chief of the Minneapolis fire department; Honorable N. J. Holmberg, chairman, Minnesota Railroad and Warehouse Commission; and John P. Mullaney, deputy commissioner, Department of Public Safety, City of St. Paul.

Contest Has Been Beneficial

The annual fire prevention trophy contest is credited with having done



These before-and-after views tell the story of the destruction which can be caused by small acts of carelessness. This old freight house at Missoula, Mont., used as a storage warehouse in recent years, was burned to the ground on Apr. 17, 1946. The fire is known not to have been caused by an employee, but presumably was started by a carelessly discarded cigarette. The loss is estimated at approximately \$58,000, not including five freight cars which were destroyed and others which were damaged.

a great deal to hold fire losses to a reasonable figure. The creed on which fire prevention activity is based is that "A Clean House Seldom Burns", and employees are urged repeatedly to clean up their own particular shop, station, yard or office.

It is said by representatives of insurance and other agencies outside the railroad that the Milwaukee's properties are exceptionally well maintained and it is an established fact that its

fire loss experience is one of the best among railroads of comparable size. This praise was not always forthcoming from the same agencies and the marked improvement which has been noted is a fine testimonial to the cooperative spirit among the Road's family of employees.

Basic fire prevention practices involve cleanliness, the installation and maintenance of electric circuits and appliances according to code require-

(FIGURES COMPILED BY NATIONAL FIRE PROTECTION ASSOCIATION)



RUBBISH AND SPONTANEOUS IGNITION 37,000 FIRES



DEFECTIVE HEATING EQUIPMENT 45,000 FIRES



LIGHTNING 34,000 FIRES



FLAMMABLE LIQUIDS 25,000 FIRES

FIRE LOSSES BY DIVISIONS — 1945

(as rated under contest rules*)

Rank	Division	No. of Fires	Estimated Loss
1.	Twin City Terminal	1	\$ 88
2.	Madison	2	256
3.	Superior	2	286
4.	LaCrosse & River	5	124
5.	Iowa & Southern Minnesota	6	104
6.	Terre Haute	3	419
7.	Kansas City	4	639
8.	Iowa & Dakota	13	132
9.	Iowa	9	1,594
10.	Milwaukee	10	1,526
11.	Hastings & Dakota	19	1,355
12.	Idaho	6	3,842
13.	Trans-Missouri	27	1,967
14.	Dubuque & Illinois	13	6,576
15.	Coast	18	7,002
16.	Chicago Terminal	21	8,140
17.	Milwaukee Terminal	8	10,243
18.	Rocky Mountain	16	14,974
		183	\$59,267

*In estimating rank, one point demerit applies for each fire and 1/100th point demerit for each dollar of loss. Fires caused by derailments, communication from adjacent private property and trespassers excluded.

ments, storage and handling of flammable liquids with due respect for their volatile and dangerous nature. Attention to stoves, storage of materials, eradication of excessive vegetation and careful disposal of cigarettes and matches are other subjects receiving frequent mention in fire prevention educational letters and bulletins.

The railroad has spent many thousands of dollars for improved construction, for fire fighting equipment and for

other means of fostering fire prevention. It is generally recognized that this combination of support by management and responsible attitude on the part of employes is the chief source of the Road's improved performance and more satisfactory record with regard to fire prevention.

The ultimate aim in this endeavor is to have no fires whatsoever resulting from carelessness in any one of its many forms.

Gallatin Gateway Inn Reopens

This summer, for the first time since 1942, twenty-six of America's national parks will be thrown open to a travel-hungry public. The oldest park, Yellowstone National, established in 1872, opens this season on June 20 and until it closes on Sept. 10 expects to entertain the largest volume of tourist travel in its history.

At the northwest entrance, Gallatin Gateway Inn, owned and operated by the Milwaukee Road and supervised by major-domo Dan Young, will be ready for the first visitors on June 18. This luxurious hotel, offering comforts undreamed of when the only tourists were redskins and the cavalry troops at Ft. Yellowstone, is a veritable oasis in the heart of the Rockies. Travelers who leave the comforts of the transcontinental *Olympian* at Three Forks, Mont., and approach it by way of a 35-mile drive through glorious mountain scenery are always amazed to discover the conveniences of a fine city hotel in the remoteness of this volcanic plateau.

During the time it was closed by wartime travel restrictions the Inn underwent a thorough renovating and new motor equipment has been made available for the numerous sight-seeing tours which operate from it. Situated as it is in the heart of natural resources, it offers outstanding recreational activities. Two hundred miles of trout streams alone course through the Gallatin and Madison valleys and a string of selected pintos is at the disposal of those who prefer to do their sight-seeing from the saddle. The traveler who had expected to endure some discomfort in this rugged country looks forward with pleasure to the excellent meals served in the big, cheerful dining room and to the restfulness of soft beds after a day in the stimulating mountain air. The huge fireplace in the two-story living room is the gathering place for social life in the vicinity, and, judging by the requests for reservations received during the past months, there is every indication that during the coming sea-

son it will be the scene of buzzing activity.

With travel restrictions removed, the Milwaukee Road is prepared for an unprecedented demand for vacation accommodations. This is the first big vacation year since 1941 and thousands of Americans seem bent on a vacation spree. The recreational areas served by the Road are extensive and include four of the national parks: Isle Royale National Park, Lake Superior; Yellowstone National Park, Wyoming; and Olympic and Mt. Rainier National Parks in Washington. This is an opportune time for armchair travelers to visit the exciting and romantic spots they have dreamed about and hankered to see during the hectic stay-at-home war years.

Service "Best in the World"

(To F. N. Hicks, passenger traffic manager, Chicago, Ill., in connection with an over refund.)

"Am inclosing check for \$2.35 which you claim was paid in excess of amount due to me. Sorry to have caused this trouble and trust this will close the matter.

"May I add that in my travels I found the service offered the public by the Milwaukee Road far superior to any in the country, or in fact, the world? The cleanliness, quantity and quality of your food was very superior and conspicuously so by the almost total lack of these qualities on the trains of your competitors to the south."

Edwin C. Omundson,
Albert Lea, Minn.

Judge: "Why is life unbearable with your wife?"

Man: "Your honor, she insists on keeping a goat in our bedroom and I can't stand the atmosphere."

Judge: "Couldn't you open the window?"

Man: "What! And let out all my pigeons?"

More than 70 fire tragedies are caused each day by children playing with matches.

Man consists of body, mind and imagination. His body is faulty, his mind untrustworthy, but his imagination has made him remarkable.

John Masefield.

A speaker was lecturing on forest preservation. "I don't suppose," he said, "that there is a person in the house who has done a single thing to conserve our timber resources."

Silence ruled for several seconds and then a meek voice from the rear of the hall timidly said: "I once shot a woodpecker."

IT IS almost impossible to believe that a soldier in Caesar's army had anything to do with determining the gauge of American railroads, but, according to history, it is true. Here is how it happened. It seems that Caesar, for some strange

reason, decided to space the wheels on the chariots used by his army the distance covered in two strides by one of his soldiers. This happened to be four feet eight and a half inches or about three and a half inches less than the distance covered in two paces by our army boys today. Well, according to history, the Roman conquerors eventually got over into England with their chariots and in the course of events churned quite a bit of the beautiful country-side into roads while chasing the natives about. After a time, you will recall, the Romans pulled out and allowed the English to go about their business in their own way again. The English evidently kept using the roads formed by the countless heavy Roman chariots, and having a smattering of intelligence, they decided there was no sense in building wagons which would not fit the old Roman roads. They too spaced their wagon wheels four feet eight and a half inches apart. Evidently bouncing over the country in these ruts during the years that followed was quite habit forming, for when the English started to build their first railroad they were still in the same old ruts and spaced their rails a neat four feet eight and a half inches apart.

Then, when pioneer Americans first started to build their railroads, they imported locomotives from England and of course, they were English gauge, so there seemed no reason why the tracks shouldn't be spaced to accommodate the locomotives and that's how a soldier in Caesar's army helped determine the gauge of American Railroads.

Although it was not quite that simple, as any historian will quickly assure you, the story is basically true.

Lincoln Favored Five Foot Gauge

Shortly after the Civil War, more than 300 of the 487 railroads in the United States were operating on English gauge tracks. President Lincoln favored

There's A Reason For Track Gauges

the adoption of a five foot gauge, but Congress, having a mind of its own, overruled the White House in 1862 and voted the four foot eight-and-a-half-inch gauge the standard for the U. S. This decision was a handicap to George M. Pullman when building his palace car and even today it deprives streamlined train riders of some comfort.

Before track gauges became standardized in the United States, there were 23 rail gauges used across the country ranging from six feet on down to three feet. This made it impossible to interchange freight or passenger cars from one road to another, a practice which is the basis of modern railroading. The travelers in 1870 could go all the way from New York to St. Louis on railroads using six foot gauge tracks—the widest gauge ever used in North America. Operating on the wide gauge proved to be very expensive. For example, the Erie used it for some time, but eventually had to convert to the standard gauge at a cost of 25 million dollars. Many of the early roads used a five foot gauge, but they too, found it necessary to convert to the standard four foot eight and a half inches.



Roads changed to the standard width gauge by relaying one rail and by changing the axle lengths of rolling stock. This was accomplished at different times, sometimes during a single night, or on a Sunday.

For instance, on Sunday, May 30, 1886, the Louisville and Nashville changed two thousand miles of track. The Erie, when converting, laid a third rail between the old ones, and for a while operated on both gauges, gradually shifting from one to the other. During the period of transition it was not uncommon to see the locomotive running on the wide gauge track, pulling a string of cars along the narrower track.

Foreign Gauges Still Unstandardized

Many foreign countries still use the narrow-gauge track. The railroads in

Australia expanded in a haphazard manner. Each state went about the business of developing its roads with no concern for the neighboring states, consequently many different gauges were used. On the line between Brisbane and Perth, Aus-

tralia, a distance of 2,600 miles, the gauge changes five times. Egypt, India, Burma, Russia, South Africa and several South American countries are some of the others which still use a narrow gauge.

Even though the railroads in the United States have adopted four feet eight and a half inches as the standard gauge, there has never been a standard trolley gauge adopted. Many eastern trolley lines use the five feet two and a half inch gauge. This width was incorporated in original franchises in order to make it impossible for steam equipment to be run through the city streets using the street car lines to form a network for the transfer of freight between the various steam roads. There seems to be no particular reason for adopting any particular street car gauge, other than local prejudice or preference.

—The Carbuilder,
Pullman-Standard Car
Manufacturing Company.



When Dr. Isaac K. Funk was forced to defend the fact that his unabridged Standard Dictionary contained innumerable words not aired in polite society, he quoted a story about Dr. Samuel Johnson:

A woman, cornering the great English lexicographer, gushed: "Oh, Dr. Johnson, I was distressed to find that you had included so many naughty words in your dictionary."

Johnson looked at her coldly and replied:

"And I, madam, am distressed to learn that you looked for them."

They had been married a week and were having their first Thanksgiving dinner alone at home.

"There's my first turkey, darling," said she as she placed the bird on the table.

"Marvelous, sweetheart," exclaimed her spouse. "How beautifully you have stuffed it!"

"Stuffed it? Why, this one wasn't hollow".

Marion-Cedar Rapids Club Reactivates

A group of employes in the Marion-Cedar Rapids area, interested in the reactivation of the Service Club, assembled in the club's rooms on the second floor of the passenger station in Cedar Rapids on the evening of Apr. 24. Chairman Fred Winston sent his regrets at not being able to attend but gave the assurance of his whole-hearted support. As a result of the evening's discussion the first regular meeting was scheduled for the evening of May 16 and plans were made to extend a personal invitation to every employe in the area and to provide refreshments.

The attendance of 64 employes at the May meeting was very gratifying and assured those who had worked to make it a success that there were real possibilities for future successful activities. This meeting was also held in the club's regular meeting room and, as it was in the nature of a reactivation meeting, the speakers concentrated their remarks on the purpose of service clubs, club activities in other locations and suggestions to stimulate meeting attendance.

Chairman Fred Winston, who conducted very capably, requested near the close of the meeting to be relieved of office. This announcement came as a surprise; however, a nominating committee, consisting of C. A. Trask as chairman, assisted by F. E. Wiley, Fred Chermak, W. E. Failor and N. J. Gorman, was appointed to have a recommendation prepared for submission at the June meeting.

PFI Tom Manton was responsible for the delicious lunch which followed but declared that a large part of the credit was due to the support of his voluntary assistants.



Service Clubs



Agents Ray Nalor of Scotch Grove and M. D. Leonard of Monticello extended the hospitality of their communities and reminded the members of the good time they had at a meeting in their area a few years ago. Included among the employes of other areas who attended were Agent L. J. Miller and Section Foreman B. A. Jenkins of Springville, Agent D. Gustofsen of Anamosa and L. Fulton of Atkins.

Harlowton Area Club Elects Officers

The first meeting of the Harlowton Area Service Club was held in the Women's Club room at Harlowton, Mont., on May 10. The temporary officers chosen at the May organization meeting presided. Thomas A. Jones, temporary chairman, and Sam Griffith, temporary secretary, were elected to permanent office for the new term and John Todd was elected vice-chairman. Following the election, a general discussion was held. This covered the club's future business activities and plans for a social program.

Reactivation Program for Portage Triangle Club

Approximately 20 progressive members discussed the reorganization of the Portage Triangle Service Club at an informal dinner-meeting at Portage, Wis., on May 1. The discussion was lively and many new ideas were projected.

Plans were drafted for a reorganization meeting on May 20 and hopes were high for the support of the employes in the Portage area; at present the club has about 35 active members. The meeting will call for the election of officers and a reactivated Service Club program.

Chairman Schumacher Re- elected to "On Wisconsin" Office

The On Wisconsin Service Club met at Hiltgen's Hall, Fredonia, Wis., on May 4, with the election of officers on the docket. Chairman Oliver Schumacher, who led the club during the past year, was again elected to the chairmanship. George Robinson was chosen vice-chairman and John Brown secretary-treasurer.

TF&PA H. W. Marquardt, who addressed the gathering, asked for the cooperation of all employes in attracting business to the Milwaukee Road. "As revenues decline the employes suffer," he stated. "We can do much to help ourselves by informing the traffic department of prospective business."

The Schumachers are excellent hosts and the fine lunch which they had prepared was thoroughly enjoyed. The evening was finished with a round of dancing.



A group of Marion-Cedar Rapids Club members who attended the Apr. 24 meeting. Seated, left to right: Franz H. Sleck, Robert Zemanek, Max Schorr, Ray J. Burke, W. E. Failor and Charles T. Rowe. Standing, left to right: W. C. Wallis, O. A. Beerman, Frank L. McComas, Joe W. Barnoske, Jr., George Struck, Francis Curran, Thomas Manton, Edward McDonough and Harold J. Peterson.

Southwest Limited Club Supports "Milwaukee Day"

Chillicothe, Mo., a friendly city, cooperated to the fullest extent with the Milwaukee Road, to insure the success of "Milwaukee Road Day" on May 14. The Chamber of Commerce, whose members loaned their support, entertained 15 representatives of the railroad at lunch.

Trainmaster W. T. Stewart, a Chillicothean by birth, acted as toastmaster for the railroad's contribution to the program and introduced each of the guests. Industrial Engineer A. O. Tate, Chicago, spoke briefly about the industrial department of the railroad and its desire to cooperate with the Chamber of Commerce while Assistant Public Relations Officer Frank J. Newell, as guest speaker, emphasized the necessity for "Keeping the Railroads Strong." Among those who attended were W. C. Wallis, regional assistant of the public relations department, Cedar Rapids; Assistant Freight Traffic Manager H. S. Zane and Assistant Passenger Traffic Manager H. Sengstacken, Chicago; Agricultural Agent S. J. Oberhauser, Minneapolis; General Southwestern Agent W. A. Murphy, General Agent, Passenger Department, M. A. Oberg and Traveling Freight Agent G. L. Cosby, Kansas City; Superintendent W. J. Hotchkiss, Ottumwa, Ia.; Agent C. D. Busick, Chillicothe; Division Engineer L. F. Pohl, R. C. Dueland, supervisor of telegraph and signals, and Trainmaster W. T. Stewart, Ottumwa; Roadmaster E. Schoech, Chillicothe; and Traveling Passenger Agent F. C. Foug, Kansas City.

The entire afternoon was devoted to a tour of the city, its industries and the Chillicothe Business College, the largest in the United States. The Chamber of Commerce, under the direction of Transportation Chairman Donovan, provided the automobiles and the tour was conducted by Mr. Donovan and Agent Carl Busick. It was interesting and educational; Superintendent Hotchkiss found it difficult to get away from the telegraph section of the business college. Here, potential operators receive a complete course of instruction in many phases of railroad operation, in addition to telegraphy.

The trip through the furniture factory showed rough walnut gun stocks being readied for shipment. At the Hay, Rake and Tool Factory it was possible to see rakes in various stages of construction and at the glove factory was demonstrated the process of manufacture from the cutting and sewing to the final boxing for shipment.

W. L. Cox, real estate dealer and business man, entertained all who took part in the tour and that delicious chicken

Two views of the dining room during the "Milwaukee Road Day" luncheon in Chillicothe, Mo., on May 14. The Chillicothe Chamber of Commerce graciously acted as host to a number of Milwaukee Road representatives, as reported in column 1 on this page. In the lower picture, Leo Moren, president of the Chamber of Commerce (fourth from left, against the wall), is shown seated next to F. J. Newell, Milwaukee Road assistant public relations officer.



dinner, served a la Bill Cox, will be hard to forget.

The Service Club meeting was held in the Strand Hotel and was preceded by a dinner attended by club members and their wives as well as members of the visiting group. It was conducted very ably by Chairman M. F. Pollard, agent at Ludlow, Mo.

North Woods Hiawatha Club Reorganizes

The reorganization meeting of the North Woods Hiawatha Service Club at Wausau, Wis., on Apr. 25 was a grand coming out party. Approximately 100 employes and their wives turned out for their first meeting since 1942.

Acting as chairman, Vice-Chairman Joe Whaley opened the meeting by explaining the purposes of the Service Club movement. Assistant Superintendent F. S. Philpot, expressing his pleasure at the fine attendance, stated: "The employes on the Valley Division can have a Service Club organization that will be rated among the best. By mixing a little serious business with good fellowship and fun we can look forward to our regular Service Club gatherings." Agent Floyd West of Merrill, Wis., remarked: "At Merrill we appreciate the benefits of a Service Club organization and I am sure the employes at our point will give their wholehearted cooperation." Merrill's representation at this meeting spoke for itself. The second

Thursday of each month was selected as regular meeting night and a nomination committee was appointed, with the election of officers scheduled for June 12.

The social program was opened with a hair-raising demonstration of how not to perform on roller skates, by Myron Tesch and Dwan Schiefelbein. Mrs. E. Fritsch's accordion music had the members dancing and singing until "Home, Sweet Home." John Brown, chairman of the entertainment committee, did a fine job in arranging the evening's entertainment.

Frank Voeltzke, chairman of the food committee, provided the appetizing food and refreshments. Assisting Messrs. Brown and Voeltzke were Walter Freebern, Lloyd Miller and Phil Farrell.

Albert Lea Club Elects Officers for New Term

The Albert Lea Service Club held its regular meeting in the passenger depot on Apr. 17, with Chairman William Poeschel presiding. The business before the group was the selection of officers for the coming year and the following members were elected: T. W. Burke, chairman; F. W. Bauer, vice-chairman; L. H. Okre, secretary; and O. B. Tuftee, treasurer.

The new officers were to start their terms at the following meeting, scheduled for May 15 in the passenger depot.

Polka Proves Popular at Janesville Dance

Car Foreman W. B. "Bill" Wilcox, appointed head of the dance committee for the Service Club party at Janesville, Wis., on May 15, enlisted the aid of an able assistant, Storekeeper E. F. Krenke. This combination had worked successfully together at another recent Service Club party.

To Messrs. Wilcox and Krenke can therefore be attributed most of the success of the affair. It was held in Labor Temple and the music was provided by "Atlesly's Orchestra." The favorite with the dancers seemed to be the circle two step.

The Janesville Club was reorganized a year ago. The members have worked hard to promote business and have a fine record for cooperation and loyal support. This dance was just another evidence of their spirit of good fellowship.



Above. A group of Janesville (Wis.) Club members dancing in Labor Temple on the night of May 15.

Below. Shown (foreground) at the Janesville Club's dance are, left to right: Gilbert W. Selchert, secretary-treasurer of the club; Ray T. Dowd, vice chairman; W. B. Wilcox, dance committee chairman; George E. Hogan, chairman of the club; and Erv F. Krenke, assistant chairman of the dance committee.



Marquette Service Club "Does the Town"

"Doing the town" implies a program of varied entertainment. To make it clearer, the Marquette Service Club of Marquette, Ia., had a very pleasant time at the meeting in the Women's Club room on the evening of Apr. 23, viewing "Doin' the Town," with Ozzie Nelson and his orchestra. Grover Hahn, county extension director of the Clayton County Farm Bureau, graciously provided the projector for the showing of the film. Mr. Hahn's informative talk was a feature of the evening's program.

A delicious lunch was prepared and served by the committee, of which D. J. Herron was chairman. W. P. (Bill) Trinkler's assistance in making the arrangements connected with the meeting was also appreciated by Chairman Stan Hunter and Secretary Gerald Connell.

Mason City Club Joins Softball League

At the Apr. 8 meeting of the Mason City Service Club Chairman M. L. Utterback announced that, effective June 3, he was transferring to the Kansas City Division at Chillicothe, Mo. Although he and his family are certain to like this transfer back to their home territory and the Southwest Service Club at Chillicothe will welcome his assistance in club activities, leaving Mason City will not be without its regrets. The current trend of activity in the Mason City club is a credit to Chairman Utterback and the cooperation which he has secured from the employes in that area. Vice-Chairman J. A. Woonas, who is chairman of the executive committee, has, through the handling of his present assignments, indicated that he will be a very capable successor.

At this session Harry Kinney suggested that an employe softball team should be sponsored by the club and a committee, composed of Monte Kemp as chairman, Lyle Walsh and John Paul, was appointed to investigate this proposal and take whatever action was advisable. As there were several good prospective players among the employes and still time to enter a team in the league, this action was taken. Because of the enthusiasm evoked by the prospect of having a ball team, the lack of funds for this activity proved to be only a minor consideration (the names of the lucky Nylon winners are to be drawn and announced at the May meeting).

Out-of-town visitors at the meeting included Assistant Trainmaster and Traveling Engineer R. J. Dimmitt, Mitchell, S. D.; General Agent J. D. Wohlenberg and Freight Service Inspector L. A. Nostrom, Sioux Falls, S. D.; and Freight Service Inspector O. E. Bradford, Austin, Minn.

Maurice Whitty Takes Over Old Line Gavel

Maurice Whitty was installed as chairman at the Apr. 24 meeting of the Old Line Service Club. Despite wartime restrictions the Old Line carried on the regular monthly meetings and, with conditions returning to normal, Chairman Whitty hopes to stimulate club activity to prewar levels. The May meeting is scheduled for Beaver Dam, Wis., with Agent Meyers and his boys as hosts.

The new American Legion club rooms in Horicon will soon be available to the Old Line club members. It will be a dandy place to meet. Mr. Whitty also plans to hold a meeting on the eastern end of the club area.



They were singing "For He's a Jolly Good Fellow" when this picture was snapped as Jake Hansen cut the cake at the farewell party given for him by the Hiawatha Club of Milwaukee.

Hiawatha Club Honors Jake Hansen

Jake Hansen, who is leaving his friends at Davies yard for a promotion to general car foreman at Minneapolis, was given a rousing send-off at the May 2 meeting of Unit 5 of the Milwaukee Hiawatha Service Club. The gang was both happy and sad at Jake's promotion; happy to see him recognized and promoted and sad at the departure of a good friend.

The sentiment of the men was expressed with the presentation of a beautiful Elgin wrist watch by Erwin C. Weber as master of ceremonies. With it went a huge farewell card bearing the inscription, "Farewell, Dear Boss." Jake's moral support, Mrs. Hansen, was presented with a lovely purse.

Mr. Weber spoke at length on Jake's previous record—the record of a farm boy who made good in the city. He was born on a farm near Ashwauben, Wis., and received his education at Green Bay. His railroad career began in 1921 as checking and billing clerk for the GB&W at Green Bay. In February, 1925, he entered the employ of the Milwaukee Road as a carman in the Green Bay shops and was made a leadman in 1931. A transfer to Madison, Wis., followed and in December, 1935, he was made assistant car foreman at La Crosse. He returned to Green Bay as car foreman in January, 1938, and in December, 1942, was transferred to Davies yard.

For the occasion a delicious lunch was prepared and served by the club members, following which a most enjoyable evening was spent in dancing and visiting.

Chairman Charles J. Michalski held a business meeting preceding the presentation and social, at which General Chairman J. A. Macht and General Car Foreman E. F. Palmer spoke on the purposes of a Service Club.

Hiawatha Executive Board Convenes with Supervisors

The executive board officers of the Milwaukee Hiawatha Service Club and the supervisors in the terminals and shops met on May 1 to discuss cooperative relations. General Chairman J. A. Macht, addressing the 103 men who attended, urged the supervisors to show their interest and enthusiasm by attending their individual unit meetings and to offer suggestions and criticisms for

the betterment of the club. He also said that the club is planning to sponsor a picnic this summer for 350 orphans of the Milwaukee County Children's Home.

Mr. Macht then called on General Superintendent H. C. Munson, Assistant Chief Mechanical Officer A. G. Hoppe, District Storekeeper G. A. J. Carr and E. J. Hoerl, regional public relations assistant. Mr. Hoppe pointed out the need for employe participation in the Road's public relations program. "We have an executive public relations committee in Chicago and I have been designated to represent the mechanical department," he said. "Through this employe public relations program and the literature that is being dispensed in connection with it we furnish facts and



Erw Weber, master of ceremonies at the Hiawatha Club's farewell party for Jake Hansen, presents an Elgin wrist watch to the honored guest. Left to right: Charles J. Michalski, chairman of Unit No. 5 of the Hiawatha Club; L. L. Mulholland, vice chairman of Unit No. 5; August Beier, secretary-treasurer of Unit No. 5; Mr. Hansen; Mr. Weber; J. A. Macht, general chairman of the Hiawatha Club; E. F. Palmer, general car foreman, Milwaukee; and M. L. Hynes, district car foreman, Milwaukee.



Tomah Area Club members with their families at the recent Appreciation Party.

information which all employes can disseminate. Every employe can be a public relations representative. Representing our Road, we form public opinion of the industry we work for. The Service Club movement is too big a project to be overlooked. It is up to every one of us to get behind it."

Mr. Munson complimented the Hiawatha Club for its fine advertising medium, the Milwaukee Hiawatha Service Club Band. "The members of the band organization are doing a splendid job in keeping the name of the Milwaukee Road before the eyes of the public," he remarked. "They are doing their part and all of us can be proud of this employe contribution."

Mr. Carr mentioned that he had attended every Service Club meeting of the store department with but two exceptions. "It certainly is a fine thing to have the employes support a movement that brings about better under-

standing and more cooperative relations," he remarked. "Aside from the business angle, the sociability that goes with it is healthy and wholesome."

E. J. Hoerl supplemented the remarks made on traffic tips. "We have but a handful of passenger and freight solicitors to cover 11,000 miles of rail. However, we do have 38,000 employes; 38,000 families that can act as a valuable source of information in advising our solicitors of prospective business. Multiply the contacts and associations of 38,000 families and we form a mighty powerful army of traffic tipsters." Continuing, he said: "We already have a fine organizational setup. The officers and members of the Service Clubs need the help and support of supervisors in this employe movement."

Brief remarks were also made by General Chairman Ralph Haslam and General Secretary-Treasurer Larry LaRue.

Mr. Macht concluded the meeting with the statement that the Hiawatha Club has about 2,500 members. The goal for 1946 is 3,000 members, or more. He explained the work involved in running an organization of this size and how the unit officers give their time and effort for the arrangement of club affairs. In conclusion he said: "We need and will certainly appreciate the support of every railroad officer and supervisor."

At the adjournment of the business meeting everyone joined in having a good time at the social which followed.

Ripon Area Club Dances at Rush Lake

The Ripon Area Service Club members congregated at John Schroeder's Hall, Rush Lake, Wis., for the Apr. 23 meeting. A meeting at Schroeder's Hall is incomplete without music and dancing and at the conclusion of the Lenten season the entertainment proved to be very timely and enjoyable.

Henry Hefty, TFA, addressed the gathering on the traffic tip program. Chairman Harry Jeske also spoke, proposing a concentrated drive for new membership.

Tomah Chefs Display Culinary Ability

Feeding 250 people involves peeling 125 pounds of potatoes, baking 100 pounds of ham and 25 pounds of beans, brewing 20 gallons of coffee and scooping 10 gallons of ice cream. This culinary task, ordinarily delegated to the ladies, was performed with dispatch by the males at the Tomah Armory, Tomah, Wis., on Apr. 27, when recognition was paid to the Tomah Area Service Club for its past year's work. The chefs and waiters on the dinner committee were Chairman Frank Rudoll, August Gabower, Alvin Rose now, Carl Reisinger, Louis Gray, F. S. Sowle, Otto Teske, Frank Roberts, William Deering, Archie Benjamin, Henry Sell, Bob Leuschner, Reuben Peth, Leo Semrau, Leslie Gamberdinger, Earl Marquardt and Carl Fick.

Acting as toastmaster, Chairman Joe Thouvenell kept things moving at a fast pace. Division Superintendent W. J. Whalen paid tribute to John Reinehr, retired shop superintendent, and Agent Thouvenell for their splendid record as Milwaukee Road employes at Tomah. Remarking on traffic tips, Mr. Whalen reminded everyone to be on the alert for prospective business and to submit tip cards to maintain the record on the L&R Division.

The club had the pleasure of entertaining G. H. Pedersen, general chairman of the machinist's organization; C. R. Rischmann, general chairman of the blacksmiths; and J. G. James, general chairman of the maintenance of way organization. Mr. Pedersen also paid a personal tribute to Mr. Reinehr. "Mr. Reinehr helped to build up the



Dorothy Sjöberg, daughter of Machinist Reuben A. Sjöberg of Aberdeen, S. D., received a 17-jewel wrist watch as second place winner in the annual Relay Queen Contest sponsored by Aberdeen Central High School.

Milwaukee Road in Tomah," he said. "His heart has been in Tomah and for the people of Tomah." Mr. Rischmann, pointing out the benefits of a Service Club, stated: "Actively supporting your club works to your personal gain—your livelihood." Mr. James also spoke briefly on the subject of service and competition.

Clayton Hemsey, newly appointed shop superintendent, proclaimed himself a firm believer in the Service Club movement, attesting to this fact by his work in the arrangements for the party. "I am pleased with the splendid turnout this evening," he said. "It is indicative of the potential force behind a movement like this."

John Reinehr was presented with a foot stool, a smoking stand and a floor lamp as a token of esteem from the boys who worked with him for many years. Mr. Reinehr thanked the employees heartily for the remembrance.

The bingo players then withdrew to the basement and dancing began on the upper floor. The dancers stepped to the tunes of Wilbert Prise on the concertina, Darwin Bernhardt on the guitar and Joe Zastoupil at the piano. A fine dinner, followed by good speaking and entertainment, made for a full evening of fun.

Large Group Attends Chippewa Party

The Milwaukee Road extended its thanks to the 173 members of the Chippewa Service Club and their wives who attended the entertainment in the K. of P. Hall at Iron Mountain, Mich., on Apr. 27. This group was certainly deserving of recognition.

The program offered a variety of recreation and those who did not play

Shown at the Tomah party are, left to right: Seated—G. H. Pedersen, general chairman, Machinists' organization; J. G. James, general chairman, Maintenance of Way organization; and C. R. Rischmann, general chairman, Blacksmiths' organization. Standing—Ben Ostermick, Archie Harris, Al Grassman, Leon Johnson and Clayton Hemsey, shop superintendent.



cards or otherwise enjoy themselves danced to the music of a fine orchestra. Refreshments were on hand throughout the evening and during the dance intermission a delicious buffet lunch was served. Chairman Otto Grade spoke during the intermission, urging the members to make a special effort to attend all of the meetings. A membership drive will soon get under way.

The first prize for cards was won by Mrs. R. J. Baldrice and Joseph Kovachic. Mrs. England and Bert Shields received the consolation prize. Chairman Otto Grade, Secretary-Treasurer L. D. Rouse and the members of the party committee spared no effort to show everyone a good time.

Mt. Baker Area Club Serves "A La Mode" Special

Chairman W. H. Cobley presided as toastmaster at the Mt. Baker Area's Appreciation Party, which was held on

Apr. 24 at the Club 99 in Bellingham. Eighty-seven employees and their wives attended and dined on fried chicken and french fries, served "family style."

Chairman Cobley prefaced the business session with an all-around introduction, as many changes had been made since the last get-together, which was held before the war. Service Clubs are more than social organizations and Mr. Cobley asked for a good attendance at the regular meetings, to insure a thorough understanding of the club's purposes. A committee was appointed to locate a suitable place for the monthly meeting and was asked to notify the members of their selection.

Observed during the evening was the remarkable ice cream consumption of Jess Walton, who had remarked that he could not get enough of it. For the first serving he was given a half gallon and as the guests left for home he was still at work on his favorite dish.



Tomah Club members who prepared and served the dinner for 250 people at the Tomah Armory on Apr. 27. Among the group, seated left to right: August Gabower, Alvin Rosenow, Carl Reisinger, Louis Gray, Frank Rudoll, committee chairman; F. S. Sowle, club secretary-treasurer; Otto Teske, club vice chairman; and Joe Thouvenell, club chairman.



Above. The caption attached to this picture when it arrived in the Milwaukee Magazine office stated that it shows only about one-sixth of the group who attended the Appreciation Dinner in Miles City, Mont., on Apr. 27.

Below. Part of the kitchen crew for the Miles City party.



Miles City Club Serves Dinner to 600

Over 600 employees and their wives assembled for the fifth annual appreciation party of the Miles City Service Club on Apr. 27 in the Elks Home at Miles City, Mont. Chairman Martin Walsh received the guests at the door and the Milwaukee orchestra, established in the foyer, supplied the dinner music, dinner by the way, featuring nothing less than Roast Beef. The orchestra, consisting of Vernon Kransky, Tex Dyer, Ralph Ingels, Jim Brady and Mike Himmelpach, also furnished the entire musical program and the accompaniment for Mrs. Kitty McGuire, who sang a number of Western airs.

Heading the committees who were responsible for the dinner were H. C. Lathrop, H. C. Johnson, H. L. Stamp, D. C. O'Brien, I. H. Rodgers, Sam Leo, B. Norton, F. Willoughby, R. H. Jensen, L. Winfrey, G. Hand, T. Nugent, S. Nelson, P. Burns, J. D. Wagner and Louis Rask. The corps of employees who volunteered to serve it were assisted by members of the Beta Sigma Phi sorority.

After dinner the scene shifted to the ball room, where dancing held sway until a late hour. During the course of the party 28 door prizes were also given away. The spirit of good fellowship prevailed and the departing guests were vociferous in their praise of a most enjoyable evening.

Many activities are being resumed by the Service Club after a recess necessitated by the war. The old "beanery" at the station, remodeled and redecorated for a club room, will soon be ready for occupancy. With the formation of a softball league, plans are also under way for a complete athletic program.

Stone City Club Hears Superintendent of Schools

Harry H. Mourer, superintendent of the Bedford schools, addressed some 55 members and their guests at the Stone City Service Club meeting on Apr. 11. Speaking on the subject of "public relations", Mr. Mourer stressed the injustice of forming an opinion of an organization by the conduct of a few representatives. He spoke for courteous and accommodating treatment of the public

and illustrated his talk with a series of stories; good for many laughs.

Program Chairman Ralph Holley and his committee engaged some good talent for the evening's entertainment. Four-year-old Adora Jean Rees did a tap dance and gave a reading while Jackie Bridwell performed in an act of legerdemain. Several piano and trumpet solos were also contributed, with Mrs. W. P. Radke leading the performers. Door prizes were awarded to Mrs. Margaret Brogan, Mrs. Brown and Mrs. Ralph Holley.

Chairman W. P. Radke announced that the club will hold another picnic this summer and also plans a card party for the near future.

Southeastern Club Turns Out for "Station Force Night"

Every month a different department provides the entertainment for the Southeastern Service Club meeting at Terre Haute, Ind. Wednesday, May 8, was "station force night" and Agent Grant Boyd and his force outdid themselves in arranging a full evening of splendid entertainment.

After the business session, in which chairman Walter Glass and Secretary-Treasurer Joe J. McMahon stressed the importance of the more serious trends of the Service Club program, Committee Chairman John Mahalek took charge. A fine technicolor motion picture had been secured from Francis Yenowine and was projected by V. L. Tatlock of the Indiana State Teachers College. For 25 minutes the members fished, hunted and admired the scenic attractions of Alaska. Jackie Boyd, 12-year-old son of Agent Boyd, demonstrated the musical talent of the Boyd family with two cornet solos and John Pierce, vocalist, also entertained, accompanied by his father, Superintendent's Chief Clerk Fred Pierce. Eight good looking young chaps from Gerstmeyer High School then stepped forward and, to the accompaniment of M. C. Scott, high school musical director, showed why they had been chosen the best high school choral group in Indiana.

The wives of the committee members then retired to the basement of Edgewood Cabin to prepare lunch. While this was in progress, activity on the main floor was in full swing. The committee, being treasury minded, conducted a "cakewalk" at 10 cents a chance. The prizes were delicious cakes. The choral group from the high school tried in vain to win one so Mrs. J. J. McMahon gave the boys her prize. Singing must be good for the appetite as 10 minutes later there was no more cake and Joe Lewis finished off with 15 doughnuts.

The Milwaukee Railroad Women's Club

★ Spencer Chapter

Mrs. Leo Blanchard, Historian

We had a short business meeting Monday evening, April 10th, at the Farmers' Bank Basement. The membership committee reported it was nearing its GOAL. Good Will committee reported that a very good time was had by all April 5th when a large crowd of railroad folks drove over to Ruthven and had a surprise housewarming for the new section foreman and his bride, Mr. and Mrs. James McCauley. After some lively games, cake and ice cream were served and the young couple presented with a gift and many good wishes.

After the business meeting the men joined the ladies for an evening of bunco. High prizes went to Bill Rohde and Mrs. Carl French. Traveling prizes went to Carl French and Mrs. Floy Merchant. The ladies had brought baskets of lunch to the meeting which were on display during the evening. The men voted by secret ballot on which baskets were the most attractive. Mrs. Henry Rohde's basket, which represented a ship, was judged first. Mrs. Jake Erkes took second with a basket which had the Milwaukee train and a station in miniature on top. Third place went to Mrs. Cliff Thayer, whose basket was a replica of a Dutch scene. The baskets were auctioned off and the men as well as the ladies enjoyed the contents.

★ Marquette Chapter

Mrs. Stanley Hunter, Historian

Regular meeting was held May 7, with Mrs. Carl Steffens, Mrs. Nils Moody, Mrs. Carl Zahn, Mrs. Ray Farris and Mrs. Lionel Collins as hostesses. Following business session Mrs. Connell, president, introduced our secretary general, Miss Etta Lindskog, who in turn presented Mrs. G. W. Loderhose, president general. Both ladies spoke briefly about the work of the club. Meeting was adjourned and "500" was played. Prizes were won by Mrs. Louis Sass, high, and Mrs. C. Dickens, traveling. A delicious luncheon was served by the hostesses.

★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Our April meeting was preceded by a dessert luncheon at 1 p. m. The business session was called to order by Mrs. P. H. McGough, president. Club motto was repeated and salute to the flag was given. It was decided to change our meeting place from the V.F.W. hall to the Y.W.C.A. Reports of committees were very encouraging. Following the meeting a social hour of cards was enjoyed.

★ Council Bluffs Chapter

Mrs. Earl Smith, Historian

Council Bluffs chapter met March 6. Reports from the various committees were: Good cheer three cards, 17 calls. Red Cross 34 hours sewing at the hospitals.

On April 10th we had a 1 o'clock luncheon at the Y.M.C.A. Our special guests were Mrs. G. W. Loderhose, President General, and Miss Etta Lindskog, Secretary General, from Chicago. They gave very interesting reports of the work of other chapters. There were 27 members present, with nine past presidents. Good Cheer reported two cards sent. Red Cross 32 hours. Ways-Means \$1.40 from the sale of metal sponges. Membership, 34 voting, 40 contributing. The chapter held a card party at home of Mrs. Ed Lee, May 8th.

★ Minneapolis Chapter

Mrs. H. R. Campbell, Historian

The past presidents of Minneapolis Chapter were guests of honor at our dinner April 11th. Sharing honors with them were our guests from Chicago, Mrs. G. W. Loderhose and Miss Etta Lindskog, President General and Secretary General. The tables were attractively decorated in green and yellow with centerpieces of spring flowers. Each of the ladies at the speaker's table received a dainty corsage. Mrs. Loderhose, Miss Lindskog and past presidents Mmes. C. F. Holbrook, D. T. Bagnell, O. H. Berg, L. A. Hindert, H. M. Hauser, R. E. Melquist and H. O. Pitts were introduced by our president, Mrs. Webster. Other guests who responded briefly were Gen. Supt. D. T. Bagnell, Supt. J. J. O'Toole, Wm. O'Neill, Chairman of the Service Club, Mrs. O'Neill, and Mr. and Mrs. Frank Rogers.

Following the dinner Mrs. McKeever, accompanied by Mrs. Hafner at the piano, led the group in community singing. Mrs. Webster presided at the business meeting. Committee reports were heard. Three new members, Mrs. Myron, Mrs. Hallof and Miss Grace O'Connor were welcomed. Mrs. Webster also welcomed Mmes. O. D. Wolke, F. M. Washburn, Arthur Mueller and Wm. Giles, visitors from St. Paul Chapter. Miss Lindskog discussed the different phases of Good Will work and she and Mrs. Loderhose answered questions that came up regarding our club work. Mrs. Donovan, one of our new members, generously offered to knit an afghan to be disposed of by the club. Her offer was accepted with thanks. All business being taken care of, the meeting was turned over to Mrs. Melquist, Program chairman, who introduced two talented young ladies, Gloria and Delores Johnson, who charmed the audience with their piano-accordion duets. They responded generously with a number of encores. The remainder of the evening was spent dancing.

★ Madison, Wis., Chapter

Mrs. A. J. Graves, Historian Pro Tem

Madison Chapter held its meeting May 2nd, following a potluck luncheon. Tables were decorated with tulips and lilacs, with pretty luncheon cloths on each table. Twenty-eight members were present. Mrs. G. M. Gleason, membership chairman, reported 156 contributing and 121 voting members. Good Cheer Chairman, Mrs. A. C. Welke, had sent four cards and a spray. Bank dollar was won by Mrs. A. M. Killian, prize package by Mrs. Carl Knope. Card party held April 24th was reported by Mrs. Ed. Kingston as a grand success; proceeds \$16.55. A prize was given at each table. Hostesses were Mmes. Killian, Gleason, Kingston, Woodworth, and McCrum.

President Mrs. Tomlinson announced that the Service Club was holding a picnic at Olin Park August 11th. The Hiawatha Band will be there. Each member is asked to bring a filled basket, including enough food for two extra people. Committee appointed Mrs. Wm. Murphy and Mrs. W. Cameron, to care for baskets and children's races.

The committee for the May meeting was Mrs. Sam Smith, Mrs. C. Mahaffey, Mrs. C. Knope and Mrs. J. Vanderhei.

★ Avery Chapter

Mrs. Wm. F. Koehler, Historian

There were fifteen present at the April meeting held on the 3rd. Treasurer reported a nice balance in our treasury. Membership chairman reported 38 voting and 95 contributing members to that date. After a nice lunch pinochle was played.

Twenty-two members attended the May 1st meeting. Mrs. Earl Shook, Red Cross chairman, thanked the club for its donation. Following the business session lunch was served, followed by pinochle. Hostesses were Mrs. Scott Lamb and Mrs. A. Morris.



This picture was taken recently in the U.S.O. rooms in the Seattle Union Station, as the Seattle Chapter entertained servicemen passing through. At the extreme right are A. L. Sedgwick (left), assistant industrial commissioner, recently a lieutenant colonel in the Army Transportation Corps, and Edward Sima, who returned last fall from the Army Engineers, with whom he served as a captain, and resumed his work as assistant superintendent of work equipment on Lines West.

★ *Marion Chapter*

Maude Halsinger, Historian

Monthly meeting of the club was held May 9. This was our annual May luncheon to complete our membership drive. The luncheon was served in the basement of the M. E. Church by the Esther Circle of that church. Sixty-seven members and one guest were present. The tables were beautiful, with spring flowers arranged by Mrs. Miller and Mrs. Beerman. Mrs. Lundquist, our president, was elected to go to the general meeting in Chicago, and as alternate our first vice-president, Mrs. Mabel Conger. After our business meeting a very entertaining program was enjoyed, with Mrs. O. Keikafer as chairman.

April meeting was held on the 11th, with 27 members present. A dessert luncheon was followed by games. \$5.00 was voted for the Red Cross. A dessert luncheon was also served at our March 14th meeting. New members, also several visitors, were introduced. Our plans for Red Cross sewing had to be changed as only machine sewing is available. A social hour was enjoyed following business session.



Members of the St. Paul Chapter and their guests who attended the birthday dinner on Apr. 8. Seated, left to right Mrs. William Giles, historian; Mrs. D. T. Bagnell, Minneapolis; Mrs. G. W. Loderhose, president general, Chicago; Miss Etta Lindskog, secretary general, Chicago; Mrs. O. D. Wolke, president of St. Paul Chapter; Mrs. R. E. Melquist, general director, Minneapolis; Mrs. C. Schaffer, second vice president; and Mrs. John Kroft, social chairman.

★ *Spokane Chapter*

Mrs. W. T. O'Reilly, Historian

A very fine attendance marked our April 9th meeting, which was presided over by Mrs. T. C. Wurth, president. The club voted \$5.00 to the Cancer Control. Business meeting was followed by cards under the direction of Mrs. Joe Lawrence, and the afternoon was pleasantly concluded with the serving of tea. Hostesses were Mrs. S. Bradley and Mrs. P. Burns. Presiding over the tea table were Mrs. C. O. Mead, whose birthday anniversary was being celebrated, and Mrs. W. H. Hunter. Best wishes for success is extended to the Women's Club by Johnson-Bungay, Spokane's pioneer fuel company.

★ *Wausau Chapter*

Mrs. A. W. Kasten, Historian

Wausau Chapter met March 13, President Mrs. O'Brien presiding. Mrs. Felix Slomske, good cheer chairman, reported that a plant had been sent to a member who was ill and flowers were sent at the time of death of Miss Julia Clark, a member. Cards were played. Attendance prize went to Mrs. Lawrence Nowitzke. Refreshments were served by Mrs. Slomske and her committee composed of Mmes. Henry Ash, Elgin Fowler, Walter Freeborn and A. W. Kasten.

★ *Savanna Chapter*

Mrs. Raymond Schreiner, Historian

The club met the evening of March 11th, with Mrs. Adams, president, in charge. We voted to donate \$15.00 to the Red Cross, also to buy a \$100.00 victory bond. After the business session games were played with honors in "500" awarded to Mrs. Richard Adams, and in "50" to Mrs. Joseph Hodoval. Attendance prize was won by Mrs. Adams. Delicious refreshments were served by the hostesses, Mmes. Albert Lahey, James O'Neal, Jacob Lukoff and Chas. Swingley.

★ *Miles City Chapter*

Mrs. N. A. Helm, Historian

At our May meeting Sunshine Chairman Mrs. Floyd Preston reported 250 personal and 36 phone calls made by members, 27 families reached; Welfare Chairman Mrs. F. Fuller reported three families given aid during the month. Both membership chairmen being absent, Mrs. Rehn, president, reported 140 voting and 164 contributing members to that date. Ways and Means Chairman Mrs. Eastwall has a supply of note paper and wrapping paper for sale. Several of our new members who were present were introduced to the club.



A pause in the refreshments as members of Ottumwa Chapter pose for the photographer at a recent party for Milwaukee servicemen. Seated, left to right: Mrs. Norbert Davis, treasurer, and Mrs. R. O. Clapp, second vice president. Standing, left to right: Mrs. Fred Wilford, president; Mrs. Harry Pile, first vice president; Mrs. M. L. McNeerney, past president and membership chairman; Mrs. Joe Palmer, auditing chairman; and Mrs. E. L. McGuire, corresponding secretary.

A gift was given to the oldest mother, Mrs. Lollie Larson, and to the youngest mother, Mrs. Kerchoff. Mrs. Ed Walters, program chairman, had on her program a play, "The Lost Report Card," which was presented by Mrs. Esther Nichols of Garfield School; musical numbers by Elda Neumann and eight pupils from Lincoln School. The Junior High School girls favored us with a May Pole dance, a regular English May Pole dance and a Cornish May Pole dance, which were greatly enjoyed by all.

Mrs. Welles reported on the Food Emergency Board meeting which she attended. Mrs. Ira Caine explained the By-Laws. Refreshment committee consisted of Mrs. Caine, Mrs. Waldeman, Mrs. Eastwall and Mrs. Feeley. The table was beautifully decorated with a Maypole.

★ *Tomah Chapter*

Mrs. Francis Brown, Historian

The club met at the Legion Hall May 1, with Mrs. Archie Ruff, president, presiding. Reports were given, treasurer reporting a balance of \$375.50, and Good Cheer chairman two fruit baskets given, four cards sent and 20 calls made. The club voted to dispense with the June meeting. Instead a picnic will be held June 12th at Willow Park, supper to be served at 6 o'clock. The club also voted to purchase plants to fix the flower bed on the depot grounds. Hostesses for the day were Mmes. Aug. Lench, Louis Gray, Victor Solberg, Henry Sell, Harry Wombill, and Robert Swailles.

Our ex-service men were entertained by the club on April 24th at the Tomah Armory. Mr. John Reinehr, our retired superintendent, was also a guest.

★ *Ottumwa Chapter*

K. M. Gohmann, Historian

With the advent of warmer weather, we resumed the use of our club house for our May breakfast, preceding our meeting on the 5th. However, despite the fact that it was a May day, the weather was like a typical April day, dark, rainy and gloomy; nevertheless, 35 were served a most appetizing meal. There were lovely spring flowers on the tables, donated by the Kranz Floral Company; also, attractive bowls of flowers grown by Mrs. R. O. Clapp in her home garden. Sunshine Chairman Mrs. Tom Kemp reported sending 63 cards at Easter to shut-ins and retired employes.

The committee serving on the Civic Music Drive, with Mrs. Wm. Stewart as chairman, gave approximately 250 hours in April to soliciting memberships. Next

season the Civic Music Association will bring to Ottumwa the San Francisco Symphony, a famous male quartet, nationally popular piano duo and other outstanding national talent. 722 members reported by Mrs. McNerney's committee. Due to serious illness Mrs. McNerney was unable to attend and for several months she will be on the inactive list. We wish her a quick recovery. Mrs. Edw. McGuire was the winner of the door prize. Mrs. Wm. Fry arranged for the prizes and the bingo game following the meeting.

★ *Terre Haute Chapter*

Mrs. Albert Duensing, Historian

April meeting was held on the 25th. The regular potluck dinner was served, with Mrs. Bailey, chairman, assisted by Mrs. Nash, Mrs. McNary, Mrs. Hartley and Mrs. Graham. Club decided to order 50 boxes of everyday greeting cards to be sold by club, with the profits going to the club treasury. Door prizes were won by Mrs. Roscoe Joseph and Luther Nash.

★ *Aberdeen Chapter*

Mrs. Iver Bothun, Historian pro tem

Aberdeen Chapter held a meeting April 1st with President Mrs. W. A. Radabaugh presiding. Mrs. Radabaugh reported on a recent meeting of the executive board, at which time plans were made for a dance for the "Milwaukee" service men and women who have returned home. The club decided to sponsor a Milwaukee boy to Boys' State at the cost of \$20.00. This is a very worth while project, affording the boy several weeks' training in legislation during the summer at the Northern State Teachers College in Aberdeen. The hostesses for the evening were Mrs. Mertz, Mrs. John Kelley and Mrs. Nickish, who served refreshments at the close of the

Aberdeen Welcomes Service Men and Women

By Mrs. Lisle Young, Historian

Approximately 600 Milwaukee Road employes turned out to extend the glad hand of "welcome home" to the returned service men and women of Milwaukee Road families at a dance in the Armory on Easter Monday, Apr. 22. An active reception committee composed of Mr. and Mrs. R. L. Marlett, W. J. Beckel, John Faeth and Bill Radabaugh started the ball rolling, and with good music and tasty hot dogs and coffee served later in the evening, a good time was assured. One hundred and ten service men and women registered during the evening. A carton of cigarettes and a pair of precious nylon hose were awarded as door prizes. A large staff of good workers were responsible for the success of this party.



A corner of the Armory at Aberdeen, S. D., on Apr. 22 as ex-servicemen visit with their friends. The occasion was a dance given in their honor by Aberdeen Chapter.

General Superintendent H. C. Munson attends the display of clothing and other articles donated to the confined veterans at Veterans Hospital, Woods, Wis., by members of Milwaukee Chapter. Mrs. J. J. Russ (left) and Mrs. F. T. Ross of the chapter's Red Cross unit supervise the display, which consisted of wearing apparel of all kinds, plus bedside kits, cigarettes, books and recreational facilities, in addition to several beautiful shoulder shawls.



business meeting. Cards followed and prizes were won by Mrs. Wells and Mrs. Busch. Members enjoyed reading the letters of thanks from school children who had enjoyed the Shrine Circus, made possible by tickets given by our chapter.

★ *Milwaukee Chapter*

Mrs. John Morrissey, Historian

The St. Patrick's Tea held on March 16 under the supervision of our Good Will Committee was a most enjoyable party. Tables were set in T formation and were attractively decorated with St. Patrick favors and American flags. Our chapter

was honored by the presence of Mrs. G. W. Loderhose, president general, Miss Etta Lindskog, Mrs. H. M. Borgerson and Mrs. O. P. Catlin, of Chicago. A lovely program had been arranged, commencing with Irish games, followed by a reading, solo selections, and dancing by the students of Milwaukee Academy of Art. Irish songs were sung by the entire group. Mrs. H. C. Munson and Mrs. J. Ehlert presided at the tea tables.

Monthly meeting was held March 18. A total of 470 hours worked by our group for the Red Cross was reported, with 10 sweaters and 12 pair of socks knitted, 11 apron kits and 30 sewing kits made, 10 six inch squares donated, and home service collection \$7.26. Good Cheer reported five cards sent. Attendance prize was awarded to Mrs. C. Lindgren. Cards and refreshments followed business. A delicious Chili dinner was served in our club rooms on March 25.

About 125 members attended the semi-annual birthday dinner and meeting April 15th. Tables were cleverly decorated with pastel colored eggs and Easter novelties. Happy Birthday greetings were sung, accompanied by Mrs. Gekler at the piano. Mrs. Sandberg was the winner of the door prize. The feature of the evening was a technicolored movie of the S.S. Milwaukee Clipper and a comedy sketch. It was voted to credit the Home Service Collection to our Sunshine Fund. Two letters were read from Red Cross Headquarters, gratefully acknowledging our donations. Cards and table prizes were later enjoyed.

Red Cross Chairman reported 225 hours worked during April; also knitting of seven large sweaters, six pairs army gloves, and sewing of apron kits; 26 six-inch squares were donated by the ladies; three suits, two overcoats, three large scrapbooks and magazines were donated to the Veterans' Hospital at Wood, Wis. Mrs. Larson, Chairman of the dessert luncheon and card party held April 30th expressed her thanks and appreciation to all the ladies for the successful party.

★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

On April 9th our regular meeting was called to order at 7:30 in the evening at the Park Hotel. Good cheer report was \$19.26 spent, 39 personal and phone calls made, five cards sent and six families reached. There were two funeral meals served. Ways and Means net profit was

A. H. Scharenbergs Mark 50th Anniversary

Mr. and Mrs. A. H. Scharenberg of Chicago celebrated their 50th wedding anniversary on Apr. 14 by renewing their marriage vows and entertaining a large group of friends at dinner. Mr. Scharenberg, the Milwaukee Road's agent at the Division Street freight station in Chicago, and who has been employed at that point during all of his 57 years with the Road, enjoys an exceptionally wide acquaintance among railroad men and the shipping fraternity.

The ceremony took place in the home of the Scharenberg's daughter, Mrs. W. O. Jackson. Mrs. Jackson and the other two daughters, Mrs. A. F. Masters and Mrs. J. A. Istok, served as attendants.

Wearing a French blue bridal gown and a white orchid corsage, and carrying a bridal bouquet of white roses, Mrs. Scharenberg walked in to the melody of the Lohengrin wedding march.

Among the 125 guests were E. W. Soergel, freight traffic manager, and Mrs. Soergel; E. G. Kiesele, superintendent of Chicago Terminals, and Mrs. Kiesele; and Chester Gould, creator of the "Dick Tracy" comic strip, and Mrs. Gould.

In addition to their three daughters, Mr. and Mrs. Scharenberg have five grandchildren.



Mr. and Mrs. A. H. Scharenberg on their 50th wedding anniversary.

\$4.73. We now have 76 voting and 62 contributing members. A motion was made and carried to order dishcloths and rug cleaner for the club to sell. Mrs. G. Oakes and Mrs. G. Peckham were appointed by the President to take care of displaying the flag, which the club is donating to the New Lisbon depot.

After adjournment bingo was played for five cent articles which each member present had brought, and lunch was served to the 32 members present by Mmes. J. McKegney, C. Robison, J. McCallie Sr., D. Bogert, G. Cade, F. Southworth and E. Smith. Voting members having birthdays in April were guests of honor.

★ *Mobridge Chapter*

Mrs. J. O. Willard, Historian

Mobridge Chapter enjoyed a social evening following its regular business meeting Monday, April 15th. Cards were played, score awards going to Mrs. W. F. Wando and Mrs. Ries. Refreshments were served by Mrs. A. G. Atha and Mrs. John Scherer. A White Elephant sale will be held at the May meeting under the direction of Ways and Means Committees.

★ *Madison, S. D., Chapter*

Mrs. Earl Allen, Historian

Business meeting was held April 9, Mrs. Milo Potter, president, presiding. Reports were given by various chairmen. A \$5.00 donation was voted for the Red Cross. Gifts were brought by the members and wrapped for the hospitalized veterans at

Hot Springs, S. D. Refreshments were served.

More than fifty guests enjoyed the potluck supper served in our club rooms April 26. Officers of the club, headed by Mrs. Milo Potter, were in charge of arrangements. Following the meal, bingo and cards were played. Prizes went to Martin Mathison, Mrs. Larry Campbell and Mrs. Milo Potter.

★ *Bensenville Chapter*

Mrs. Jas. M. Calligan, Historian

A very delightful luncheon, served to about 30 guests, officers and members, preceded our meeting May 1st, which was opened by our president, Mrs. Starr Arnold. Our guests, the P.T.A. Chorus of Bensenville, rendered a very lovely program of songs. The usual business was taken care of and the most important part, the finishing plans for the party and entertainment for the servicemen of our community were completed. The club rooms have been thoroughly cleaned and look spic and span for this occasion. Our thanks to our boys are small compared to what they gave and did for us.

On May 4th about 45 servicemen and their guests were entertained at an Open House in our club rooms. Decorations of spring flowers and the flags of Allied Nations were featured. Because of the power shortage at the time the club rooms were lighted with railroad switchmen's lanterns, lending an added air of hospitality to the party.

Our very gracious president, Mrs. Arnold, gave the welcoming address, to which each member of the Veterans' committee re-

sponded with a short talk. The latest model of wheel chair was presented to Allan Davis, Oscar Braun and Wayland Tanning, representing the servicemen of our community. This committee will keep the chair in our village for six months and if not used during this time it is to be given to the Veterans' Administration to be sent to a Veterans' Hospital.

A very delightful program arranged by Mrs. Walter Newcomer, program chairman, of tap dancing by Master Walter Koch, son of Yardmaster Arthur Koch and Mrs. Koch, instrumental selections by Mrs. E. Dixon, harpist, and piano by Mrs. F. Daks, with community singing, followed. A lovely buffet luncheon of turkey sandwiches, potato salad, cabbage salad, cake and coffee was served and greatly enjoyed by all. To be able to do this for our servicemen was a great pleasure and we hope it has conveyed to them our great thanks for what they did for us.

★ *Lewistown Chapter*

Mrs. Charles H. Koch, Historian

The last meeting of the season was held May 2nd, opening with a potluck luncheon. It was called to order by President Mrs. C. A. Nummerdor. Reports were read and approved. As Mrs. Smeltzer, secretary, was out of the city, Assistant Secretary Mrs. R. Hale officiated in her place. Door prize was drawn by Mrs. P. A. Johnson. Following the business session cards were played. All enjoyed a very pleasant afternoon.

The club extends its sincere sympathy to Mrs. Margaret Foshag, son William and daughter, Mrs. R. Boucher, in the death of husband and father, Bernard J. Foshag.

A colonel and a major were sitting in a Washington cafe. Across the way sat a private and a lovely lass. The colonel's interest prompted him to send this note to the private:

"I believe I studied at Yale with you and the major thinks he studied with you at Princeton. Please come over and straighten us out."

The private replied by note:

"I didn't study at Yale or Princeton, but I did study at the National Institute of Taxidermy, and I'm taking care of this pigeon myself."

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Perfect for every "Sun-Day", these three indispensables were designed by Simplicity with fun days in mind. A midriff outfit with long-shorts, Pattern No. 1613; a three-piece swim ensemble, Pattern No. 1612; and a playsuit, Pattern No. 1618.

I & S M DIVISION

East End

H. J. Swank, Division Editor
 Office of Superintendent
 Austin, Minn.

Our sincere sympathy is extended to Julius Biederman, retired conductor, whose wife passed away on Apr. 22.

Jimmy Graves has returned to work in the car department at Austin after serving in the Merchant Marine and the navy.

It seems we say "adieu" to someone around the terminal each month. This time it was Traveling Engineer Claude H. Butler, who retired on May 1. Claude began his career with the Milwaukee Road as engineer on the Wisconsin Valley Division in 1900. In 1921 he was promoted to roundhouse foreman at Wausau, where he remained until 1930 when he was transferred to Marquette as roundhouse foreman. In 1935 he was appointed traveling engineer on the I&D Division and came to the I&SM as traveling engineer in 1940. In 1942 he was appointed master mechanic at Terre Haute, which position he held until 1945 when he returned to the I&SM as traveling engineer. Our best wishes for a well-earned vacation, Claude.

Welcome to Howard D. Neelings, who replaces Mr. Butler as traveling engineer. Mr. Neelings hails from the I&D Division.

Engineer Bill Siegfried is taking a 90-day leave of absence for his health.

We were pleasantly surprised with a visit from our old friend, Ray P. McGovern, former traveling time inspector, who informed us he is now working for a company which sells fire brick preservative.

Roadmaster Joe Larkoski was on the sick list the middle of April and must have run quite a temperature, as the roof caught fire near the chimney one evening.

Quite a few members of our family have been on the sick list the past month. Car Agent Dick Hogan entered St. Olaf Hospital, Austin, on Apr. 22 with virus pneumonia and after spending three weeks there, recuperated at home. Yard Clerk Lloyd Severson thought Dick might be a bit lonesome at the hospital so he also picked up a case of virus and reported there on May 6. Fred L. Harvey, new third trick dispatcher at Austin who hails from Sioux City, also spent a few days in the hospital but made a more rapid recovery than the other boys and is back on the job.

Recent changes and appointments on this end of the division include L. M. Jacobson, who was appointed clerk at Montgomery on Apr. 22. W. F. Bockenstedt, former helper at Fulda, who was displaced when Phillip Elskamp returned from military service, was senior bidder for the position of station helper at Spring Valley. C. W. McMichael was displaced as agent at Vienna by W. C. Derenthal, who in turn displaced Margaret Rafferty as agent at Oakland. At present Margaret is filling in at Hayward while the regular agent, John Malone, relieves Pete Berg as operator at Austin. Pete, I understand, is breaking the golf course records at Rushford.

In case you want to know what a "dirty Spanish trick" is, just ask Pete Berg.

Chief Clerk L. L. McGovern was a delegate to the K. of C. state convention held at St. Cloud on Apr. 28, 29 and 30.

Check Clerk Reynold M. Brown, Austin, has decided that two can probably live as cheaply as one and was married on May 16.

MILWAUKEE TERMINALS

Fowler St. Station

Mickey Doss, Correspondent

June is the month of brides and leading the parade was Joyce Beauchamp. She and Ted Asti were married at St. Rose's Church and, at this writing, are honeymooning.

The warehouse welcomed back Check Clerk Donald Boemer, Caller Paul Bakula and Trucker Earl Soderberg.

Vince Piraino was in, just home from Germany, and said he was seriously thinking about re-enlisting for one year, to be stationed here in Milwaukee. He and his brother, a former messenger, left Europe two days apart but from different ports.

Our sympathy to the family of Joe McCarthy, retired tracing clerk, who died recently.

Emanuel Higgins and Melvin St. Clair are back at work in the warehouse after long illnesses.

Maintenance Man Tony Strukel has received a letter from the war department stating it has now been established, from captured Germany records, that his son, T/S Joseph Strukel, was killed on Feb. 22, 1944, 40 miles from Cologne. His body was removed from the wreckage of his plane on Mar. 10. He was previously reported missing in action, as no record of the crew or plane had been found.

Pfc. Kenny Stelzel of the Marines will certainly have no trouble recalling his life overseas. He's taking dozens of pictures to record it.

Introducing George F. (candy man) Berger, who started railroading on Nov. 1, 1902, as a night telegraph operator for the Pere Marquette and expense clerk for the Milwaukee Road. (This was a joint agency way back then.) It was certainly different from our present set-up. The schedule called for at least a 12-hour day, six days a week, and a half day on Sunday—all for \$55 a month; no overtime. All the expensing and billing were done by hand. Early in his railroad career George became interested in accounting and in May, 1930,

he was made chief accountant for the Pere Marquette, the position he holds today. George is married and very proud of his eight-month-old great-grandson. Wife Emma does the gardening while he is content to admire the fruit of her efforts. Until 10 years ago his hobby and chief diversion was an amateur baseball team, of which he was owner and manager.

Coach Yard

Richard Flechsig, Jr., Correspondent

Tony Weiland, who is now retired, paid us a short visit and told us that he has to go back to the hospital again. We all wish him a lot of luck and a speedy recovery.

The coach yard bowling team won 22 and lost 23 in the first half, while in the second half they won 18 and lost 27. Dick Seiden was high man with an average of 174. The team average was 795.

Cleaner Jeanette Braun left us for a better job. She will be married some time in July and take a job as housewife.

Mel Hokland, formerly an employe in the electrical department, paid us a few short visits.

James Crowley took Clarence Clark's job on the day shift when Clarence went out West and Howard Koeser took Jim's job on the third shift.

Night Foreman Bill Mauer left us for a better job at Davies yard.

Muskego Yard

Grace Johnson, Correspondent

Muskego yard column having been more or less an orphan for the last two issues, it seems fitting at this time to list as up to date as possible a number of our boys who have returned from military service. The following men are back on their old jobs, most of them having returned the early part of this year: Switchtender Joseph Dagele, back from the navy; Switchman Harry Edgerly, F. L. Ferguson, returned Mar. 30 as a lieutenant colonel; Robert Huebschen, Switchman



Group attending a dinner party in Austin, Minn., on Apr. 23 in honor of C. H. Butler, traveling engineer, who retired May 1 after 45 years of service in the mechanical department. Seated, left to right, are: Division Master Mechanic J. Turney, Superintendent R. C. Dodds and Traveling Engineer C. H. Butler. Standing, left to right: Car Foreman Oscar Larson, Mason City; H. J. Keck, roundhouse foreman, Austin; R. E. Sizer, trainmaster, Mason City; H. D. Neelings, who will replace Mr. Butler as traveling engineer at Austin; R. Replogle, traveling engineer, Mason City; George Wood, car foreman; R. W. Graves, trainmaster; Joe Hillan, boiler foreman, and O. C. Peed, chief dispatcher, of Austin.



Richard Steuer, Milwaukee Magazine correspondent for the Chestnut Street station, Milwaukee, with his bride, the former Eileen Kuegler. The picture was taken soon after the ceremony, which was conducted at St. Thomas Aquinas Church in Milwaukee.

Lester Nolte, William O'Halloran, back from service with the Seabees; George Stien, returned from the navy; Ray Wall, back from the army in January; Switchtender Al Zachow, returned to the railroad in January; James and Edward Blanck, both returned in January; Switchman John Cogley, Switchtender John Crowley, back from Marine service in February; Switchtender Eugene Tryon, returned in February; and Switchman Leslie Fredericks, also returned in February. Several of our train clerks are back on the job, including William J. Carey, Robert Brown and H. B. Flint. Norbert Miller expects to be back with us soon. The information regarding the service of our boys is very meager, which can only be attributed to their extreme modesty.

Roy Lewis' son, Col. Harry Lewis, was in to pay a visit, being at home on furlough from service with the Signal Corps in Nanking and Shanghai, China. Understand that he had a few experiences to relate but had a hard time getting them told on account of his dad talking steadily all the time the colonel was around.

During the time when our news did not appear in the Magazine an important social event took place. Charlie Tennant had a birthday and everyone from the "big boss" down was on the phone or at west yard in person to say "happy birthday" to Charlie. It was an affair not to be missed. About 11 a.m. on that day I am afraid that things stood still while the birthday cake and ice cream (in charge of George Gates as master of ceremonies) was dished out. If there was any rough handling that day, it wasn't in west yard because everything there was SMOOTH. At least 50 friends were on hand to congratulate one of the finest yardmasters the Milwaukee Road has the good fortune to employ. Charlie has been with the Road since 1902.

Another item of social importance was the trip to Mexico made by Mr. and Mrs. Max Polcyn and Charlie Umberham. How these two fellows ever got back from the tamales, tortillas, mantillas, bull fights and what have you to come back to everyday railroading is hard to understand. I believe the funds for the trip were raised through the sale of Max's three kids (no foolin'—it's a bit complicated to know whether Max's kids have goats or his goats have kids but they are prize stock and we hope that Max will soon have all the switchmen drinking goat's milk).

Someone asked if Eddie Gromacki is still broadcasting on the phone at the director's office. They say they heard "Sioux City Sue" being crooned, but beautifully, True or false, Eddie?

Charles Domstrich, Sr., is back to work after a long absence.

Ed Curvan is to take the pension, we hear. Probably headed to be a gentleman farmer or perhaps have a menagerie like Max Polcyn.

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

Dick Steuer, Correspondent

Holy Rosary Catholic Church will be the scene of the wedding of Bill Clerk Eddie Kurtz and Elizabeth Joan Cherry on May 25. The young couple plan to honeymoon around New York City, travel conditions permitting.

Russ Kickbush was the successful bidder for the clerical position in the claim department at Fowler Street. Russ' billing duties are being handled by the already-mentioned Mr. Kurtz.

Our new steno, Phylis Kowalski, spent a week of her vacation visiting friends nearby. She also treated the office to some delicious homemade doughnuts one noon hour.

Your correspondent and his bride spent a week in and around Chicago. The weather was perfect—sunshine in the daytime and lots of lights at night. During the week which followed papers reported rain in the daytime and brown-outs at night.

Among the many friends of Ed and Helen Affeldt who attended their silver wedding anniversary party were Mr. and Mrs. Phil Liebhauser, Mr. and Mrs. Frank Catlin, Mr. and Mrs. Richard Steuer, Marge Hagberg and Ernie Reinhardt. A mock wedding, complete with costumes of the early 1900s, was featured. Helen can be remembered for her work at Chestnut Street a few years back.

MADISON DIVISION

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

His many friends were deeply grieved to learn of the untimely death of Roadmaster Anthony "Tony" P. McMahon, 54, which occurred on May 4 at a Madison hospital. Tony was stricken while at his desk and passed away later in the day. He was hired by the Road in May, 1908, serving in the capacity of section laborer, section foreman and roadmaster on the LaCrosse and River and the Madison Divisions. Surviving are his widow, Mrs. Nettie M. McMahon; two sons, LeRoy of Milwaukee and Harold of Madison, and a daughter, Jennie, of Madison, to whom we extend sincerest sympathy.

W. M. Cameron, who acted in the capacity of chief clerk in Major Liegois' absence, has been appointed acting chief carpenter on the Madison Division during the illness of Chief Carpenter Harry A. Cameron.

Freight Agent and Mrs. J. F. Conlin received a telephone call from their son, Charles, who is with the army in Germany. While on a furlough at Davos, Switzerland, he suffered a broken leg when skiing in the Alps.

Fireman and Mrs. Ralph Hoessel of Black Earth announce the arrival of a son on Apr. 15.

Jake Simpa, retired conductor, was painfully injured in a fall while painting his home. Latest report is that he is getting along nicely.

Walter Devlin, 59, employed in the freight house at Madison, died at a Madison hospital on May 12 following a short illness. He had been employed by the Milwaukee Road for 40 years, at Spring Green and at Madison. He is survived by his brother, Arthur, also employed by the Road up to the time of his retirement, to whom we extend sympathy.

Sincere sympathy is extended to Engineer Fred Zunker and daughter Lorraine on the recent death of Mrs. Zunker.

Train Dispatcher and Mrs. O. S. Kline have taken an auto trip to Santa Fe, N. M., to visit their daughter, Mrs. Leslie

B. Seely (Rhuby Jean Kline) and family.

Machinist Helper and Mrs. George Salerno of Madison are vacationing at New Orleans, La.

Train Baggage man Troy Lawton, Mineral Point, is confined to his home by illness.

Conductor L. V. Michael has been discharged from the Janesville Hospital and is convalescing at his home.

Charles E. Carpenter, formerly employed as telegraph operator at Janesville, has been discharged from the army, arriving at Janesville on May 11. He spent two years in the army, with several months in the Pacific area.

IOWA DIVISION

Council Bluffs Terminal

Agnes Christiansen, Correspondent
Car Foreman's Office

First of all, I want to mention some news of our Omaha folks. City Passenger Agent Leo W. Kelly was promoted to the position of traveling passenger agent at St. Louis, Mo. Bernard H. Desens, recently discharged from the army and ticket seller in the city office, was promoted to the position vacated by Mr. Kelly. Other city office changes involve the promotion of Frank R. Herek to ticket seller and the employment of Clark Orcutt to replace Mr. Herek as stenographer.

The boys at the freight house are very envious of Marion McGee these days. Our hats are off to you, Marion.

Carman Andrew Thompson completed 35 years of service on Apr. 16. He will celebrate his 65th birthday on Aug. 21.

To Theodore Schmidt, son of General Car Foreman T. P. Schmidt, we extend a hearty welcome. Teddy returned to work as a box packer on May 2 after his honorable discharge from the army on Apr. 22.

Robert Schonberg, SK1/c, son of Lead Carman Carl Schonberg, received his honorable discharge on Apr. 3 after three and a half years in the navy. Easter Sunday was an extra special occasion for the Schonberg family as on that date their daughter Virginia was married at a beautiful ceremony in St. John's English Lutheran Church.

Coach Cleaner Henry Christensen resigned on May 11 to go in business for himself. We all wish him success in his new venture.

Machinist Helper Frank Hurd sat down at the table recently to eat his supper when a bullet crashed through a kitchen window, inflicting a wound in his head near the right temple. The shot was fired from a 32 caliber hammerless revolver, during neighborhood target practice. We are pleased to report that Mr. Hurd recovered satisfactorily.



BACK ON THE JOB. Fred W. Liegois has returned from army duty and resumed his position in the superintendent's office at Madison, Wis. Ex-Major Liegois, who saw service in France

and Germany in World War I as a lieutenant in the Field Artillery, reported for duty at the beginning of World War II as executive officer of the District Transportation Office at Seattle, Wash. He was commissioned a captain in January, 1943, and promoted to major in December, 1944. His son, a second lieutenant in the Army Air Corps, has also been released from service.



Group of returned servicemen employed in the freight house and freight office at Cedar Rapids. Front row, left to right: John D. Feiereisen, David W. Perkins, Clarence Huff, John Allen, Victor C. Miller, and Virgil E. Dvorak. Second row, left to right: William Chadima, Clinton J. Farrington, Frank R. Houston, Eugene H. Houston, Richard Keenan, and LeRoy W. Hall.

Iowa Division—Middle, West and Des Moines

Ruby Eckman, Correspondent
Office of Chief Dispatcher
Perry, Ia.

Mrs. Frank Upton, wife of a machinist in the Milwaukee shops and a daughter of Machinist D. F. Sullivan of the Perry shops force, is in a Racine, Wis., hospital. She was seriously injured when her auto was struck by a train on Apr. 28 while she was en route to their home in Kansasville. Frank's brother, Lt. Harry Upton of the Medical Corps, came home from Germany on leave the day following the accident and spent a week with him.

Several of the railroad family at Perry were sick during the last few weeks, including Dan Searles, retired conductor, and Engineer Ray Burns.

Thomas Rellihan, who was off duty for several months on account of sickness, has returned to work.

I. J. Chubbuck, retired engineer, went to Denver in April for the benefit of his health.

Engineer Amos Monthie passed away on Apr. 25, following a two-day illness.

Engineer Charles Swift passed away in a Chicago hospital on May 5. He had submitted to an operation a few weeks previous. Burial was at Perry. Wallace Prichard, retired engineer, and his wife (an uncle and aunt who are now living in Sumner, Wash.) came east with Charles' sister to attend the funeral. Engineer Prichard and wife went on to their old home in Channing, Mich., before returning to the West.

Nickolas Slater, a brother of Car Inspectors George and Peter Slater, died in Marshalltown, Ia., after a long illness. His father, Nickolas Slater, Sr., was for many years a Milwaukee employe.

George Fullerton, retired conductor, passed away on Apr. 16 at the Veterans' Hospital in Des Moines. George had been off duty on account of sickness for more than four years.

Sam Andrews, who worked at the Perry shops for many years, died on Apr. 20. He retired a number of years ago.

Mrs. Harry Krohn, whose husband is a Sioux City employe, died in April. She was a sister of Conductor George Doud.

A daughter was born on Apr. 27 to Fireman Martin Wangberg and wife, of Perry.

Engineer Chase and Mrs. Frances Birch- enall of Des Moines were married on Apr.

15. Bill has been living in Perry but will make his new home in Des Moines.

Among the returned veterans who will be going back to their old jobs before long are Orville Salzgeber, ex-sergeant, who was overseas with a railroad battalion getting good experience as a fireman, and ex-Corporal Edward Collins, also with a railroad battalion. Ex-Sergeant Harold Peterson was in administrative offices of a railroad battalion in Germany. Harold was on leave from his position as cashier at the Perry freight office.

Gerald Eyanoff, who was on leave from the track department, is trying to decide whether he will resume work on the Coon Rapids section or go to college.

Vernon Shipley, who did a long hitch in the navy, went back to work on May 1 and started learning the machinist trade in the Perry Shops.

James Evitts, whose father is caller at Perry, was recently made machinist foreman in the shops of the Bureau of Mines in Wyoming. James learned the trade in Perry shops.

Leo Koch and wife were given a farewell party by their friends in April when they moved from Perry to Bensenville, Ill. Mr. Koch had served as assistant to Division Master Mechanic W. N. Foster for some months prior to his retirement. When the assistant master mechanic's job was abolished he returned to Bensenville to work.

Lt. John G. Clothier was recently sent to San Antonio, Tex., for duty at an army hospital. John, who is the son of Engineer E. E. Clothier, completed his internship at an Omaha hospital and was then assigned to active duty in the army.

J. F. Kane, Sr., passed away at Mercy Hospital in Des Moines on May 13, following a short illness. He had been a traveling freight and passenger agent for 47 years before his retirement a short time ago. Mr. Kane was born in Rock Island, Ill., and burial took place there. He came to Iowa in 1898 to do his first work for the Milwaukee Road. In 1925 he was transferred to the Des Moines office and served as traveling freight and passenger agent on foreign lines operating in the district covered by the Des Moines office. He was 79 years of age at the time of his death. His wife and two sons survive. One son is with the Milwaukee dining car department.

KANSAS CITY DIVISION

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

Ottumwa was represented for the first time at the Women's International Bowling Congress in Kansas City in May. Two Milwaukee ladies participated—Mrs. Jack Seals, a member of the Dr. Pepper team, and Mrs. Harry Nicholson, who wears the colors of the Community Funeral Service team. Mrs. Nicholson also represented the Ottumwa Women's Bowling Association at the W.I.B.C. on May 12 and 13.

On Apr. 25, while off duty at Richland, Ia., Agent W. E. Ferrell noticed a carload of lumber shifting in Extra 434 East and reported his finding immediately to the dispatcher. The train was stopped at Rubio and it was discovered that the load had shifted badly and might have done some damage had the train proceeded. Agent Ferrell is to be commended for his observance of the "safety first" code.

Death claimed Mrs. Minnie W. Kenney on Apr. 21 at her home in Ottumwa. She was the widow of Ola C. Kenney, a veteran employe of west yard, who preceded her in death in July, 1930.

Albert J. Pool, veteran carman, died at his home in Ottumwa on Apr. 15. He had been a resident of Ottumwa for 58 years and an employe of our company for 30 years previous to his retirement. His wife and four daughters survive him.

An army C-54 transport plane, piloted by Maj. Dorrance Van Vleet and carrying six army officers to Seattle, crashed on May 5, due to rough weather. The wreckage was found at Lebo Peak in the Crazy Mountains, Mont. Major Van Vleet is the husband of Meryle E. Whited, daughter of Locomotive Engineer Whited of Ottumwa. Little hope remains for his safety.

The marriage of Miss Donna Caster, daughter of Mr. and Mrs. Paul Caster of Ottumwa, to Lt. B. A. Walker, USNR, of Mystic, Ia., took place on Apr. 28 at the First Christian Church in Ottumwa. Previous to her marriage Donna was an instructor at the Agassiz School. The newlyweds are making their home in Cedar Falls, Ia., where Mr. Walker enrolled at the Iowa State Teachers' College following his recent release from the navy.

Miss Anna Virginia Burns, daughter of Operator R. R. Burns and Mrs. Burns of Rubio, was married to Earl L. Schnitzlein

of Hannibal, Mo., on Easter Sunday at St. John's Lutheran Church in Hannibal. They are living in Columbia, Mo., where Mr. Schnitzlein is employed by the State Dairy Products Company.

Chief Clerk John W. Sowder has been at home since Apr. 8 because of serious illness. He is improving and after a rest is expected to return to his position.

Births: A son, on Apr. 24, to Mr. and Mrs. William E. Woodrow at the St. Joseph Hospital, Ottumwa; on May 4, a daughter, to Mr. and Mrs. Elmer Close at the Ottumwa Hospital.

Daniel Lloyd entered the service as relief yard clerk at west yard on Apr. 28. He is the son of Thomas Lloyd of the M. of W. department and previous to accepting the job was employed for a short time in the store department at west yard. He was recently discharged from the navy.

Herbert Walz, former B&B carpenter with 21 years' service, has the position of scale inspector on Lines West with headquarters in Chicago. His family is still residing in Chillicothe, Mo.

John E. Palmer, son of Locomotive Engineer Joseph Palmer, was graduated from the aviation school at the naval air technical training center at Jacksonville, Fla.

Albert J. (Sonny) Alsdorf, son of Fred Alsdorf of the mechanical department at west yard, a former bombardier in the European Theater and a former prisoner of war, has enlisted in the regular army with the rank of master sergeant. He has been assigned to the air transport command and is flying out of Memphis, Tenn.

Operator Val Gene Rigley was inducted into the army on Apr. 18.

Former employes recently discharged from the service and resuming work with our company: Constantine Soulis of the car department, now with the Milwaukee-K.C.S. joint agency; Brake-men W. M. Freund, Joseph R. Crutcher and Richard E. Smith; Firemen Leo M. Ullrich, Robert H. Coulter, Richard H. Coulter and Gilbert E. Harding; Switchmen Robert Jacobi, Charles Yelton and Alfred Baker, all of whom are with the joint agency at Kansas City; and Section Laborer Thomas D. Bryson, Amana.

BACK ON THE JOB. Edward Zilavy, machinist apprentice at Milwaukee shops, was called to military service in October, 1942, and was assigned to the 729th Railway Operating Battalion. He was in the army long enough to visit Scotland, England, France, Belgium, Germany, Holland, Africa and South America before returning to the status of civilian in October, 1945. Eddie returned to the shops in November.



MILWAUKEE SHOPS

Davies Yard

J. J. Steele, Correspondent

Congratulations to Jake Hansen on his promotion to general car foreman at Minneapolis. The farewell party was a huge success and his many friends presented him with a gold wristwatch. A poem, written by Dorothy Wick, expressed the sentiment felt by all of us.

We extend our heartfelt sympathy to William Reidy on the death of his mother, who passed away at the age of 80.

Fire Chief Fred Ramer has resigned and his assistant, Dick McMartin, has been promoted to chief.

Car Department

George L. Wood Jr., Correspondent

Welder John Hayden of the coach shop retired on the last day of April after a career with the Milwaukee Road shop dating back to 1918. Workers from every department in the passenger car shops were on hand his last day of active service, all joining in hearty wishes for long and happy years ahead. Spokesman for the group, Carpenter Emil Robel, delivered some remarks appropriate to the occasion, illustrating the respect and admiration of those present.



John Hayden

The absence of Carman Apprentice Ray Fendrick during the latter part of May was occasioned by his marriage to Miss Lorraine Westphal. Congratulations, Ray, and best wishes to your bride.

Our genial nurse, Miss Hurley (and a few other nice adjectives, 'cause she's a grand person) introduced us to the new company doctor. To all of you—Meet Dr. Gerrit Dangremond, with offices in the Bankers Building. He's an ex-serviceman, too.

The current issue of the Badger Aviation Magazine features a story of the flying career of Miss Germaine Ryback and rates her among the better aviatrixes in the country. If you don't already know, she's the daughter of Welder Joe Ryback of the freight car shop.

We learn that Eddie Rome just finished the most successful bowling season of his career, but that's understandable, what with that cute rooter (Laverne, we mean) on hand every time he bowled.

Everyone around the department is congratulating Coach Carpenter Don Bartz who took Miss Evelyn Turenske as his bride at the beginning of June.

We never before stopped to realize that George Schram and his staff of 13 manufacture the journal box waste for the entire Milwaukee Road.

Former Machinist Apprentice Ronald Brinkman, now with Uncle Sam's army, was home on furlough recently and found time to call on his friends around the car department.

Last month we did not mention the ex-servicemen of the freight car shop who have enrolled as carmen apprentices under the GI Bill of Rights. The list includes William Buth, Tom Czaplowski, Don Dysland, Harold Hofefer, Harry Judge, Melvin Kuchenbecker, Frank Matulis, John Kleinmaus, Ray Nelson, Don Wachtl, Marion Wilkowski, Charles Rendleman, Ralph Schiesel, Anton Teisl, Jr., and Robert Wright. In the machine shop, Russel (Red) Tice and Edward Zilavy, two former GIs, recently signed machinist apprenticeship papers. The latest to join the apprenticeship ranks in the blacksmith shop is Arnold Grube. While on the subject of blacksmiths, permit us to record here that they held their annual "blacksmiths' party" during the month of May and from all reports it was a great social success.

Benny Koepsel, retired machinist, made one of his occasional visits to the machine shop the other day. The rest is doing Benny a lot of good, judging from his fine appearance.

We extend a hearty welcome to Carman Apprentice Otto Olson. Otto is a Mason City CD employe but will be with us for a few months to learn the finer points of electric welding and heavy car repairing. Incidentally, he has a good teacher in Paul Jahnke, with whom he is now working.

How many of you freight car shop music lovers remember the song, "When They Burn Down the Old Tar Shanty"? That's the song that was written by Ambrose Sery, dedicated to Car Checker Joseph Valesano. Just thought it might bring a

laugh or two to those of you who do remember.

We note that Shop Superintendent H. A. Grothe has been attending Safety First meetings in the various departments, proving himself to be a capable orator where "safety first" is concerned and also demonstrating his interest in the safety of all of us.

The airbrake shop was the scene of handshakes and well-wishers on May 1. That was the day when Airbrake Man James Kresl retired after serving 20 years in the shops.

Congratulations to Blacksmith Elvin Martin, who became the proud father of a seven and a half pound bundle of glamour on May 7. The new arrival is trying very hard to say "grandpa" to Welder Otto Wegner.

The most recent to return from the service and back to their jobs in the department are Jacob Burgarino, Eugene Draski, Ralph Gerlach, Arnold Grube, Willard Kuehl, Raymond Niver, Robert Pennoyer, Ted Tanin, Bill Hetzel and John-Ujch. Welcome home, boys!

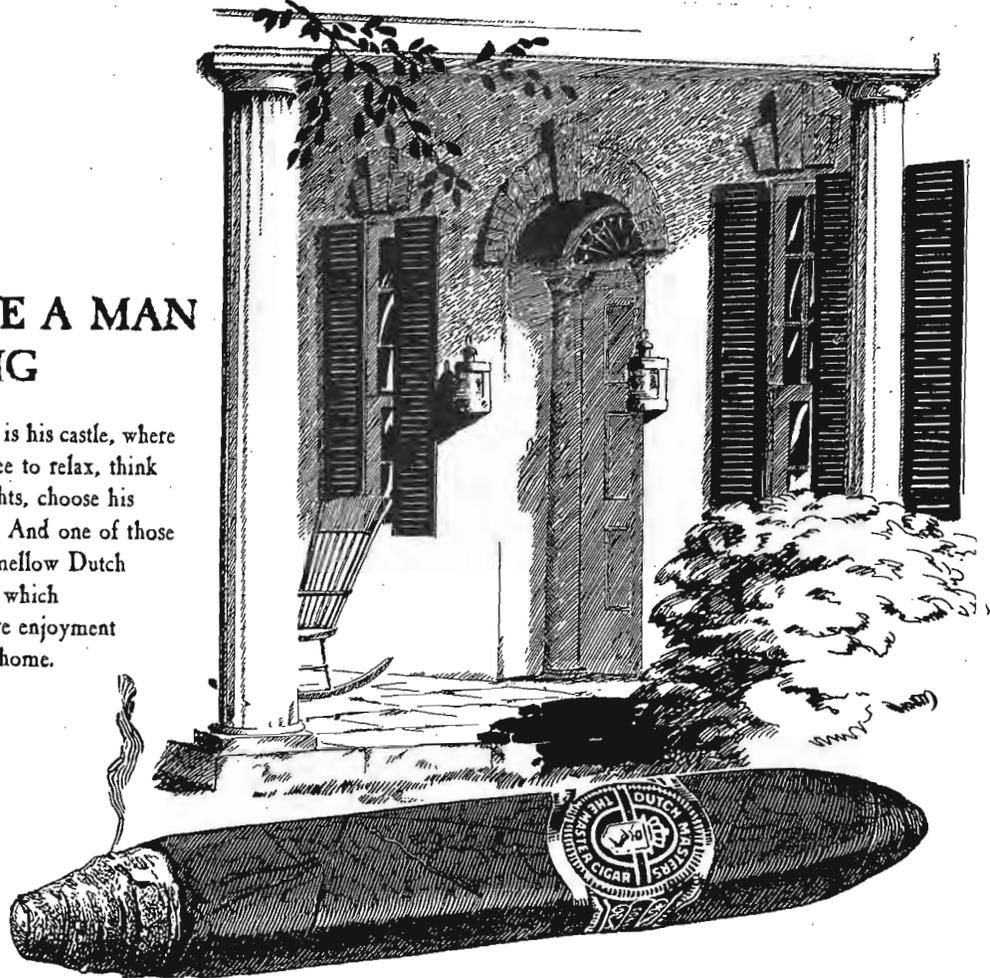


Ray Fendrick (left) and Don Bartz

BACK ON THE JOB. Ray Fendrick and Don Bartz have worked together since 1936, Ray in the freight car shop and Don in the coach shop at Milwaukee, Wis. However, their railroad careers were interrupted sharply in 1941 (Remember Pearl Harbor?) and they were separated for a few months when Ray was assigned to the Infantry and Don to the Engineers. But in April, 1942, when the 753rd Railway Shop Battalion was activated and all skilled railroad shop men from the various army camps were sent to Camp Millard, O., they met again and have since been inseparable. By that time they were both sergeants and were assigned to the same platoon. Sailing with the 753rd, they landed in Casablanca and railroaded clear across North Africa. At the termination of the campaign they went to Naples, Italy, where they repaired and constructed freight cars and also worked on the construction of hospital trains. Eventually V-E Day rolled around and a short time later they were again on a boat, bound this time for the Pacific. The announcement of V-J Day found them in mid-ocean and they spent the next few months in Manila, until they were discharged together on the point system. (They are now back in the passenger car shops, working side by side, and, adhering to their custom of doing everything in unison, were both married in the month of May.

WHERE A MAN IS KING

A man's home is his castle, where he is king—free to relax, think his own thoughts, choose his own pleasures. And one of those pleasures is a mellow Dutch Masters Cigar which he enjoys where enjoyment is keenest—at home.



DUTCH MASTERS CIGARS

We extend sincere sympathy to the bereaved family of Carpenter Al Butzlaff, who passed away on May 5. Al had many friends throughout the department, having served in both the freight and passenger departments since 1914.

Office of Mechanical Engineer and Supt. of Car Dept.

Harold Montgomery, Correspondent

On May 7 and 8 the superintendent of car department office looked like a beehive. Mr. Deppe called a staff meeting on those two days. Among those present were District General Car Foreman C. E. Barrett, Minneapolis; H. L. Hewing, Tacoma; A. V. Nystrom, Western Avenue, and Lee Hynes of Davies yard. By the way, ask Ernie Palmer who was custodian of that ancient green fedora during the conference. Jake Hansen, former Davies yard man recently appointed general car foreman at Minneapolis, was also down for the meeting.

Someone asked why the S.C.D. office seemed so quiet the week of May 13 to 18. Reason: Marty Biller was on vacation. We understand Marty is busy launching a new business venture with his father and also getting ready for his daughter's wedding on June 1.

Asked Bernice Kruse the other day why she always goes around singing. Got this reply: "In the spring a young girl's fancies lightly turn to what she's been thinking about all winter."

Willard Stark has built up a baseball

club to represent the main office. Has several diamonds in the rough who should develop as the season draws near. One of the first casualties was Bill Schroeder, who developed a hemorrhage in his leg. Bill is watching now.

We have a magician in our midst. If you don't believe it, just ask Fritz Campbell to do a few coin tricks. (Make him use his own coin too.)

The bowling season ended on Apr. 23 with "On Wisconsin" (store department) the champions of 1945-46. This same gang won the first half of the split season, while the "Arrows" won the last half after a roll-off with the Chippewas. The Arrows took the Chippewas two straight games to gain the bracket, to bowl against the On Wisconsin. In this series the Arrows went down the same way, two straight games to the new champions. Here they are and their season's averages: George Voth, 178; Earl Marsh, 176; Jerry Meyer, 175; Willie Smith, 173; Eddie Grisius, 170; and James Kozourek, 165. Their team average for the year was 866. Earl Marsh's 269 was good for high single. The losing team members were: Smoke Scherbarth, 176; J. Hahn, 180; C. Hohl, 168; Leo Bishop, 168; Chet Johnson, 165; Emmett Jordan, 165; and "Pop" Bill Jordan, 161. "Pop" Jordan captained the losing team and Jerry Meyer was boss man of the "champeens."

H. Zunker took over the individual crown after 60 games with 189.42 average. H. C. Munson improved very much and just fell short with an average of 187.79 for 87 games. Fred Glaser and Walter Koester, teammates, had a close battle with Glaser,

getting 186.6 for 90 games, and "Pop" Koester hitting 185.62 in 84 games. P. Jacobs got 184.5 for 78 games, Ed Watts 183.32 for 61 games, F. Kuklinski 183.25 for 87 games, and the Weatherall boys, Will and Richard, almost neck and neck with Will getting 182.39 for 72 games and Dick hitting 182.12 in 39 games. J. Walsh with 180.32 in 81 games and Jake Hansen with 180.25 in 18 games rounded out high 10 best bowlers.

H. C. Munson shot the best series (scratch) 709, with Harvey Zunker's 690 second and Lee Voltz' 679 third. Dick Weatherall ran second to Earl Marsh's 269 with 263. H. C. Munson got a third with
(Continued on page 28)

BACK ON THE

JOB. Joe Foren resumed his blacksmith apprenticeship at the Milwaukee shops in February after a three-year hitch in the army. During that time he served for 24 months in India with the 758th Railway Shop Battalion, an experience which made him only too happy to get back to railroading in the American way.



**TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING APRIL, 1946
AS REPORTED BY DIVISION OFFICES**

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
Chicago General Offices									
Augustine, F.A.	Clk., Mail, Expr., Bag., & Milk	Chicago, Ill.	1		Ickes, J.F.	Chief Clerk	Dubuque, Ia.	1	
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		3	Koecke, John	Carman Helper	Savanna, Ill.		1
Burbank, R.A.	Secy. to APTM	Chicago, Ill.	1		Kupferschmidt, Ia	Clk., Store Dept. Clerk	Dubuque, Ia.	1	
D'Amico, Josephine	Accounting Dept.	Chicago, Ill.		1	Kurt, Francis B.	Clerk	Waukon, Ia.	10	6
Eldridge, E.	Frnt. Clk., Purch.	Chicago, Ill.	1		Millar, Lucille M.	Steno-Clerk	Dubuque, Ia.	1	
Fletcher, H.D.	Paymaster	Chicago, Ill.	1		Mulder, Grace	Clerk	Savanna, Ill.	1	
Graves, Villa M.	Asst. Secy.	Chicago, Ill.		3	Raymond, David	Carman	Savanna, Ill.	3	
Halsey, G.H.	Trav. Auditor	Marion, Ia.	1		Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	1	
Herrick, F.G.	Trav. Auditor	Chicago, Ill.	1		Unmacht, J.H.	Laborer	Dubuque, Ia.	1	
Jacobson, P.F.	Bureau Head	Chicago, Ill.	1		Volrath, George V.	Loco. Dept.	Nahant, Ia.	1	
Klauber, Grace E.	Steno-Clerk	Chicago, Ill.	1		Withart, F.M.	Check Clerk	Savanna, Ill.	10	
Lutgen, L.J.	Trav. Auditor	Chicago, Ill.		1	Youngblood, L.	Mchst. Tester	Marquette, Ia.	1	
Mauck, Dale	Clk., Car Acctnt.	Chicago, Ill.	1					35	27
Monzella, Joseph	Clk., Pub. Rel. Dept.	Chicago, Ill.	1		Hastings and Dakota Division—Continued				
Nehf, W.W.	Clk., Frnt. Dept.	Chicago, Ill.	1		Bismarck, A.J.	Conductor	Aberdeen, S.D.	1	
Rezab, J.J.	Trav. Claim Adj.	Chicago, Ill.	3		Doud, F.R.	Superintendent	Aberdeen, S.D.		1
Risberg, R.E.	Clk., Aud. Expend.	Chicago, Ill.	1		Drum, R.A.	Conductor	Aberdeen, S.D.	1	
Smith, Granger	Chf. Pass. Car Dist.	Chicago, Ill.	1		Fuhr, Walter E.	Instrumentman	Aberdeen, S.D.		1
Soske, Wm. J.	Aud. Capt. Expend. Off.	Chicago, Ill.	1		Fuller, B.F.	Dispatcher	Aberdeen, S.D.	1	
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Geiser, Elvera	Wife of Agent	Fairmont, N.D.		1
Weber, R.W.	Clerk, RS&CP	Chicago, Ill.	1		Gulbranson, G.	Sec. Stockman	Aberdeen, S.D.	1	
Wilson, F.J.	Chief Clerk	Chicago, Ill.	1		Henderson, Mrs. W.W.	Wife of DMM	Aberdeen, S.D.	1	
Wolff, Arnold J.	Treas. Office	Chicago, Ill.	1		Hopp, Pearl A.	Secy. to Supt.	Aberdeen, S.D.	1	
			20	9	Johnson, A.	Conductor	Minneapolis, Minn.	1	
					Knittel, A.D.	Brakeman	Aberdeen, S.D.	1	
					Lilly, Elaine C.	Rndhse. Clerk	Aberdeen, S.D.	1	
					Lundberg, A.F.	Trn. Baggage man	Minneapolis, Minn.	2	
					Moriarty, W.J.	Chf. Clk., Store	Aberdeen, S.D.	1	
					Ryan, R.E.	Loco. Engineer	Aberdeen, S.D.	1	
								13	3
Chicago Terminals Division									
Abrams, Nathan	Rate Clerk	Galewood, Ill.		1	Idaho Division				
Biksacky, J.J.	Yard Clerk	Chicago, Ill.	1	5	Aleson, C.L.	Police Dept. Station	Spokane, Wash.	3	
Bishop, N.	Asst. Agent	Galewood, Ill.		2	London, Jack	Station	Spokane, Wash.	2	
Bitz, H.F.	Agent	Evanston, Ill.	1	6	O'Reilly, W.T.	Chf. Clk. to Supt.	Spokane, Wash.	2	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		4	Perrone, Vincent	Track	Spokane, Wash.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		4	Peterson, W.M.	Police Dept.	Spokane, Wash.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		4				9	0
Cameron, H.J.	Gen. Car Supvr.	Chicago, Ill.		1	Iowa Division				
Caruso, S.	Clerk	Galewood, Ill.		1	Berman, Harry	Train Baggage man	Des Moines, Ia.	1	
Constantine, Mrs. D.	Chf. Clk. Div. Engr.	Chicago, Ill.	1	3	Christiansen, Agnes C.	Steno-Clerk	Council Bluffs, Ia.	1	
Dyba, T.	Rte. Clerk	Galewood, Ill.		1	Craig, C.M.	Conductor	Marion, Iowa	1	
Englert, Leatrice	Clerk	Chicago, Ill.		2	Davis, E.E.	Chief Clerk	Omaha, Neb.	1	
Enzor, A.	Rate Clerk	Galewood, Ill.		1	Samre, D.E.	Agent	Preston, Ia.		1
Evans, R.	Clerk	Galewood, Ill.		4	Taylor, Clifford R.	Secretary	Marion, Iowa	1	
Ewing, J.J.	Clerk	Galewood, Ill.		4				4	2
Greenlimb, P.E.	Reconsigning Clk.	Chicago, Ill.		3	Iowa and Dakota Division				
Hanson, H.	Clerk	Galewood, Ill.		4	Amundson, A.	Agent	Ravinia, S.D.	1	
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		4	Kelly, Margaret	Rdmstr's Clk.	Mitchell, S.D.	1	
Lapinski, Walter	Transit Clerk	Chicago, Ill.		4	Lowrie, Avery R.	Ret. Conductor	Sioux City, Ia.	2	
LeMire, G.E.	Rate Clerk	Galewood, Ill.		104	Murphy, E.A.	Pass. Conductor	Sioux City, Ia.	3	
Lenke, E.	Clerk	Galewood, Ill.		1	Pappas, Tony	Mch. Helper	Mason City, Ia.	6	
McQuinn, D.M.	Clerk	Galewood, Ill.		2	Parker, A.W.	Rndhse. Foreman	Mitchell, S.D.	2	
Miller, John H.	C/L Tracing Clk.	Chicago, Ill.		3	Paullin, C.L.	Painter	Mitchell, S.D.	1	
Oettinger, J.J.	Rate Clerk	Galewood, Ill.		10	Sharrar, Charles	Loco. Engineer	Sioux City, Ia.	1	
Reimann, B.	Rate Clerk	Galewood, Ill.		1				17	0
Siwek, O.V.	Clerk	Galewood, Ill.		4	Iowa and Southern Minnesota Division				
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		1	Dosey, E.H.	Cashier	Blooming Prairie, Minn.		30
			3	173	Golden, J.L.	Police Dept. Operator	Faribault, Minn.	1	
					Hayes, Albert	Operator	Albert Lea, Minn.	4	
					Johnson, Charles	Agent-Operator	Sherburn, Minn.	1	
					Monroe, Ed	Sec. Laborer	Fountain, Minn.	1	
					Olson, Mrs. H.L.	Wife of Agent	Brownsdale, Minn.	1	
					Peterson, R.A.	Agent-Operator	Winnebago, Minn.		2
					Vandenover, H.E.	Boiler maker Helper	Austin, Minn.	1	
					Werth, Otto	Section Foreman	Zumbrota, Minn.		1
					Williams, LeRoy	Rdmstr's Clerk	Austin, Minn.	1	
			22	5				10	33
Coast Division									
Anderson, G.	Asst. Agent	Seattle, Wash.	1		Kansas City Division				
Berven, Ivar	Cashier	Tacoma, Wash.	1		Baker, C.H.	Div. Time Rev.	Ottumwa, Ia.	1	
Bigger, A.W.	Mch. Helper	Tacoma, Wash.	1		McCraw, E.J.	Conductor	Ottumwa, Ia.	1	
Brady, J.E.	Rndhse. Foreman	Tacoma, Wash.	1		Nicholson, H.F.	Conductor	Ottumwa, Ia.	9	
Carrotte, Clara C.	General Clerk	Tacoma, Wash.	1		Rector, J.L.	Conductor	Ottumwa, Ia.	1	
Cobley, W.H.	Freight Agent	Lynxlen, Wash.	1		Walker, Geneva	Rdmstr's Clk.	Chillicothe, Mo.	1	
Collins, C.C.	Loco. Shops	Tacoma, Wash.	2					13	0
Collins, T.W.	Clerk, Store	Tacoma, Wash.	1						
Cowling, P.L.	O.R. Rev. Clerk	Tacoma, Wash.		1					
Curtice, Ray C.	Chauffeur	Tacoma, Wash.	1						
DeGuire, C.E.	Clerk	Tacoma, Wash.	2						
Geelhart, C.W.	Asst. Rdmstr.	Cedar Falls, Wash.	1						
Goldsbrough, A.	Clerk	Tacoma, Wash.		1					
McAnamon, Margie	Clerk	Everett, Wash.	1						
Morgan, Jean H.	Clerk	Seattle, Wash.	1						
Mosher, H.A.	Trn. Dsptr.	Tacoma, Wash.	1						
Olson, A.W.	Asst. Supt.	Tacoma, Wash.	1						
Roberts, W.E.	Clerk, Store	Tacoma, Wash.		2					
Rusch, H.	Stenographer	Tacoma, Wash.		2					
Shipley, Robert	Station	Tacoma, Wash.		1					
Weingarten, K.W.	Night R.H.F.	Tacoma, Wash.	2						
Wells, C.J.	Chief Opr.	Renton, Wash.	1						
			22	5					
Dubuque and Illinois Division									
Ceurvorst, A.D.	Yard Clerk	Davenport, Ia.		14					
Dubmeyer, A.	Cutter	Dubuque, Ia.		3					
Goltz, L.W.	Store Dept.	Marquette, Ia.	1						
Heitman, J.M.	Asst. Foreman	Savanna, Ill.	1						
Horsfall, C.	Carman	Dubuque, Ia.		3					
Hoyer, Harry H.	Carman	Savanna, Ill.	2						

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
La Crosse and River Division					Rocky Mountain Division				
Blanchfield, E.C.	Cashier	Merrill, Wis.	1		Brance, P.W.	Blacksmith	Deer Lodge, Mont.	1	
Callahan, J.J.	Yard Conductor	Wausau, Wis.	1		Byrne, Bill	C. Engr.	Lewistown, Mont.	1	
Douglas, W.D.	Carman	La Crosse, Wis.	1		Cedarholm, Bruce	Operator	Lewistown, Mont.	1	
Erickson, E.	Chief Clerk	La Crosse, Wis.	1		Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
Fauver, Ira	Mech. Dept.	Tomah, Wis.		1	Hale, Ray	Roadmaster	Lewistown, Mont.	1	
Frazier, I.L.	Rate Clerk	Merrill, Wis.		1	Kester, Guy	Cashier	Lewistown, Mont.	1	
Fuller, M.R.	Asst. Car Frmn.	La Crosse, Wis.	2		Lancaster, Bill	Clerk	Lewistown, Mont.	1	
Lane, G.H.	Trainmaster	La Crosse, Wis.	1		McElwain, L.C.	Staty. Engineer	Deer Lodge, Mont.	2	
Mahoney, P.K.	Yard Clerk	La Crosse, Wis.	1		Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	1	
Newman, A.L.	Sec. Foreman	Winona, Minn.	1		Roark, M.W.	Dist. Adjuster	Missoula, Mont.		1
Noble, W.D.	Cashier	La Crosse, Wis.	1		Sanford, J.R.	Clerk	Lewistown, Mont.		1
Philpot, S.F.	Asst. Supt.	Wausau, Wis.		1				10	2
Rieff, H.A.	Div. Stkpr.	La Crosse, Wis.	2						
Ruder, George	Whse. Foreman	Merrill, Wis.		2					
Ruder, William	Yard Clerk	Merrill, Wis.	1						
Sarazin, A.J.	Conductor	La Crosse, Wis.	1						
Schaad, Gregory	Trucker	Merrill, Wis.		2					
Steen, A.C.	Clerk	La Crosse, Wis.	1						
Sundet, A.C.	Freight Agent	La Crosse, Wis.	1						
Ternes, F.P.	Trainman	La Crosse, Wis.	1						
Voeltzke, Max	Del. Clerk	Wausau, Wis.		3					
Weissenberger, J. A. 9	Carman	La Crosse, Wis.	3						
Whalen, W.J.	Superintendent	La Crosse, Wis.	2						
Whaley, J.E.	Pass. & Frnt. Agt.	Wausau, Wis.	1						
Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2						
Wohlert, L.	Roadmaster	La Crosse, Wis.	1						
			26	11					
Madison Division					Superior Division				
Boland, J.H.	Roadmaster	Janesville, Wis.	1		Bauer, J.W.	Rate Clerk	Appleton, Wis.		1
Coyle, Joyce A.	Clerk-Steno.	Madison, Wis.	1		Bellemore, Wilford	Bus Driver	Menominee, Mich.	1	
De Blaey, A.J.	Track Dept.	Janesville, Wis.	1		Dinwoodie, J.T.	Chf. Dsptrchr.	Green Bay, Wis.	1	
Foster, Lester	Machinist	Janesville, Wis.	1		Heckler, Mrs.	Lucile	Plymouth, Wis.		1
Killian, A.M.	Chief Dsptrchr.	Madison, Wis.	2		Heinrichs, J.A.	Trucker	Menominee, Mich.	2	1
Krenke, E.F.	Storekeeper	Janesville, Wis.	1		Heup, S.W.	Clerk	Menasha, Wis.	1	1
Liegeois, Fred W.	Chief Clerk	Janesville, Wis.	1	1	Johnson, H.E.	Chief Clerk	Menominee, Mich.	1	1
Meuer, Wm. D.	Baggage Agent	Madison, Wis.	2	1	La Veau, F.J.	Agent	Republic, Mich.	1	
O'Hara, John	Boilermaker Helper	Janesville, Wis.	2		McLean, R.C.	Operator	Menominee, Mich.	1	
			11	2	McLean, W.H.	Whse. Foreman	Green Bay, Wis.		2
					Moureau, Harvey	Freight Checker	Green Bay, Wis.	1	
					Procter, W.E.	Gen. Yardmaster	Green Bay, Wis.	2	
					Tuttle, William	Ret. Conductor	Channing, Mich.	1	
								11	7
Milwaukee Division					Terre Haute Division				
Benzing, H.	Equip. Mntr.	Horicon, Wis.	1		Daniels, R.F.	Asst. Engr.	Terre Haute, Ind.		16
Bramer, John	Conductor	Horicon, Wis.	1		Mulhern, Poy	Capt. of Police	Terre Haute, Ind.		2
Brown, E.P.	O.S.D. Clerk	Racine, Wis.	2		Wilson, Virgil P.	Police Dept.	Terre Haute, Ind.		2
Carlson, A.F.	Roadmaster	Horicon, Wis.	1					0	20
Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	2						
Kohl, W.J.	Ret. Signal Mntr.	Horicon, Wis.		1					
Kuhn, H.G.	Clerk	Beaver Dam, Wis.	1						
McCarthy, Jr. M.J.	Steno-Clerk	Racine, Wis.	2						
McDonald, W.F.	Div. Engineer	Milwaukee, Wis.	1						
Noel, H.E.	Roadmaster	Horicon, Wis.	2						
Weginger, John H.	Sec. Foreman	Iron Ridge, Wis.	1						
Willers, J.	Sec. Foreman	Horicon, Wis.	2						
			16	1					
Milwaukee Terminals and Shops					Trans-Missouri Division				
Bubolz, Paul W.	Upholsterer	Milwaukee, Wis.	1		Fulks, Jack	Boilermaker	Miles City, Mont.	1	
Johnson, F.H.	Stenographer	Milwaukee, Wis.	1		Geelhart, H.W.	Roadmaster	Roundup, Mont.	3	
Kabacinski, C.M.	Load Inspector	Milwaukee, Wis.	1	1	Grainger, Hugh	Carpenter Hlpr.	Miles City, Mont.	1	
Klatte, Edna	Telephone Opr.	Milwaukee, Wis.	1					5	0
Lahn, F.	Yard Clerk	Milwaukee, Wis.	1	1					
Liebnow, Elmer	AAR Clerk	Milwaukee, Wis.	1						
Martin, Stanley	Chief Clerk	Milwaukee, Wis.	1						
Mulholland, Leonard	Carman	Milwaukee, Wis.	4						
Pritzlaff, E.M.	Teleg. Clerk	Milwaukee, Wis.	1						
Rainer, Francis P.	Clerk	Milwaukee, Wis.	1						
Rieboldt, Fred	Ret. Foreman	Milwaukee, Wis.	2						
Schram, George	Foreman	Milwaukee, Wis.	3						
Schroeder, A.C.	Asst. Supt. Car Dept.	Milwaukee, Wis.	1						
Weber, Erwin	Chief Clerk	Milwaukee, Wis.	1						
			18	2					
Seattle General Offices					Twin City Terminals Division				
Boydston, M.L.	Tax Agent	Seattle, Wash.	1		Burud, Hjalmar	Lumberman	Minneapolis, Minn.	1	
Crane, F.R.	Prin. Asst. Engr.	Seattle, Wash.	1		Hofmaster, C.	Welder	Minneapolis, Minn.	1	
Haley, D.A.	Chf. Clk. to Supt. Transp.	Seattle, Wash.	1		Kopacz, Joe	Carman Helper	Minneapolis, Minn.	1	
Hickey, Margaret L.	Stenographer	Seattle, Wash.	2		Roche, C.J.	Police Dept.	Minneapolis, Minn.	4	0
Kennedy, E.D.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	2						
Morgan, H.R.	Asst. Engineer	Seattle, Wash.	1						
Neumen, F.H.	Steno-Clerk	Seattle, Wash.	1						
O'Meara, J.J.	Chief Clerk	Seattle, Wash.	1						
Reynolds, F.D.	Telegrapher	Seattle, Wash.	3						
Sanders, R.C.	Gen. Frt. Agt.	Seattle, Wash.	1						
Schmitz, Frances G.	Steno., Surgical Dept.	Seattle, Wash.	1						
Strassman, J.M.	Accounting	Seattle, Wash.	2	10					
Swanson, W.D.	R/W Engineer	Seattle, Wash.		2					
			17	12					

Traffic Tips Reported During April, 1946

Division	Pass. Tips	Frnt. Tips	No. of Tips Per 100 Employees
Seattle General	17	12	15.2
Chicago Terminals	3	173	5.4
Iowa and S. Minn.	10	33	4.7
Dubuque and Illinois	35	27	3.7
Superior Division	11	7	2.3
Madison Division	11	2	1.8
Coast Division	22	5	1.7
Kansas City Division	13	—	1.6
La Crosse and River	26	11	1.6
Terre Haute Division	—	20	1.6
Idaho Division	9	—	1.2
Chicago General	20	9	1.1
Milwaukee Division	16	1	1.1
Rocky Mountain Division	10	2	1.1
Iowa and Dakota	17	—	1.0
Hastings and Dakota	13	3	0.9
Iowa Division	4	2	0.4
Milwaukee Terminals	18	2	0.4
Trans-Missouri Division	5	—	0.4
Twin City Terminals	4	—	0.1
Miscellaneous	—	—	—
TOTALS	224	309	1.5

(Continued from page 25)

his good 257. Ed (Old Timer) Brock, with handicap, shot a high 737. W. Graczyk was next with 732 and "Big John" Deglman third, with 715. Walt Marshall hit 286 with handicap to take that singles crown. Frank Hensiak got a 279 and Augie Nehring a 275.

The Chippewa had the most power, getting a 2929 high three (scratch). The Milwaukee Express hit 2925 to just lose out, while the Pioneer Ltd. hit a solid 2849 for third spot. The Chippewa also grabbed high single with 1082 to nose out the Fast Mails second place, 1073. Pioneer's hit 1056 for third. With handicap the Varsity took high three honors with 3161. The lowly Marquette bowled good once to get 3137 for second while third spot was grabbed by the Southwest Ltd., 3124. Fast Mail took individual honors with handicap with 1205, the Sioux 1124 being second and Southwest Ltd. 1094 third. John Sultz with 143 just nosed out Pat Casey, who got 137 for the cellar position.

Jake Hansen won the annual sweeper on the last night out with 652 scratch. It was a swell finish for Jake, as he says farewell to Milwaukee to accept a new job with the Road in Minneapolis.

Congratulations, George Bilty, on your recent entrance into the matrimonial ranks. This write-up would have been in earlier but the usual cigar (in all cases like this) is still missing so I am not sure it's the real McCoy. If this is correct, drop in and verify it. (Oh—Oh—George just dropped off a cigar, so it must be so.) Best wishes.

By the time you read this our Clare Wilson will have been an old married man of two or three weeks. Clare corralled Janet Ann Wichtoski and made her say "yes" on June 1. Best wishes to both bride and bridegroom.

Ralph Haslam is again doing usher work at the Milwaukee Brewers ball park. Recently the Chicago Cubs played an exhibition game with the Brewers and, of course, Manager Charlie Grimm came along. Ralph and Charlie, with many of the other former Brewers, had a clubhouse chin session after the game. Ralph has been with the Brewers long enough now to have stock in the old club.

Allan Hanson is again back with the M.E. department after an absence of three years. After serving one and a half years in the States he went to England for about three weeks. His 78th Infantry Division was called to replace the 8th Division near Aachen. After six months of strenuous going they pushed right into Berlin to end the war. Then started occupation duty in Berlin and Bremen. The point sys-

BACK ON THE JOB. John M. Drinka, Jr., was one of the first car department employes at Milwaukee shops to enter service, being called in April, 1941. He served with the 128th Infantry in Australia, New Guinea, Dutch New Guinea and the Philippines and in recognition of his 40 months' overseas duty was awarded six Battle Stars, a Presidential Unit Citation and the Purple Heart. He resumed his old position with the Road in October, 1945.



tem ran out for Allan so he took a last "big fling" at Antwerp and said goodbye to Europe. Landed in the good old U.S.A. on Feb. 26, 1946, discharged Mar. 3 and then a well earned vacation. The Milwaukee Road was his next stop and he's back where he left off, none the worse for wear. Glad to have you back, Allan.

Joe McDonald had his picture snapped while he was watching Gertie take a bath. Sounds not so good, but it's the truth. Joe was in the crowd that watched Gertie, the Duck, take her Sunday bath in the Milwaukee River. The picture in the paper proves it was Joe.

Ken Voss has turned his attention to sports now and is playing ball with W. H. Stark's main office gang. Ken is plenty big enough to do some damage if he can hit a ball, so let's hope he does. Jim Elder is playing field while Voss is on first.

Store Department

John W. Ewald, Correspondent

Since the boys' return from service the gals seem to be snapping them up fast and furious. Barbara Doud will be married in June, Bill Fuss expects the big day in August and right in the main store office Wally Stibor and Louise Gribble don't exactly hate each other. Wally, before leaving for military service, worked in Freuler's section and Louise is queen of the AFEs. With many of the young folks, marriages are being held up by the shortage of living quarters. Barbara is the daughter of Superintendent F. R. Doud of the H&D Division, who recently returned from Europe where he served as a lieuten-

ant colonel in the military railway service. When her folks left Milwaukee Barbara just retained their apartment, thus solving her housing problem.

Dale Manning recently resigned to accept another job. Best of luck, Dale!

Three of John Waldman's boys have returned from service and the youngest left recently for Europe and the army of occupation. Mr. and Mrs. Waldman should be complimented on making such a fine contribution to our armed forces.

Mr. Waldman says that stationery is becoming harder to procure and requests that everyone conserve as much as possible. Think twice before using that extra sheet!

In the stationery department Ray Foley is on the sick list again, Ray Peters is contemplating that big matrimonial step and Frank Tomaschko is collecting his earnings from the bowling team.

The store department bowling team, "On Wisconsin," won the roll off and the championship from the "Arrows" on May 1. The members of the team and their averages are: E. F. Grisius, 171; J. Kozourek, 165; George Voth, 178; Earl Marsh, 176; William Smith, 173; and Capt. Jerry Meyer, 175. The winners received a trophy and an A.B.C. championship certificate, plus an additional \$20.

News from the passenger and paint store informs us that Bill Bogert passed the cigars on May 3, becoming the proud papa of a nine and a half pound son on that day. Bill tells us that his brother Kenny, a former employe, is now on terminal leave and can be expected back to work soon.

F. W. Brown of the signal store was married on May 25 and went to the favorite honeymoon retreat—Niagara Falls.

The signal store staff wishes to extend to Mary Ellyn Dooley, now in the police department at the Union Depot, a "happy birthday," just to show they have not forgotten her. Dolores Koeske, laborette in that section, recently celebrated a birthday too and congratulations were extended all around.

The chest X-ray unit of the Milwaukee Health Department was recently at Milwaukee shops and the response to having X-rays taken was most gratifying. It is a fine thing that the city is doing and at no cost to the individual.

The oil house is proud of its boss, C. J. Horlivy, who recently became the individual champion of the Milwaukee County American Legion Bowling League.

Edwin Milanowski, one of the boys in the oil house, is back to work after serving his country for 39 months, 13 months of which were spent in India. He tells us he is tickled pink to get some shoes back on his feet after wading in mud for almost a year. Tom Taugher is also back to work there as storehelper after a spell in the service. Tom is the son of T. Taugher, now clerking in the main store house building.

Herbert Stoeber, ex-GI, who started working at the oil house last October, is now at the Veterans' Hospital at Wood, Wis. We are sure he would like some company.

BACK ON THE JOB. Eddie Wasielewski was inducted into service in September, 1942. After training at various camps in the South with the 339th Combat Engineers he was sent to New



Guinea, where he was stationed for 16 months. He was recently separated from service and has returned to his old job as a carman at Milwaukee shops.

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



The above picture is published in the thought that it may be of interest to some of the old timers. J. F. Fredrickson, agent at Stambaugh, Mich., prior to the closing of that station, uncovered it and sent it to J. B. Phillips, of Green Bay; he in turn sent it to the Magazine, but no one, apparently, knows anything about it. The inscription merely states, "Lynn Line—Wisconsin Valley Div., 1892." The Milwaukee Magazine would like to hear from anyone who can furnish information about this logging run and possibly give the names of the crew members.

Elmore Hoelskin, king of the brass section on the lower floor, recently took unto himself a bride, which probably explains why he walks around tossing heavy brass items like feathers. It is said that she is a redhead.

Softball is in full swing around the shops and there are eight teams in the league. The store department employes are represented and will be managed by Tom Dwyer of section "H." Tom has formed a good team. An exhibition game was played with the roundhouse crew but the boys from the store were on the short end—9 to 6. The team consists of Charles Haack, Leroy Flock, Syl "Cowboy" Kowalezyk, William Riley, Dick Casey, Norm Doucette, Art Volke, Siggy Powalisz, Leo Flayter, Erv Koehler, Vernon Slegle, William Luebke, Vernon Kulk, John Kempinger (umpire) and, of course, Tom. This is the first time that teams have been organized since before World War II and everyone is looking forward to a lot of fun.

Locomotive Department

Ray Stuart, Correspondent

Locomotive Shops

The locomotive shops reported several deaths recently. A number of them occurred among the retired men. Machinist John "Tony" Huepper, Machinist Ed Reynolds, Machinist Helper Adolph Schmidt and Machinist Helper Fred Windau have been called to their eternal rest. They will be sadly missed by their friends.

Machinist Ed White has returned from Rochester, Minn., where he went through the Mayo Clinic. He is still confined to his home and the boys at the shops wish him a speedy recovery.

Myron Griswold is still on the sick list but is recuperating at his home in De Pere.

The following machinists and apprentices have returned to the Milwaukee Road after having served with Uncle Sam: Frank Upton, George Beuscher, Marvin Gullickson and Earl Oden.

Roundhouse

The roundhouse welcomes back Leonard Hinkel, who served his country in the navy. He returned as caller-clerk on the third shift.

Office of Superintendent of Motive Power

The employes of the SMP office extend their heartiest congratulations to Clerk

Arno J. Bartz and their best wishes to his lovely bride, Geraldine Gow. Arno took the "fatal step" on Apr. 27 and entertained his co-workers at a reception that evening. Mr. and Mrs. Bartz spent a week in Chicago, enjoyable in spite of the brown-out.

Clerk "Pop" Guentner was host at a dinner on Apr. 18 to five returned GIs who are employed at Milwaukee shops. The guests were Arno Bartz, Ray Sear, Nels "Rube" Sjoquist, Ray O'Brien and Ken Pezoldt. After enjoying a delicious steak dinner at "Wally Schmidt's," "Pop" took them to Milwaukee Post No. 1 of the American Legion, of which he is a member. From all reports the party was a huge success and the boys want him to know that they truly appreciated the way he laid down the "red plush carpet" for them. Hats off to "Pop"!

Foundry

Heading our list are the welcomes to our returning servicemen. We welcome Virgil Olick, Howard Bliesner and Carlo Tarantino. A job well done, boys, and it's swell to have you back.

What ho—we have some news about the "swells." We welcome back Clerk Ray Sear. He needn't have been so swelled up about things, but we are glad that he has recovered from the mumps.

We bid adieu to Wheel Molder George Serfass, Molder Henry Kaliebe and Molder Joe Siepe. They decided to retire after many years of faithful service. Best of luck to you, fellows. Needless to say, you will be missed.

A hearty welcome to a newcomer, Gordon Harstad, who has joined the foundry force.

Paul Skrbac puts us in the spotlight with his bowling. Yes, sir, Paul has two 600 series to his credit.

The foundry bowling team, "Southwest Limited," finished the season in third place. The season was very successful because many of the bowlers who had returned from service had rejoined the team.

Baseball is in the air, yes sir, and the foundry will have two winning teams—we hope. One is managed by Paul Dahms and the other by your correspondent. Wish us luck.

We have Foreman William Porsow on the sick list this month. Get well soon, Bill, and hurry back!

The entire foundry extends sympathy to John Prajowski whose wife passed away after a long illness.



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To make this simple, no risk bearing test with Urine drops used in simple syringe. If you are deafened, bothered by ringing, buzzing head noises due to hardened or coagulated wax (cerumen), try the Urine Home Method test that so many say has enabled them to hear well again. You must hear better after making this simple test or you get your money back at once. At all drug stores.

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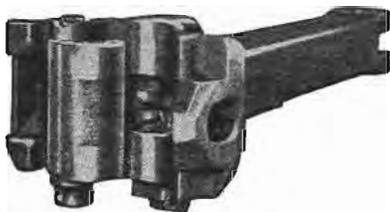
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PROMPT AND EFFICIENT SERVICE

COAST DIVISION

Seattle Yards

*F. J. Kratschmer, Storekeeper
Correspondent*

Straw Hat Dav in Seattle yard came in with a bang on May 1. Several yard switchmen, headed by M. O. Potter, showed the way with their broad-brimmed sombreros.

Conductor Ray F. Benjamin of the Renton took the pension on Apr. 23. Ray had been off for about a month previous, on account of illness. Johnny E. Decker is the new boss man on this run.

Fred Jennings, assistant car foreman at Seattle for the past few months, left on May 15 for his old stamping ground at Harlowton, Mont., where he will resume other work.

Jim Muir, retired carman, is a regular caller at the yard and car department. Jim is just about a full-fledged farmer now, operating a five-acre tract on Vashon Island, near the town of Vashon. Besides berries, fruit and a few hogs, he is dealing heavily in poultry, rabbits and truck gardening. At this writing we are told that Jim is trying to dispose of a litter of kittens which was recently presented to him by his favorite tabby (he has only nine cats now). The above will give Jim's friends some idea of how he spends his "leisure" hours.

Passenger Car Repairman Ivan Hawley left on May 4 for an extended trip. He will visit relatives in Grand Rapids and Chicago whom he has not seen for over 30 years, after which he will take a little jaunt through the South.

Passenger troop train movements out of Seattle have been on the increase lately and are expected to be heavier in the next few months. By the end of July it is estimated that some 103,000 troops will leave Seattle for various parts of the country. The average in the past has been about 30,000 per month. The work of taking care of these trains keeps the local car forces on their toes, in addition to working the "rip" track.

Special Agent Leonard Lyons made a trip to his old state, South Dakota, in April and visited at Mobridge and other points. Pretty warm weather back there, he reports.

Seattle General Offices

Shelleah Williams, Correspondent

The month of June has not brought peace in our time—at least not between Ed Sima, superintendent of work equipment, and E. M. Stablein, assistant superintendent of transportation (better known to the local offices as The Pansy King). Rivalry has grown up as to who grows the better flowers. "Stab's" chief exhibit to date, not counting his pansies, which are a commercial venture, is a five and three-quarter pound flower of the cauli variety; Ed Sima's more-than-adequate exhibits have been vases of his lovely roses. However, some of the former Rocky Mountaineers who have drifted over to the Coast contend that no one can beat Butte's Art Jersey at growing flowers. How about that?

Shirley Fosberg, former messenger, has been sending glowing accounts to Gladys Marshall of life in Hawaii. Shirley left us in February to go to Honolulu to join her husband, who is working for a construction company there. She likes the sunshine and flowers and beautiful scenery but dislikes the cockroaches and spiders that come with life in the islands. She mentions, too, that a week before the tidal wave she visited part of the country that was hardest hit. Shirley and her husband are thinking of coming back to the States in the latter part of this summer, but they have not decided definitely.

Last month Mrs. W. H. Campbell was visited by Mr. and Mrs. Fred Blakeslee of Marion, Ia. Mr. Blakeslee has worked for

the Milwaukee for 58 years and has been agent at Defiance, Ia., for 38 of them. The Blakeslees were on their way to California on their vacation.

Julia Field, "Jewel" of the switchboard, has been on a leave of absence since the first of the year because of her husband's illness. We hope to see you back soon, Jewel.

Friends will be sorry to hear of the death of Mrs. W. C. Ennis on Apr. 27. She is survived by her husband and daughter. Before his retirement, Mr. Ennis was assistant to the general manager.

Miss Juanita Waller is the industrial department's new steno and Mrs. Lucille Rowley's is the new face in the passenger department. We are glad to have them with us.

Recent out-of-town speakers at the Seattle Service Club were H. L. Hewing, H. W. Williams and H. J. McMahan. With the exception of one possible super-special meeting, the Seattle Service Club has closed its doors for the summer, the last meeting having been held on May 14.

Frank D. Reynolds, local chairman of the O.R.T., Coast Division, will retire on July 1. Frank comes from an old Milwaukee family, his grandfather having been a stockholder in the old Racine & Mississippi Valley Railroad, and his father having been in train service on the Iowa Division for many years. Frank started service on July 4, 1897, as callboy and entered telegraph service in 1898 on the Illinois Division, later going to the R. & S. W. as dispatcher and thence to the TM Division. For the past 29 years he has been in the relay office at Seattle. He is a veteran of the telegraphers' organization, having been a member for 47 years. Frank and his wife will continue to make Seattle their home after his retirement.

Seattle Local Freight Office and Marine Dept.

*F. W. Rasmussen, Correspondent
Local Freight Office*

Included among the six officers who recently received Army Commendation Ribbons from Col. Fenton S. Jacobs of the Seattle Port of Embarkation were Lt. Col. Harold D. Collingwood, formerly of our traffic department in Montana, and Capt. Elmer M. McAvoy of the Seattle general freight office. Both have done a splendid job in handling the army transportation problem in and out of Seattle. Colonel Collingwood at one time had over 1,000 employes under his supervision. This number has been reduced to about 400 since VJ Day.

The Milwaukee ocean dock at pier 28, which was held by the army and later by the navy during the war, has been returned to the railroad and leased to the Western Stevedore Company. It will be placed in line for complete terminal operations.

Martha Prentiss Dougal, supervisor of the expense bill department in the local freight office, suffered a heart attack and will be confined to her home for some time. Her work is being handled by Myrtle Meyers.

Word was recently received from A. W. MaGill, retired yardmaster, now located nine miles out of San Diego at Lemon Grove. Mr. MaGill has improved greatly in health since going to the (sometimes) sunny rainless state and is spending his time putting in his garden and fishing. His many friends wish him a speedy recovery.

Word was recently received from Edith Helseth Wilkerson, former chief interchange clerk, now located in Fredericksburg, Va. Miss Helseth was married on Mar. 1 to R. N. Wilkerson and drove to Virginia in her automobile.

Jack Orin of our police department died on Apr. 15 of a heart attack. Jack served many years with the company and his many friends miss him. Sympathy is extended to his bereaved family.

T. E. Corbett, at one time chief dispatcher at Tacoma and more recently



Frank C. Bell, 75, former conductor, now a record clerk in the Seattle freight office, and also an amateur photographer, recently took this picture of his grandson, Duncan Bell of Blaine, Wash., only to discover that a "moose" had walked up and poked his head into the picture. The unusual effect was created by the branches of a nearby plum tree and a holly bush about 30 feet away.

safety engineer, has taken the position of chief dispatcher at Port Angeles, Wash., effective Apr. 1. His position has been taken over by Harry J. McMahon of Miles City, who for many years was chief clerk to the superintendent at Tacoma.

Margaret A. Appell, chief of the switching department, was married on May 4 to Gerald Brundage, chief clerk to the agent at Auburn. Their honeymoon is being spent in Canada. Congratulations to the young people.

Audrey Bush, formerly on the local freight and for the past two seasons with the Seattle Symphony Orchestra, left on Apr. 20 for New York, where she expects to study music and later join the New York Symphony Orchestra. She was a recent caller at the local freight.

Although the demands made on the railroads during wartime were unprecedented in transportation history, the efforts of Milwaukee personnel to maintain its high standards of service and courtesy have not gone unappreciated. Latest evidence of this is the three carloads of electric heaters routed via our long haul by the H. F. Soderling Company of Seattle, Wash., a sales representative of Henry J. Morton and Associates of Detroit. City Freight Agent Agner informs us that this is a small gesture of appreciation from Mr. Soderling for the fine service he received during the war years from General Agent R. E. Carson of the Seattle passenger department.

Tacoma

Returned to the freight office: Warehouse Checker William L. Berven, just back from two years in France, Germany and Belgium with the 17th Field Artillery Observation Battalion. Mr. Berven spent five years in the army and is glad to be back and working with the Milwaukee Road. At present he is relieving Roy D. Matthews, who was recently inducted into the army.

Milton T. Haneline, who was with the Marine Corps as a combat correspondent,

is now working in our expense department.

Mrs. Hazel Gottlieb has returned from Battle Creek, Mich., after a two-month leave of absence, and will relieve Mrs. Amanda Stewart during her vacation.

Mort Eshelman took a 30-day leave of absence, due to the illness of his wife.

Mrs. Velma Wheeler has also taken a 30-day leave of absence, due to illness.

Mrs. Veronica Wendt, messenger, has returned from a motor trip to Vancouver, B. C., where she spent three weeks with her parents and visited her friends. Veronica was relieved by Mrs. Lucille Thornburg, formerly employed in the yard office.

Railroad pensioners can take a leaf from the book of Charlie HeuDebourch, former Tacoma switch foreman. At 77 Charlie sports a neat "Charlie Chaplin" mustache—shoes shined and pants well creased—and follows a program that would do credit to a man 20 years younger. To those who are astonished at his vigorous appearance he always says: "I just don't worry about anything. I get a lot of sleep and rest, occasionally make a trip down to the freight house or yard to keep in contact with my old friends and then go home and do everything my wife tells me to."

Yard Office

Capt. George Edward Schwartz, recently of the army and with plenty of foreign service, is now on a swing job in the Tacoma yards. Ralph W. Snyder is also a new addition to the yard force.

Dr. Don G. Willard has returned from military service and has been reappointed district surgeon at Tacoma. Dr. G. G. McBride has also returned from military service and has been reappointed local surgeon.

Reuben H. Barrett, for many years an extra gang timekeeper on the Coast Division, retired recently and is enjoying his leisure in and around Tacoma.

Mrs. Russell of the superintendent's force and her daughter, Miss Barbara Brownlee, telegraph operator at Cle Elum, enjoyed the first week in April visiting Mrs. Sommer's daughter and new grandson at Roundup, Mont.

On May 27 Mr. and Mrs. Martin G. Roper, who were married 50 years ago in Horicon, Wis., celebrated their golden wedding anniversary. The ladies of the First Presbyterian Church, Tacoma, in whose activities the Roper family has taken an active part, held a reception in their honor and about 200 friends called to offer their good wishes. Refreshments were served from a table beautifully decorated in gold and white and a short program and music were furnished by the church choir. Mr. Roper has been employed by the Milwaukee Road since 1890.

Store Department

The new stenographer in the store department is Miss Ethel Schmidt, niece of Gang Foreman Walter Jennings. She takes the place of Pat Manning, now Mrs. Bruce Garvin, who is living in Ashland, Wis.

We are glad to report that Mrs. Joseph Mason, wife of Timekeeper Joe Mason, who has been in the hospital for several weeks, is now on the road to recovery and will soon be home.

Our new cardineer clerk is Richard Brewster, who was released from the army last December. He was transferred from the scrap yard.

Our smiling Irishman, Jimmy O'Neil, is back in the store department after deserting us for the oil plant during the war.

Among our returned servicemen are Earl and Stanley Bartle, Earl from the army and Stanley from the navy. Others are Arnold J. Hale and William F. McCauley, who were also in the army.

Mrs. Niel Sullivan, wife of Niel Sullivan of the scrap yard, has just returned from the hospital after undergoing an operation.

Sadie Von Clausen's husband has returned home for good, after spending over a year in the Maritime Service.



"Better get a pair of those new **B. F. Goodrich Silvertown** rubber heels with the special **non-slip feature!**" And... extra wear where you need it means more miles per foot.



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Locomotive Department

Albinus V. Moore, former blacksmith helper, died at his home on Apr. 13. Mr. Moore gave up his job last December on account of sickness and it is with regret that we report his death. He was very well liked for his happy disposition and will be missed by his friends.

Stationary Engineer James W. Rooney retired on Apr. 15 after 25 years of faithful service. Best wishes are extended for continued good health so he may enjoy a well earned vacation.

Machinist James H. Speck, a veteran employe, retired on Mar. 30. He operated a turret lathe and will be missed from his familiar location in the shop.

Sam Houck and C. Schmidt, retired blacksmiths, paid a visit to the shop. We were glad to see them. Call again!

Boiler Foreman George B. Hutchinson took a trip to Wisconsin to visit relatives and renew old acquaintances.

Night Roundhouse Foreman K. W. Weingarten is taking a trip to Massachusetts. He is a short wave fan and is taking in the annual convention.

Car Department

Jack Hastings, a carman at Tacoma shops for nearly 33 years, retired on Mar. 31, due to poor health.

Stenographer Robert Ramsay of the district general car foreman's office has accepted a position in the diplomatic service. After a brief training and instruction period at Washington, D. C., Robert will be sent to a foreign country.

Capt. Paul James, former file clerk in the car department, recently stationed at Ft. Lewis, has been transferred to San Francisco.

District Safety Engineer T. E. Corbett of the Coast Division resigned his position recently and returned to the operating department, bidding in the position of chief dispatcher at Port Angeles.

Ann Ring is the new stenographer-clerk in the office of the district general car foreman, vice Ruth Whitver, resigned.

Frank Gutoski, retired carman; Claude Jewell, retired car inspector; Leo Knoell, retired blacksmith; and David Koch, retired carman helper, were recent visitors at the shops.

Coach Cleaner Galen Morris is visiting his parents in Kansas City.

Painter John Ehnat and Mrs. Ehnat are vacationing with relatives in New York City.

Welder W. L. Goddard was called to New Mexico on account of the serious illness of his sister.

Mrs. C. A. James, wife of car department clerk, is visiting her mother in Oakland, Calif.

William Walker, father of Carman Helper Stanley Walker, was a visitor at the shops recently. He is now back on his ranch at Albany, Ore., where he has had great success in raising turkeys. Bill worked for us as coach cleaner years ago but resigned in 1930.

**BACK ON
THE JOB.** Harry J. Stastny was recently released from the army as a technician third grade and returned to his position in the advertising department. Of his 33 months of



military service, 24 were spent in the European Theater, where he acted as interpreter for civil affairs and military government at St. Trond, Belgium (at the time of the Bulge) and at Krefeld, Siegen and Kassel, Germany. He was awarded the European Theater Ribbon with four Battle Stars.

CHICAGO GENERAL OFFICES

Passenger Traffic Department

Doris Jones, Correspondent

We had a visit from another former employe, Carl Behrick, who was recently released from the navy. Carl hasn't made any definite plans just yet for the future. He has a good voice and it would certainly be nice if he could get another chance for the audition he missed when he was inducted on the date set for his tryout.

To mark the "auspicious" occasion of Virginia Gort's birthday on Apr. 18 her little pal, Neva Jewell, baked a special cake, trimmed with candles and all. Those in the rate department who sampled it claim that our Nev is a pretty good little cook. (Johnny please note.) Apr. 18 called for a double celebration as it was also the birthday of General Passenger Agent Bob Johnston.

Ray Myles tells us he completed 25 years of service with the Milwaukee Road on Apr. 15. He's the very able and congenial chief clerk of the advertising department and our favorite storyteller.

Derby Day is always one of special interest and Bill Nelson, Ralph Burbank, George Gloss and Clyde Deacon can still recall it with pleasure.

For those who like to keep posted on our friends who have left the Milwaukee, it is a pleasure to report the arrival of Pamela Louise on May 4 at the home of Warren and Marie Frandzen. Marie was employed as stenographer in the rate department prior to the return of her pilot-

**BACK ON THE
JOB.** Robert Brunson, formerly a ship's cook first class in the Coast Guard, received a medical discharge in May, 1945, and returned to the sleeping and dining car department, Chicago, Ill. He was unable to assume his old job as chef cook but, in recognition of his fine record with the Road, received a special assignment—special representative of the superintendent. Bob put in most of his naval service aboard the USS Hyacinth, patrolling the Atlantic seaboard south to the Gulf of Mexico. He wears the Good Conduct Medal and the American Theater of Operations Ribbon.



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P. D. Carroll Trucking Co.
CHICAGO, ILL.



W. F. Miller, freight auditor, is shown at his desk in Chicago on May 8, 1946, the 40th anniversary of his employment by the Milwaukee Road. The employees of his office presented him with a basket of 40 red roses and other gifts, including a box of his favorite White Owls.

(As this issue of the Milwaukee Magazine went to press, word was received of the death of Mr. Miller on May 30. An obituary will be published in the July issue.—Editor.)

husband. We're betting the new arrival will be as popular and as pretty as her Mom.

Among the new names and faces to report this month are Alexander Pope, shipping clerk, and the new file clerk in Mr. Peterson's office, Agnes Ahlren, who came up from the reservation bureau.

Sleeping and Dining Car Department

W. R. Jones, Correspondent

We were all pleased to hear that Superintendent B. J. Schilling is on the road to recovery after a serious operation. He is still in the hospital but our thoughts are with him and we hope for a speedy convalescence.

We welcomed an addition to our office force, former GI Leo Trela, who took over Paul Schacke's job. Paul is now in the Marines.

Marjorie Lambkin has found a new apartment. There is a new sparkle in those big brown eyes. Lucky girl!

Congratulations! Just a year ago May 5 Wilfred Sommer and June Anderson walked down the aisle to say "I do." We wish them many years of continued happiness.

We are glad to see Willard Fick back on the job in the commissary after a long illness. With Eddavine on the job he's bound to stay well.

Familiar faces show up here occasionally. We were all happy to see Joe Wolf, retired sleeping car conductor, who paid us a visit recently. It certainly looks as though he is enjoying himself. John D. Lane, retired porter, paid us his customary visit and we are always glad to see him. One of our veteran porters, Price Collins, also stopped in.

We were sorry to hear of the death of Noah Hunter, retired porter, who passed away on May 1; also of the death of Waiter James Henderson.

The following former GIs are now back on the job: Waiters—T. E. Cardwell, Apr. 10; James Payton, Dec. 31, 1945; Carl Lee, Mar. 26; and B. B. Mathews, Apr. 6. Cooks: S. E. Dougar, May 1; C. Bradford, Apr. 2; and S. Koziol, Jan. 17. Porter A. C. Moore returned on Jan. 14 and Stanley Goscinski returned to the commissary on Apr. 4.

Freight Auditor's Office

J. A. Strohmeier, Correspondent

Inar Perrall, rate bureau, is on sick leave. His many friends express the hope for a speedy recovery and his return to work.

Our Ex-Aircorpsman, Otto Hartung, is to be married on May 25 to Martha Franks, ex-Wave, and commander of the Women's R. G. Matthies American Legion Post 1023, which she recently organized.

Sam Spense, on sick leave and temporarily residing at Albuquerque, N. M., was a visitor at the office on Apr. 29. He almost

scared us with his big cowboy hat. Mrs. Spense is at St. Bernard's Hospital for observation.

Lillian Graves of the L&I Bureau is to be a June 1 bride. The groom is Lawrence Stefani.

Herschel Vallandigham, recently discharged from the navy after much service in the South Atlantic area, was a visitor here in "civvies" on Apr. 22. He plans to be back on the job in June.

Helen Carter of the accounting machine room became engaged on Apr. 14 to Raymond Barth.

Arthur Rosengren, discharged from the army after three years' service, one year of which was spent in Europe, is back on the job.

Verne Olson, formerly of the interline bureau, visited here on May 15 during the lunch hour, to see her old gang. Her new housewifing job appears to agree with her.

Our men's ball team will play its first league game in the Lincoln-Belmont "Y" Industrial League on May 21 at Weber Park, Ashland and Waveland Avenues, against the Appleton Electrical Company. According to Manager Pete Lensioni and Captain Eddie Marks, the team is in great form and expects to do a lot of "mopping up."

Harry Wallace, manager of the girls' team, says they are practicing and expect to be playing their scheduled games soon.

Joe Chisesi, rate bureau, reports having an interesting vacation trip. First by train to St. Louis and a brief stopover there. Then on to Hot Springs, Ark., where he met his brother who lives in New Orleans.

BACK ON THE JOB. Lehman E. Parrish, released from military service as a first lieutenant on Nov. 20, 1945, has returned to his former position in the sleeping car department



at Chicago, Ill. He was inducted in October, 1941, and after a short period of training was sent to officer's training school, the number one man in a group of 21 candidates. After graduation he was assigned to the 364th Infantry as platoon leader and in December, 1943, was sent to the Aleutians, where he was appointed transportation officer for one of the islands. During his sojourn on the Aleutians he organized defenses and served as tactical instructor at the island's Infantry School, also conducting classes for officers on the post. He returned to the States in November, 1945, and was separated from service under the point system.

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The United States suffers the highest per capita fire loss in peacetime of any country in the world.

They returned to Chicago by automobile, stopping at Springfield for a chat with Governor Green.

Milwaukee Road Bowling League

The curtain descended on the Milwaukee Road 1945-1946 bowling season with the Sioux winning the champion's crown and its accompanying trophies. To the members of the Champion Sioux—Baldicinni, Burton, Gross, Miskell and Steiner—the members of the league tip their hats as worthy opponents. They had it when it was most needed and that's what wins. Individual crown went to six-foot-plus Elmer Martwick, who merited the honor on bowling ability and all-around good fellowship. To League President Will Hettinger, Jr., is extended a sincere "thank you" for his efforts in upholding the traditions of his predecessors and adding the 10th successful page to the records of bowling activities.

Final Standings of Teams.

Teams	Won	Lost
Sioux	54	45
Marquette	53	44
Chippewa	52	47
Arrows	52	47
Hiawatha	51	48
Southwest Ltd.	50	49
Pioneer Ltd.	50	49
Olympian	49	50
Copper Country	48	51
On Wisconsin	48	51
Tomahawk	45	54
Traveler	42	57

Individuals: Martwick, A. E. Peterson, Fisher, Tobin, Johann, Hettinger, Jr., Carey, Lawrence, Gross and Searles.

In the season's final match game, held on Sunday, Apr. 27, at the Lake View Recreation Center, the Chicago bowlers won the championship of the Milwaukee Road by 194 pins over their rivals from Milwaukee, Wis., who lost the deciding match after each had won at their respective home lanes. Outstanding performers for the Chicago crowd were Elmer Martwick, Ralph Osmundson, Eddie Kusch, Frank Mueller and Charles Becker. Milwaukee's leading pin smashers were led by E. Rome, G. Frank, H. Koester, L. Mix and E. Scherbarth; however, we believe the Old Maestro, G. Jung of the Milwaukee crowd, had a puny series on our soft lanes with games in the duck pin class. The champions await challenges from aspirants to the crown, notably those of the Twin Cities. Contenders should write to Will Hettinger, Jr., 2423 Southport Avenue, Chicago 14, Ill., Room 31.

—By F. W. M.

Purchasing Department

Josephine O'Hara, Correspondent

Current social conditions are having dire effect on certain members of our personnel. First of all, the housing shortage is creating tense moments for Jim Maloney and Andrew Markus, as the buildings in which they now live have been sold and the prob-

lem of apartment hunting looms before them.

While Andrew is anxious over his predicament, Jim is deeply concerned with prospects for the Maloney family. His is the distinction of being the father of twin boys and three daughters, but it is not easy to find a landlord willing to accept a family the size of his. However, we shall keep our ears and eyes open for Jim and Andrew and any suggestions from our railroad public will be most welcome.

Another event which shall forever give us an appreciation of good elevator service was brought about by the recent coal strike. Our elevators were allowed to stop only on the even-numbered floors, and purchasing department personnel found themselves either walking up or walking down a flight of stairs before reaching the office. The exercise was much too strenuous for most of us and we were very happy to be able to call our own floor again.

Jean Conte Gullang, who has joined Grover Doody in taking up residence in Elmwood Park, entertained a few of the girls from the office recently. She is the essence of domesticity and her seven-month-old son, Richard, keeps her more than occupied. She hopes to bring him to the office before he grows too big.

Three books, "Captain from Castile," "The Robe," and "The Egg and I" were recently sent to Ben Perlick with our regards and best wishes for his days at home due to illness.

Group 4 informs us that in addition to comprising a cooperative working group their membership includes enough musical talent for a concert. Bob Reiter is an accomplished accordion player, Lois Walker plays a flute, Eleanor Magnuson sings and

BACK ON THE

JOB. Ulysses Wigfall, who was inducted into the navy in October, 1943, was released on December 9, 1945, as steward second class. Following his boot training at the Great



Lakes Naval Training Station Ulysses was assigned to Pacific duty in the vicinity of the Philippines for which he was awarded the Philippine Liberation Ribbon with Bronze Star, the Victory Ribbon with Bronze Star, the American Campaign and the Asiatic-Pacific Ribbons. He has since returned to his position as linen man in the sleeping and dining car department, Chicago, Ill.



BACK ON THE JOB. Jim Hagelin was promoted on May 1 from chief clerk to the division freight and passenger agent at Aberdeen, S. D., to city freight agent, Chicago, Ill. He entered Milwaukee service at Duluth, Minn., in 1938 and was transferred to Aberdeen in January, 1942, but left for military service six months later. Jim received a commission as second lieutenant in the Transportation Corps in December, 1943, and left for the European Theater in February, 1944, as aide to Brig. Gen. C. L. Burpee of the 2nd Military Railway Service. He was separated from service as a first lieutenant in November, 1945, and returned to his old job. All his friends at Aberdeen wish him luck in Chicago.

Jim Maloney whistles, while Mr. Radicke can beat time to any of their music. Clarence Anderson and Evelyn Ward have as yet to announce their musical abilities.

Auditor of Expenditure's Office

Bernie Williams, Correspondent

One by one, our GI pals are returning from 'round-the-world military meanderings to Fullerton Avenue. "Big Bob" Vujovich, sans navy bluejacket, is under the wing of Tom Walters in the bill and voucher bureau; it takes a big wing and maybe we'd better start calling Tom "B-29." Lennie Bigott is now a builder under "Butch" Forster. He is also some competition to the little man among the builders beauties (adv.). Fred Miller has returned from army duties to his railroad job with George Peterson at Western Avenue. Bob Warger has added his six feet odd inches to the AFE bureau, after being on loan to the navy, and Hubert "Zeke" Glombeck has returned to the supervisor of payroll taxes machine room after his hitch in service. Welcome home, fellows!

Ex-GI visitors included Howard Klima, who says he'll be back with us after he enjoys a well earned vacation. It was sure fine to see Howie around again.

Ex-Lt. Johnny Asplin was in town the other day, arranging for his return to the railroad soon. Released a few days previously, John met Fritz Miller at the separation center, where Fritz does some of the separating for the army.

Another visitor was Bill Sahlor, who expected to return to work after his army discharge but needed a rest first, visiting and just taking it easy, having sustained some injuries in military service.

Herb Metzfeld, fresh from khaki, was another visitor. "Bud" applied for a leave of absence, which was granted, and is returning to Milwaukee to rest.

Tommy Kauppi has re-enlisted in Uncle Sam's army for three years. When Sam decides to send a fellow far away, Tom knows about it—he is usually the guy; even the mail can't keep up with him. Last stop was somewhere in China—but Sergeant Kauppi will be off again soon.

Kay Karlowicz of the timekeeping bureau has returned after her leave of absence, okay and with everything in running order again.

Seriously ill in Illinois Masonic Hospital, Chicago, Ray Ayling, old-time Milwaukeean, is expected to recover. His condition is now considerably improved and we hope he will soon be back in good health.

Engagement-of-the-month was that of Ann Skupien of the payroll-bureau and Ted Mitrenga. This all happened around Easter time and the weddin' isn't far off.

One thing we can't draw an answer on is when Frank Zopf is going to return that typewriter. How can we type out a column if Mr. Z holds onto our portable like an old library book?

Leonard Sabacinski, head operator on the machine room-milkman-shift, is papa-a second time, to a second boy—Russell—who made his debut on May 8. Congratulations, Mr. and Mrs. Sabacinski! "Uncle Skippy" Sabacinski, sunshine shift, is tucking in lullabies between rehearsals with the united choirs of the P.N.C.C.

The best of good wishes are extended to Herbert A. Franzen, head of the bookkeeping bureau, who has been appointed chief clerk to Superintendent J. H. Valentine in Milwaukee. It's back to the ol' home town for Herb, who worked at the depot there before coming to the accounting department. We'll surely miss him, but we can't think of a nicer fellow to receive a "break" like this. Congratulations!

Operating Department

*Paul R. Ashland, Correspondent
Office of Assistant to Vice-President*

Congratulations and best wishes for the future are extended to those embarking on the sea of matrimony. Miss Hope Rogers has exchanged her name for that of Mrs. Edgar Peterson of Bensenville, Ill., her duties with the office of claim prevention now being performed by Miss Mary Mathews. Miss Dolores Stone of the office of superintendent of transportation is now Mrs. Harry Harrigan. Miss Myrtle Hultman of police and fire prevention is to become the wife of Richard Engstrom on June 22. Bridegroom Engstrom is being ordained as a minister in services on June 16, at the Augustana Synod Lutheran Church, after which the couple will live at Lockridge, Ia.

BACK ON THE JOB. James N. Payton, waiter in the sleeping and dining car department, Chicago, Ill., was inducted into the army in April, 1942, and was on overseas duty from December,



1943, to November, 1945. As a first staff sergeant in the Signal Corps he went through four major campaigns—Normandy Beachhead, Northern France, Rhineland and Central Europe—for which he was awarded the Victory Medal, the American Theater Ribbon, the European Theater Ribbon, the Bronze Star Medal, the Belgian Fourragere and the Good Conduct Medal. He was released from service on the point system, Dec. 7, 1945, and following his return to the Road was promoted to waiter-in-charge.



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More congratulations are in order for recent promotions. Francis L. "Champ" Clark has been boosted from chief clerk to Chief Engineer, taking the place of Ferris L. Cooper, who left for other employment. "Champ," by the way, is also second in command of the Booster Club. The mailman has been having a hard time keeping up with Gerald Griswold. Jerry recently replaced Ed Carey as secretary to the assistant general manager, Ed having left the Milwaukee to join the traffic department of a local mail order firm. Since leaving military service in 1945 Jerry returned to the railroad in the office of the superintendent of Chicago terminals, thence to the office of personnel and now to the office of general manager, each step being a promotion.

Efficiency and mechanical genius at its best is reported to be seen in the general manager's office on the desk of statistician Jack Sartor. He has various mechanical devices attached which are time and effort savers and of great interest to those mechanically inclined.

A recent eventful experience for Mrs. Josephine Will of the office of general manager was flying to Kansas City to visit her husband, Elmer, who is training with an airline company. Elmer is known to many here, having previously worked in the passenger department.

It is still a little early for the fish stories to start coming in but some whoppers are expected. Statistician Harry James of the office of vice-president, operating department, is said to be an authority on the fishing in northern Michigan, so any inquiries directed that way will receive expert advice.

Car Accountant's Office

Harry M. Trickett, Correspondent

The month of April proved to be a very popular ring month for several of our girls, with Lorraine Schroeder receiving an engagement ring on Easter. About the same time Armina Remelski also announced her engagement. Frances Schinler received a diamond on Apr. 26, announcing her engagement to Ted Wagner, formerly of the Auditor of Passenger Accounts office but now transferred to the Union Depot. The occasion was also her birthday and candy was passed.

On Apr. 25 Pauline Wisniewski was presented with gifts befitting a bride and was married on Apr. 28, changing her name to Broeker.

Mildred Porth was honored on Apr. 26 with birthday and wedding gifts and was married on Apr. 28 to Joseph Cali. The

bride's corsage was retrieved by Evelyn Rugen, so here's hoping.

Many will remember a former candy man by the name of Otto Zitko, who entered the army early in the war. He was with the 2nd Armored Division and was wounded in action, recently receiving his discharge. He looks very good and is now installing switchboards for the Bell Telephone Company.

Richard Drury bade farewell to the office on Apr. 30 and was presented with a cash purse.

Mary Jane Winsauer submitted to an appendectomy on May 11 and is now convalescing.

Eileen (Collins) Hegg has taken a furlough during May on account of ill health and Natalie Bong is confined at home.

Our new office girl, Ruth Niehaus, is a professional ball player with the Rock-Ola Girls team, which plays about six nights weekly.

Office of Auditor of Passenger Accounts

Bill Tidd, Correspondent

Lou Corsiglia and Cecelia Curtala were married on Apr. 27 at the Immaculate Conception Church, followed by a reception at the Belmont Hotel. Lou's many friends at the office presented them with a cash gift.

May 18 was Eleanor Specht's last day with the Road and on June 1 she was married to Stanley Karas at St. Joseph's Church. The home of the bride's parents was the scene of a very fine reception. Eleanor's friends from the Road showered her with many beautiful and useful gifts.

Martha Lipkat and Eddie Hardt are to be married on June 15 at Eden Evangelical Lutheran Church. Terry Wagner, formerly of the computing bureau, is to be a bridesmaid and Naomi Johnson the soloist. Martha received many fine gifts.

We wish all the newlyweds happiness and a place to live.

Ted Wagner, a former employe of this office who is now employed in the purchasing department, informed his friends at the Booster dance that he has become engaged to Frances Schinler of the car accountant's office.

Terry Kinatader resigned to take up household duties.

John Groppi, ex-serviceman, left the office to attend school.

Johnny Semasko is on the job again as are Walter Gabriel and Buzz Martin. It's swell to see you around again, fellows.

Tony Naatz, head of the abstract typing bureau, is convalescing after a major operation. Everyone has missed him and wishes him well. We also want to congratulate him on the commendation he received from Mr. Scandrett for having sold \$40,000 worth of War Stamps.

The tennis club has started up again and John Milton is the fellow to see if you would like to join.

Betty Luman and Marg Anderson went to Florida and came back without any patches on their faces.

Stella Murphy, Sophie Walker and Mary Kelley picked Excelsior Springs as the place for complete relaxation.

Olga Taramelli spent her vacation in Minnesota and came back to work wearing an orchid.

Howard Smith reports that the Pioneer Post arranged a wrestling and boxing show at Hines Hospital on May 13. The patients really enjoyed it. Fullerton Avenue Chapter of the Women's Club donated ice cream and cake after the show.

Mary Jones and Harold (Pat) Wells, Jr., eloped on May 15 and are now living in Waukegan. Mary received some lovely gifts.

The office was saddened to hear of the death of a former employe, Frank A. Smith, who was an outstanding division man in the auditor of passenger accounts office. He retired from service a year ago, due to ill health. Our sympathy is extended to his family.

7,825 Days Straight



Alex Huber, pumper at Selby, S.D., has been with the Road for 25 years and has never lost a day from work. Assuming that he took Sundays off, that would be 7,825 days—a record which very few people in any line of work could equal. In all that time he has never been injured.

Back in 1920 Alex was working for an old flour milling company at Selby, adjacent to the railroad pump house, and in April of that year Mr. Christie, the pumper at that time, decided to take a job in a local garage and left without ceremony, merely asking Mr. Huber to take over. The mill was closing down, and Alex knew the pumper's job, so he took over. When the pump repairer made his next call at Selby, he found him in charge, so he was put on the payroll and has been there ever since. He came to this country from the Crimea in 1910, and after a short pause on the east coast, headed for Selby, a brother having already settled in the West Missouri River country. Alex is 63 years of age, is married, and has three daughters.

The Milwaukee Magazine

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H & D DIVISION

W. H. Applegate, Division Editor
District Adjuster, Aberdeen, S. D.

A grand time was had by all of the approximate 400 revelers who attended the Easter Monday night dance at the Aberdeen Armory, given by the Aberdeen Chapter of the Milwaukee Women's Club, to honor the returned servicemen and women. Sandwiches and coffee were served and two valuable door prizes were given away. "Thanks" to Mrs. Radabaugh, president, her committee and members of the Women's Club for an enjoyable evening.

The evening of Apr. 30 saw a turnout of about 75 at the Service Club meeting at Aberdeen. There was fine entertainment and a good business session in which Car Foreman Harold Morse gave Freight Agent Feddern the razzberries on the membership showing. Irv threatened to turn the tables at the next meeting.

Assistant Engineer G. D. Weeks, Aberdeen, recently left the service of the Milwaukee to engage in engineering work for a contractor in Missouri. All of his friends wish him luck.

J. W. McReynolds is our new assistant engineer at Aberdeen. "J. W." entered the service of the company at Savanna in 1937 and moved to Aberdeen, Miles City and Marlon, Ia., from where he was inducted into the army in February, 1942. He saw service in the Engineering Corps and the Transportation Corps and was in Europe with the 744th R.O.B.

Instrumentman Phil R. Mueller, division engineer's office at Aberdeen, recently returned from the army. While overseas he saw service in the Philippines and Korea.

Switchman W. C. (Bill) Tracy, Aberdeen, recently took time out from classifying freight cars to enjoy the luxury of a passenger train ride with his wife, on a vacation trip to Los Angeles.

Mr. and Mrs. Frank Faeth recently spent a few days in Missouri and while there visited the mother of William Powell, deceased, former interchange clerk at Aberdeen.

We are sorry to report the passing on Apr. 14 of Edward A. Champlin, retired H&D engineer. He was 65 years of age and entered the service of the Milwaukee on June 28, 1902, was promoted to engineer on Aug. 24, 1906, and retired on June 30, 1945. We also extend our sympathy to the family of Jacob Teske, retired section foreman of Eureka, S.D., who died on Apr. 26.

Brakeman Robert J. Faeth, West H&D, who has been taking basic training at the San Diego Naval Station, was home recently on a furlough.

Brakeman Harrison Caldwell, East H&D, is just back from a fishing trip with a very red face, which tempts us to inquire where in this country you can get an April sun-tan.

There was a slight commotion around the Aberdeen station recently when Red Hodgson and John Faeth plotted the installation of a screech-bomb on some unsuspecting employee's jalopy. The bomb eventually went on "partner in crime" Faeth's gas buggy and when John, with Bill Kane and Myrtle Brown as passengers, stepped on the starter there was a puny explosion. John merely mistook it for a cylinder hitting exceptionally well and

drove away, quite pleased with "Chevy's" performance. The bomb was a dud and we think John was wise to it, for why should he have looked under the hood of that crate—no one would run away with that motor. Better luck next time, Red.

On Apr. 4 Passenger Conductor W. H. Wells completed his 51st year working into Aberdeen and was treated to the bridal suite at the Sherman Hotel, where he has been stopping all of these years. After entering train service in April, 1895, Mr. Wells was promoted to freight conductor in 1902 and to passenger conductor on May 5, 1912. He has been running on the Olympians between Minneapolis and Aberdeen for many years now, and is Number 1 passenger man on the East H&D. Before entering train service Conductor Wells worked for his father, who was agent at Montevideo for 17 years, carrying messages, cleaning switch lights and taking care of the station. He recalls that during the early days of braking the monthly pay rate was a straight \$45 but in those days a hotel room cost 25 cents, which was also the price of a good meal.

Early this year Sectionman Joe Maunders returned to section 69 at Virgil, S. D., under Foreman Martin Licht, after about two and a half years with the Seabees in the South Pacific. Joe has been with the company since 1940.

Fireman L. H. Canada, West H&D, headed for the "Windy City" to spend a recent week's vacation. We hope he had a good time in spite of the brown-out.

Passenger Conductor Matt Matson, West H&D, recently spent his vacation around home getting caught up on his garden work. And then came the frost! Such is the woe of us gardeners.

Helen Austin of the Aberdeen freight and passenger department made an important weekend trip to the Twin Cities recently. Gossip has it that there is a major interest there and June is not far off.

W. E. Markuson, returned veteran, has checked in as regular agent at Monango, N. D., effective May 9. Welcome back, "W. E."!

We regret to report that Agent LaHerne, Bonilla, S. D., is off on account of sickness. He is being relieved by G. T. Sites.

Our new agent at Big Stone City, S. D., is C. H. Bongard.

M. R. Lammle, second operator at Roscoe, is vacationing and is being relieved by E. E. Sonnenfeld.

Col. E. C. Weatherly, agent at Mina, is off for 30 days and G. Spatafore is acting as relief agent.

The Whitman crew is back at Ipswich and more new steel is going in on the West H&D to insure the swift, smooth passage of new trains to come. Timekeeper Dudley Mainz looks as immaculate as ever, minus the Mercury convertible, which he threatens to replace with something new and better 'ere long.

Darrell Newcomb, formerly of the traffic department, Minneapolis, replaces Jim Hagelin as chief clerk to the division freight and passenger agent at Aberdeen. Darrell is the son of Solicitor C. O. Newcomb of Minneapolis.

"Welcome back," Operator G. A. Breitag, recently returned from army service. Right now he is relieving Agent L. Dudley of Redfield, who is vacationing.

P. T. Brosz relieved Agent F. A. Moser, Glenham, for his vacation. Agent F. M. Gelsler, Strasburg, N. D., was relieved by G. P. Sites.

Middle H&D

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

This being my first column since returning from the service, I sincerely hope that I can count once more on my friends to keep this end of the division going with pictures and news items.

First I want to welcome home the returned servicemen and women who have

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BACK ON THE
JOB. R. F. Huger,
Middle H&D cor-
respondent at
Bristol, S. D.,
who recently re-
turned to the
Milwaukee
as operator, re-
ceived his army
discharge on Feb.
1, after serving
18 months in the European Theater.
Ex-Sergeant Huber was attached to
the 27th Regulating Station of the 7th
Army and campaigned through France
and the Rhineland, receiving three
Battle Stars on his ETO Ribbon, the
Good Conduct Medal and the Victory
Medal. This issue of the Magazine
carries his first contribution as a
columnist since returning from service.



regained the title of "civilian." Sounds
good, doesn't it?

Bob Geiser, former operator on the
H&D, is home after serving about three
years in the navy. Bob is the son of
Agent W. Geiser of Wilmot, S. D.

Don and Gus Carlson, Jr., former
brakemen on the West H&D, served
over two years in the army and have
now returned to train service. Don
saw service in the European Theater
with the 744th R.O.B. and Gus, Jr.,
was in the Pacific with the 749th R.O.B.
They are the sons of Roadmaster Gus
Carlson, Sr., H&D.

Herb Fear, former crane operator
on the H&D and RM Divisions, served
with the 766th R.O.B. for nearly two
years in the European Theater and was
stationed at Nuremberg prior to being
deployed.

Operator Lee Caldwell has returned
to the H&D following his release from
the Air Corps as a bombardier.

Virgil L. Parker, former H&D oper-
ator, home after serving over two years
in the navy, has been appointed third
operator at Milbank, S. D.

Also back is Brakeman Howard
Sheimo, Middle H&D, after serving
over two years in Europe with the
744th R.O.B.

Another returnee is Brakeman How-
ard Chamberlain, West H&D, who also
served with the 744th R.O.B.

Attention, World War I veterans! It
seems to me there were a lot of familiar
faces over in France. *C'est la guerre.*

L. Caldwell has taken the position as
agent at Holmquist, S. D.

Walt Steilow is the third trick operator
at Summit, S. D.

Will cut this off here, saying that it's
good to be back.

Did you hear about the man who
sat up all night trying to figure out
what made the sun set? It finally
dawned on him.

East H&D

Martha Moehring, Correspondent
Montevideo, Minn.

Agent W. D. Smith and W. L. Ennis
made a three-day tour over the H&D during
Claim Prevention Week.

After being yard clerk at Montevideo
for several years, Boyd Connell was trans-
ferred recently to Aberdeen. So far no
one has been permanently appointed to
succeed him.

Brakeman Guy Torbert believes in a
rousing welcome for the tenants in his
upstairs apartment. The day after they
moved in he really gave them a literal
housewarming. Fire broke out between the
walls and for awhile things looked bad.
The fire department handled things in
favor of the insurance company, however,
and Guy took the day off to help move
the furniture back into the house from
the lawn.

If you noticed something that resembled
Northern Lights in the vicinity of Monte-
video the last couple of moonlit nights,
that's merely a reflection from the new
112-pound steel rail laid through the Mon-
tevideo yard by Whitman's gang. We are
so proud of it that we're thinking of put-
ting on a polishing gang to keep it shiny.

The Milwaukee employes presented Miss
Ber-Nita Meyers in a piano concert on
May 9; she is the daughter of Conductor
George Meyers. It was definitely a night
that music lovers won't forget. Chopin
would have been well satisfied with the
brilliant performance of his compositions.
In addition to being a real artist, Miss
Meyers possesses a very pleasing personal-
ity and we want to hear her again. The
entire proceeds of the concert went to the
Red Cross.

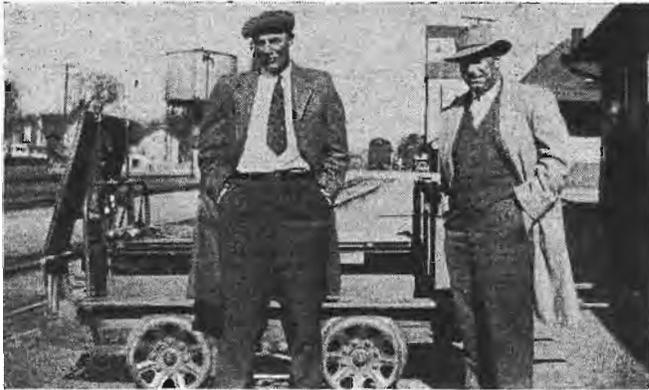
We are very sorry to hear of the sudden
death of Agent A. R. Corwine of Fargo
and extend sympathy to his family.

Train Dispatcher W. C. Edwards is on
a vacation trip to California. He's been
reading that new magazine, *Holiday*, and
we don't know if that gave him the idea
or if he went out West to forget.

From now on, if you see an overalled,
straw-hatted, hoe-carrying weary son of
toil (covered by a ton of soil) staggering
home by the light of the moon, it will be
Chief Dispatcher Bob Mathis, who has
gotten himself a garden plot. We can al-
ready see the blue ribbons in the vegetable
booth at the county fair next fall, bearing
Bob's name.

Maxine, our little office clerk, is expect-
ing an ex-sailor to loom up over her door
sill most any day now. It is all the direct
outcome of a troop train coming through
Montevideo last winter. Maxine is taking
a lot of ribbing about troop trains.

Instead of producing some rabbits for
the right atmosphere on Easter Sunday,
Montevideo produced a deer, when one of
the passenger trains came in. It bounded
out of the trees near the freight house,
dashed through the astonished crowd on
the depot platform and disappeared down
near the rounhouse. Maybe one of these
days we could drum up a nice flock of
pheasants, just to advertise Montevideo
as good hunting country.



Roadmasters Bill Fuller (left) and Bill Weiland, pictured in Montevideo, Minn., recently, where a stretch of yard track was being ripped out. Fuller is stationed at Glencoe, Minn., and Weiland at Montevideo.

TRANS-MISSOURI DIVISION

East End

*Dora H. Anderson, Correspondent
Care of Agent
Moberg, S. D.*

Agent F. E. Frankenberger of Bowman, N. D., passed away at Rochester, Minn., on Apr. 21. He is survived by his wife and daughters—Mrs. Everett Price, wife of the agent at Haynes, N. D., and Donna. Funeral services were held at Radcliffe, Ia. Mr. Frankenberger served as agent at McLaughlin for 10 years before going to Bowman and leaves a host of friends on the Trans-Missouri Division. Mr. Woods is taking his place as agent for the present.

A. S. Hagan, Jr., son of Engineer and Mrs. A. S. Hagan, released from the navy, is now agent at Havelock, N. D.

John Rothman of Port Angeles, Wash., retired chief dispatcher, spent a few days here with old friends. He was a guest at the Al Chamberlain home while en route to Menominee, Mich., where he will spend some time visiting relatives. The Rothmans were among the early settlers here and it seemed like old times to have John back with us.

E. T. Atha of Linton, N. D., spent Mother's Day with his son, Chief Dispatcher Allen Atha, and family, driving down in a fine new car.

Miss Beatrice Schneider, formerly agent at Bentley, N. D., and daughter of Conductor Carl Schneider, is now employed by the Southern Pacific Railway at San Francisco, Calif.

Dispatcher Tom King had the misfortune to have the home he was living in sold, and, not being able to find any other house vacant at the present time, is taking an enforced vacation. The force hopes to have Toothbrush TEK back on the job by June 1.

Milwaukee employe Martin Hettle of Miles City arrived in Moberg on May 12 to visit friends and intends to drive back in his car.

First Trick Operator J. R. Reardon of McLaughlin has gone to Missouri for a month's vacation.

Congratulations to Special Officer Roscoe Rollins and wife on the arrival of a baby daughter on Mother's Day. She has been named Dorothy Genevieve.

Mrs. Herman Trojohn, wife of a round-house employe, passed away on Apr. 14. She is survived by five daughters and two sons. Burial was at Appleton, Minn.

One by one, the old timers are retiring, the latest being Conductor Tom Milligan, who pulled the pin on Apr. 30 after 33 years of service. He was born at Mt. Pleasant, Ia., in 1880 and began working for the Milwaukee in 1900 as a brakeman at Sanborn. He transferred to the Des Moines Division in 1902 and to the Trans-Missouri in 1908, when he started as a conductor; he has worked on this division since that time. He has worked on the branch lines and at the time of his retirement held the Moberg-Miles City pas-

senger run. At present he is at Custer, S. D., completing the sale of his tourist camp.

Mrs. Earl Brown, agent at Havelock, N. D., resigned her position on the return of her husband, who has been released from the navy.

George Sheldon, retired engineer of White Rock, S. D., and wife are visiting old friends here and at Pollock, S. D.

Mrs. Anna Stock of Los Angeles, Calif., widow of our former water service foreman, Herman Stock, is here on business. She has sold her fine home and is disposing of some furniture, etc.

Our pick-up and delivery drayman, William G. Hardcastle, was married on Apr. 15 to Miss Jean Juelfs at Pierre, S. D. Bill is a graduate of the Moberg High School and a veteran of World War II, having served three years overseas in the ground force of the Army Air Corps. Miss Juelfs is employed at the First National Bank here and will continue her work. We extend congratulations.

CHICAGO TERMINALS

Western Avenue

T. A. Finan, Correspondent

Foreman Michael P. Constantine, B&B shop, Western Avenue, died on May 1. Mike left his job on Apr. 26 to enjoy a week of his vacation. He became ill suddenly on Apr. 30 and died in Walther Memorial Hospital the following day. Michael P. Constantine entered the service of the railroad on June 5, 1917, as a B&B carpenter and served faithfully as a carpenter, platform foreman and gate repair foreman. He had been carpenter and shop foreman since 1933. Our sympathy is extended to his bereaved family.

Assistant Foreman Philip J. Sylvester of the track department passed out cigars and candy the other day. The occasion? One new baby boy. Congratulations!

Congratulations to Capt. James P. Mullarkey, formerly employed in the B&B department, who will marry Miss Rosemary Coleman on May 18.

Our sympathy to the family of William Fatschid, former machinist, who passed away recently.

Marge Ehrler of the store department will be married on May 18 to Roy Johnson of the American Railway Express Company. Best wishes from all of us.

We are mighty glad to have Nick Klein back in the master mechanic's office again. He made a very nice record in the army, returning with the rank of captain; he also received the Purple Heart.

Congratulations to General Foreman Duncan Low on the arrival of a new granddaughter.

Our sincerest wishes for the speedy recovery of C. L. Emerson, former master mechanic, now in St. Mary's Hospital at Tomahawk.

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CLEVELAND
MINNEAPOLIS
PORTLAND
ST. LOUIS

COLUMBUS
DULUTH
SEATTLE
LONDON

I & D DIVISION

Margaret C. Lownsberry
Division Editor
Mason City, Ia.

It is with sorrow that we report the death of Engineer Mason L. Barr, 54, who passed away on May 7 at a local hospital after a five-week illness. Mr. Barr started with the Milwaukee Road in 1909 as a fireman and worked until Mar. 31. To his bereaved family we extend our sincere sympathy.

Mrs. W. F. Ingraham, wife of Superintendent Ingraham, recently underwent an operation at Rochester, Minn., and at this writing is recovering at her home.

On June 3 Crane Operator M. L. Utterback left his many friends on the I&D Division for his new home and work in Chillicothe, Mo. Melvin came to Mason City as crane operator on July 19, 1943, and during his short stay in Mason City made many friends. He was prominent in both civic and railroad activities. He was voted chairman of the Service Club at Mason City in January and has been a faithful worker. We wish Melvin and his family the best of luck in their new home.

Richard Schmidt, former store department chauffeur, was discharged from military service and replaced Harold Bahr as chauffeur at Mason City. Harold is now employed in the store department at Sioux City.

Cliff Gourley became the proud father of a daughter on Apr. 22. Cliff now has two daughters, of whom he is very proud.

Helen Gustafson, daughter of Engineer V. E. Gustafson, and Lindon H. Schaffer, formerly of the army, were married on Apr. 21 in Mason City.

Miss Bernitta Keller, daughter of Clerk Roy W. Keller of Spencer, became the bride of Howard K. Jackson on May 3 at the Central Lutheran Church in Mason City. Mr. Jackson is employed in the freight house. They will make their home in Mason City.

Assistant Division Engineer Mike Bost has returned from his vacation at Corpus Christi, Tex., where he visited his father and three brothers.

Trainmasters Clerk Patrick J. Burnett, son of M. L. Burnett and formerly employed in the engineering department at Mason City, received his call from Uncle Sam and reported at Ft. Snelling in the first part of May.

Carter Thoma has returned from Minneapolis where he was called on account of the serious illness of his father.

DF&PA Conrad and Mrs. Conrad have returned from New York City where they attended the wedding of their son, Robert, Jr.

At the Apr. 8 meeting the Mason City Service Club voted to sponsor a softball team. Special Officer M. L. Kemp was appointed chairman to make the arrangements, assisted by Lyle Walsh and John Paul. The team is now well under way and had its first game scheduled for May 28 against the Dillon Clothing Company of Mason City. The team is composed of Milwaukee employes under the capable

management of John Paul. Players are: Herb Fehl, Everett "Sonny" Fletcher, James Gross, Tom Peterson, Bob Peterson, Frank Murphy, L. A. "Rusty" Loterbour, Lawrence Harris, Ray Colwell, Willis Kemp, Henry Velthoff and Walter and Thomas EuClaire.

Sioux Falls Line

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

Section Laborer Ollie Aleck, Harrisburg, has been discharged from the navy and is working on the section again.

R. F. Billers, former agent at Fairview, has taken over the Stickney agency as of May 4.

In line with the railroad's policy to make April the perfect shipping month, the Service Club of Sioux Falls held a party at Labor Hall on Apr. 30, inviting the shipping clerks of various Sioux Falls firms to be their guests. The highlight of the evening was the drawing for 12 pairs of nylons. Talks on perfect shipping were given by Emcee Lisle Young and division officers.

Ella E. Zambo of Rapid City, who was a student telegrapher under Agent Elmer L. Taylor of Hawarden for several months, has attained the status of agent-telegrapher and is now the relief agent at Fairview.

The new Sioux Falls passenger station was opened to the public in the middle of April, after six months of construction. The traveling public has commented on the nice accommodations.

Sanborn-Rapid City

Margaret Kelly, Correspondent
Mitchell, S. D.

Fred Van Bockern, coal shed laborer at Canton, died suddenly on Apr. 27. He entered service in July, 1941, and was loyal, dependable and hard working. Our sincere sympathy is extended to Mrs. Van Bockern and his seven sons and five daughters, who will feel his loss greatly.

Section Foreman Clarence Ogden of Lennox, who has been ill since Dec. 1, 1945, holds his own but is getting awfully tired of being in bed. He feels good most of the time and enjoys visits from the boys along the line.

1st Lt. W. K. Peterson, formerly agent at Sanborn, Ia., received his promotion on Apr. 12 and is now port signal officer for the 7th Major Port Transportation Corps at Kobe, Japan.

Mrs. Peterson and his two sons, John and Bill, are living in Sanborn.



Roundhouse Foreman L. A. McDonald, Rapid City, stopped all home criticism by landing a 20-inch Lochlaven trout within 20 minutes after laying \$35 on the line for a new rod and reel. All fishing fanatics in the area consider him the luckiest of fishermen on both counts.

Machinist Ed Hatzenbuehler was elected alderman of the first ward in the recent city election at Mitchell.

Fireman Pavalosky and Engineer Donnie Dale of Mitchell are spending their vacations along the banks of the Jim River, fishing.

Retired Engineer Skinner of Aberdeen was a recent visitor in Mitchell.

Gail Hornocker is back to work as yard cleaner at Rapid City. He was section foreman at Draper, S. D., and has been off for two years on account of his health.

Russell Craig has been newly employed as a trucker at Rapid City.

Nels Frizzell is back at Rapid City after breaking in as dispatcher at Mitchell.

Ralph Clough is back working as B&B foreman at Creston after being on the sick list for several months.

Harold Nichols recently went to the East End as B&B foreman. He was working in the same capacity on West End.

Sioux City and Western Branch Lines

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

Section Foreman Willard S. Foster, formerly of Sioux City and now stationed at Avon, S. D., was a recent visitor.

District Safety Engineer Frank M. Washburn conducted a series of interesting and educational safety meetings at Sioux City during the latter part of April.

Assistant Foreman Frank Gross, Sioux City freight house, returned to work on May 1 after being off duty for several weeks with a broken leg. He was injured when a heavy piece of machinery tipped over on him as he assisted with placing it in a car at the freight house.

Walter H. Houser, retired engineer (the Texas billy goat king), was married in Dallas, Tex., on May 12. He and his bride visited points in Maine and on the eastern seaboard on their wedding trip.

Richard H. Raub, former agent at Westfield, has been qualified as a train dispatcher and is now working the third trick at Sioux City.

During the war years and to date, the second district of the Iowa and Dakota Division trained and qualified 35 agent-telegraphers and 13 train dispatchers. It is doubtful if this record can be equaled anywhere on the railroad.

Switchman George Sanger, Sioux City, and his wife are the proud parents of a baby boy, born on Apr. 29. Salvador Tovar of the Sioux City track department reports a new daughter, born on May 6, and Fireman Everett Hubbs comes right back at them with a boy, born on May 11. Keep up the good work, boys!

Switchman Donald Ainslie, Sioux City, has resigned to re-enter the army as a technical sergeant. Don was in the Air

Corps as a commissioned officer during the late war.

Miss Betty Ibach, daughter of Engineer Joe Ibach, recently received her discharge from the Waves and is back home with her parents.

W. E. Penrod, veteran passenger brakeman of Sioux City, is now up and around after a severe bout with pneumonia.

Brakeman John C. Suffield, Jr., is back in service after his discharge from the Marine Corps.

Engineer E. A. Welland and wife spent the past month in Washington, Oregon and California. Sure must be grand to be rich and able to take these winter resort vacations.

Engineer Walter Shugart has gone up to the Minnesota lake country to open his cottage and plan the summer offensive against the muskellunge.

Fireman Dominic Salviola has been discharged from the army and has returned to service at Sioux City. During the time that he was in Germany "Nick" ran an engine for the army. Seems rather rough that he can't claim his army locomotive engineer's date on the I&D seniority list.

Machinist James Cassidy of the Sioux City shops was off duty for about 40 days while undergoing surgery in a Sioux City hospital.

Roadmaster George Wean was called to Pittstown, N. J., for the funeral of his mother, who passed away on May 12.

Norman Polzien, son of Agent Albert Polzien of Charter Oak, Ia., has started his apprenticeship as a student telegrapher under the tutelage of his father.

Steve Kich, the Beau Brummell of the Sioux City section gang and Foreman Popper's right-hand man, lost considerable time during the early part of May due to illness.

TERRE HAUTE DIVISION

Terre Haute District

*T. I. Colwell, Correspondent
Superintendent's Office
Terre Haute, Ind.*

Operator Hegwood has been on the sick list for some time, with an infected foot.

Two more students have taken up telegraphy—Robert Wright, son of Joe Wright of West Clinton, and Bill Davis, son of the yardmaster at West Clinton.

Dispatcher Jack Wright is enjoying his vacation and when he returns Dispatcher Ogden is going to take a trip to California.

One dispatcher was cut off at the Terre Haute office; Dispatcher Ralph Hunt is now working the swing job and Jack Wright is taking the third trick on bulletin.

Operator Bob Swindle, Humrick, narrowly escaped pneumonia and is confined to his home in Brazil, Ind.

Anyone who wants to know just how the Kentucky Derby is going to come out next year should consult Dispatcher "Doc" Heller, our expert prognosticator. He never misses in picking the winner.

Trainmaster Oscar Clawson is enjoying his vacation. We understand that he was going up north to see how the passenger trains up there compare with the one passenger train on this division.

Glad to welcome our new trainmaster, Gregg McGinn. We hope he likes the division as well as some of the other "furriners" do when they come down south.

Mrs. Paul Bridenstine and small son, James Paul, of Savanna, Ill., spent several days visiting friends in Terre Haute during the early part of May.

West Clinton Area

Earl H. Lehmann, Correspondent

Our hearts were saddened by the death of our good friend, Carman Mervin Pearman, which occurred in the latter part of April. We extend sympathy to his brothers, Ward and Bruce, of the car department.

BACK ON THE JOB. Arthur C. Long, ex-Marine, is a veteran of the battle of Iwo Jima. He was recently separated from service and has returned to the Road, as a switchman in the Hillman Street yards at Terre Haute, Ind.



General Yardmaster M. L. Hewitt spent two weeks fishing and resting. He was relieved by Conductor R. T. Davis.

Night Yardmaster C. H. Doane returned to his desk in the latter part of April, having been off for a few weeks on his vacation and also on account of his father's injury in an accident.

Operator Joe Wright returned to work on May 1 after an extended illness.

We hear that Engineer Charles Brown has entered the political field. We wish you a lot of luck, Charley.

April was also a month of weddings in our vicinity. Operator Walter Chambers, Jr., was married in the early part of the month. We thank you for the cigars, Junior. Fireman Orford Berwick and Mrs. L. K. Buckner, caller at the roundhouse, were also married during the month. We extend our congratulations.

Due to the slump in business Operator C. A. Parr went to West Dana for a short time and Operator Arthur Matthews came to West Clinton on third trick for several days.

Glad to see Conductor Bodle out again, after being in the doghouse for some time.

We regret to report the death of Carman George Holloway on May 3. For the past year he had held the position of foreman

on the west side. The men who worked with George had the greatest respect for him and no greater tribute can be paid to him than the remarks made by his fellow employes. Deepest sympathy is extended to Mrs. Holloway.

Operator Arthur G. Matthews wishes to thank his Milwaukee friends for their floral gifts and expressions of sympathy in the death of his son, Ensign Gordon Matthews.

The daylight saving schedule did not save Storehelper Joe Presko any time on the first day. He arrived just an hour ahead of everyone else. Yardmaster C. H. Doane was also ahead of schedule when the time changed.

Conductor Clyde N. Blake celebrated his birthday on May 3.

From the noise of pounding and repairing over on Conductor Bob Stewart's place we wonder if Bob isn't thinking of getting married. The next issue of the Magazine will tell all.

Faithorn District

*Berniece Sparks, Correspondent
Faithorn, Ill.*

Engineer Walter Blaker, who has been an employe of the company since Feb. 16, 1909, retired this past month. The gang here at Faithorn wishes him many happy years in which to enjoy his retirement.

We extend a hearty welcome to H. A. Springer, our new agent at North Harvey.

Clerk and Mrs. B. A. McCanna were very much elated on a recent evening when they received a telephone call from their son, Sgt. B. J. McCanna, who was enjoying a furlough in Switzerland. Sergeant McCanna expects to return to the States in June. Prior to his induction he was employed as an extra gang foreman at Bensenville.

We are glad to see Fireman Charles Noyes back on the job again after serving a year and a half in the army.

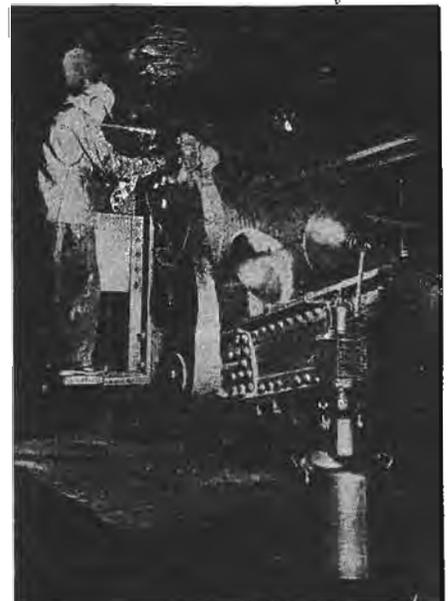
Friends of Warren W. Hack will be saddened to learn that he was killed in an

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auto-bus collision on Mar. 3, near Crete. Warren was discharged from the service several months ago, after serving overseas with the armed forces. Prior to entering the service he was employed as a switchman at Faithorn but he did not return to the railroad after his discharge. Warren was well liked and our deepest sympathy is extended to the members of his bereaved family.

TWIN CITY TERMINALS

St. Paul Freight House

Allen C. Rothmund, Correspondent

I'm sure we all had a grand time at the Nicollet Hotel in Minneapolis when we celebrated the winning of the fire prevention trophy. The entertainment was good, the food was delicious and the talks were very interesting.

It seems to me the returned Milwaukee service men and woman are just too modest. I just couldn't get them to present photos and writeups for the Magazine. I had to give up.

Can you recall ever having a snowstorm up here in St. Paul on May 11? By the way, it was the state's 88th birthday. Is that the way to celebrate, Minnesota?

Just now, when we hear so much about coal, it is interesting to note that bituminous coal ranks first in carloadings and tonnage and approximately one-eighth of the freight revenue of the American railroads is derived from this traffic.

The average age of railway employees in 1942 was 38.5 years, the fastest speed ever recorded on the railroads was at the rate of 127.06 miles per hour and the east-bound Hiawatha is now passing the office and that means it is 12:55 noon and time to get back to the desk and work.

South Minneapolis Car Dept. and Coach Yard

Oriole M. Smythe, Correspondent

Donald C. Johnson, former carman apprentice at Minneapolis shops, returned to work on May 13 following two and a half years' service with Infantry in India and Africa. Welcome back to Milwaukee service!

Airman Lauritz O. Myren, confined at home with sickness, is recovering slowly. Carman Alfred Korslund, who has been ill the past two months, will return to work in the latter part of May. Carman John Christianson, severely injured in an auto accident in April, is now able to walk about at the hospital. Walmer Bjorklund, also injured in an automobile accident, is recovering and will return to work soon.

A welcome to Minneapolis is extended to Jacob Hansen and family. Mr. Hansen, formerly car foreman at Green Bay, La Crosse and Davies yard, was appointed general car foreman at Minneapolis shops on May 1.

St. Paul Traffic Department

Brooksie Luth, Correspondent

There is but one brief item from our fair city this month. Along with new paint, new signs on the door and windows and the other attractions around the city ticket office we now have a new cashier, George Werdick, who comes to us from Minneapolis.

A note to the St. Paul members of our railroad family: Y'know, if I don't have news items aboutcha I can't write 'em. Surely something happens now and then to someone that would be of interest. PLEASE, please, pliz send your news to me at 410 Minnesota Building and then we'll have a nice long column like some of the other cities do.

Success is a matter of buying experience and selling it at a profit.

Minneapolis Local Freight and Traffic Dept.

(Contributed by Leda M. Mars)

I am pinch-hitting during the next two months for Gladys Mirocha. She is attending the WIBC bowling tournament in Kansas City, Mo., the week end of May 18. Here's hoping she comes home with some of the honors. By this time next month I will have some information on Gladys' wedding, which is scheduled for June 15.

John Seland is back on the car record, after being in the service 33 months

Martha Osbloom is back to work after an illness of several months.

Art Lindquist spent a few days visiting his daughter and family in Des Moines, Ia.

Ray Gilbertson and George Werdick, formerly of the Minneapolis ticket office, are now located in our St. Paul city ticket office, having been transferred from good old 700 Marquette.

Assistant Accountant Jim Wiggins left us to take a position with the CE&I Railroad. Good luck, Jim, and congratulations on your approaching marriage, June 1, to Miss Therein.

Dick Lepsche has returned from the service and is installed as stenographer.

Newt Ambli, Jess Oslie, Ray Gilbertson and Ev Halloran went to the far north to fish (Bar Harbor, to be exact). They had pretty good luck, although the biggest ones got away as usual.

There are several familiar faces in the traffic department these days. Bob Bach returned from the service on May 1 and is now chief clerk to General Agent George Benz. Nick Kosta came back in December as rate clerk, Jim Salscheider returned in January and is on the reconsigning desk and Bob Burns, ex-navy man (no relation to the poet), is our new messenger. Lauren Lewis is tracing clerk.

Darrell Newcomb has been transferred to Aberdeen as chief clerk to General Agent F. W. Baker, replacing Jimmy Hagelin, who is now city freight agent in Chicago.

General Agent Paul Gehrig, Duluth, was a recent visitor in Minneapolis.

ROCKY MOUNTAIN DIVISION

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

Plenty of important things going on, as the boys from the bunk house would say. Dude ranch style, Gallatin Gateway Inn will open up on June 20 with Dan Young as manager and the tourist business should be something to talk about; says he expects to handle 35,000 through our hotel this year. He will do it if anyone can. Better come out and see us, this Park season.

The current issue of The Brotherhood of Locomotive Firemen and Enginemen, published at Cleveland, O., has as a front cover a beautiful picture of our Sixteen Mile canyon, with No. 15 flying along. We seem to get around.

In the April issue of *The Woman's Home Companion* is a beautiful long-short story by Hughie Call, entitled "Feather." Of much interest to anyone going up Ennis way or to nearby dude ranches this summer is the Call sheep ranch, just a short distance off the main highway. Mrs. Call has written several other stories and a book, "Golden Fleece."

The young son of Conductor Charles Adams is on the high road to recovery after a very serious accident. He was shot while playing with a gun at their home near Ramsey.

Engineer and Mrs. Lieb are traveling in Arizona and Engineer and Mrs. Torgrimson in Minnesota.

A wedding of interest to the RM Division was that of Miss Lois Lagrange, daughter of Engineer and Mrs. Lagrange, and Daniel Raymond of Sheridan, Mont.,

at Billings on Apr. 22. Our best wishes to these young people.

Lt. Dean Pogreba has returned from India and will soon be discharged and back working on the division. He was in train service here before enlisting in the Air Force and we are all glad to see him back again. Also, Pfc. Eugene Burns, eldest son of Conductor Burns, has just returned from the Philippines. He will return to train service out of Alberton, he says. Welcome home, Eugene!

The death of Mrs. Emma Wahle Phelan, wife of retired dispatcher J. P. Phelan, occurred on May 1 in Boulder, Mont., after a long illness. The Phelans have lived there for a number of years. Mrs. Phelan was loved by all who knew her. She was born in Boulder, the daughter of pioneers, the late Mr. and Mrs. Ben Wahle. She is survived by her husband, a daughter, Mrs. Albert McArthur; a son, Wahle Phelan; a brother and two sisters. Our most sincere sympathy is extended to this family.

Engineer and Mrs. McKenna are visiting their daughter and family at Hutchinson, Kan., for a few weeks. They drove down, stopping en route in Nebraska.

Engineer Bob Daniels and wife are away for a month's trip in various western and coast states.

D & I DIVISION

First District

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

Almond M. Johnson, retired Iowa Division engineer, passed away at his home in Savanna on May 3 at the age of 79. His railroad career began on Sept. 1, 1884, and ended with his retirement in March, 1937. He is survived by his widow and one sister.

William J. Farrell passed away in the city hospital at Savanna on Apr. 20 after a short illness. Mr. Farrell had been an employe of the B&B department for many years, retiring in 1939. Surviving are two sons and six daughters.

Max E. Stubie, retired machinist, died in the city hospital at Savanna on Apr. 20, following an illness of a number of months.

Brakeman John Keenan of Savanna, while driving his car uptown on Apr. 26, was stricken with a heart attack. The car zigzagged across the street, coming to rest on the lawn of the high school, and John passed away before being removed from the car. He had been in train service on the first district since November, 1922. Surviving are five sisters and two brothers, Conductors William and Paul Keenan of Chicago.

Sam Crisci, popular young fireman on the first district, had the misfortune to lose his arm on Apr. 24. The accident occurred while he was returning to his home in Savanna when he attempted to hop an east-bound freight train near the Savanna-Sabula bridge, where he had been fishing.

Ruby Almquist, daughter of Roscoe Almquist, Savanna roundhouse, became the bride of Lewis W. Watkins of Norfolk, Va., on Mar. 30. Mrs. Watkins served for two years in the Waves Hospital Corps and Mr. Watkins served for 30 months overseas with the 101st Airborne Division. Both are employed at the Norfolk Naval Base.

Congratulations to Switchman and Mrs. Albert Christensen of Savanna on their 35th wedding anniversary, Apr. 20, and to Agent and Mrs. Paul B. Wickler on the arrival of a son on May 11.

Numbered among the retirements the past few months are Switchman A. W. Rooney of Dubuque, second district, on Mar. 24, and Freight House Foreman William Heineman on Apr. 30. We wish them many happy hours in their retirement.

Mrs. Bert Follett, widow of the late Bert Follett, switchman at Savanna, wishes to express her sincere appreciation to the trainmen, yardmen, enginemen and others who were so thoughtful at the time of her husband's death.



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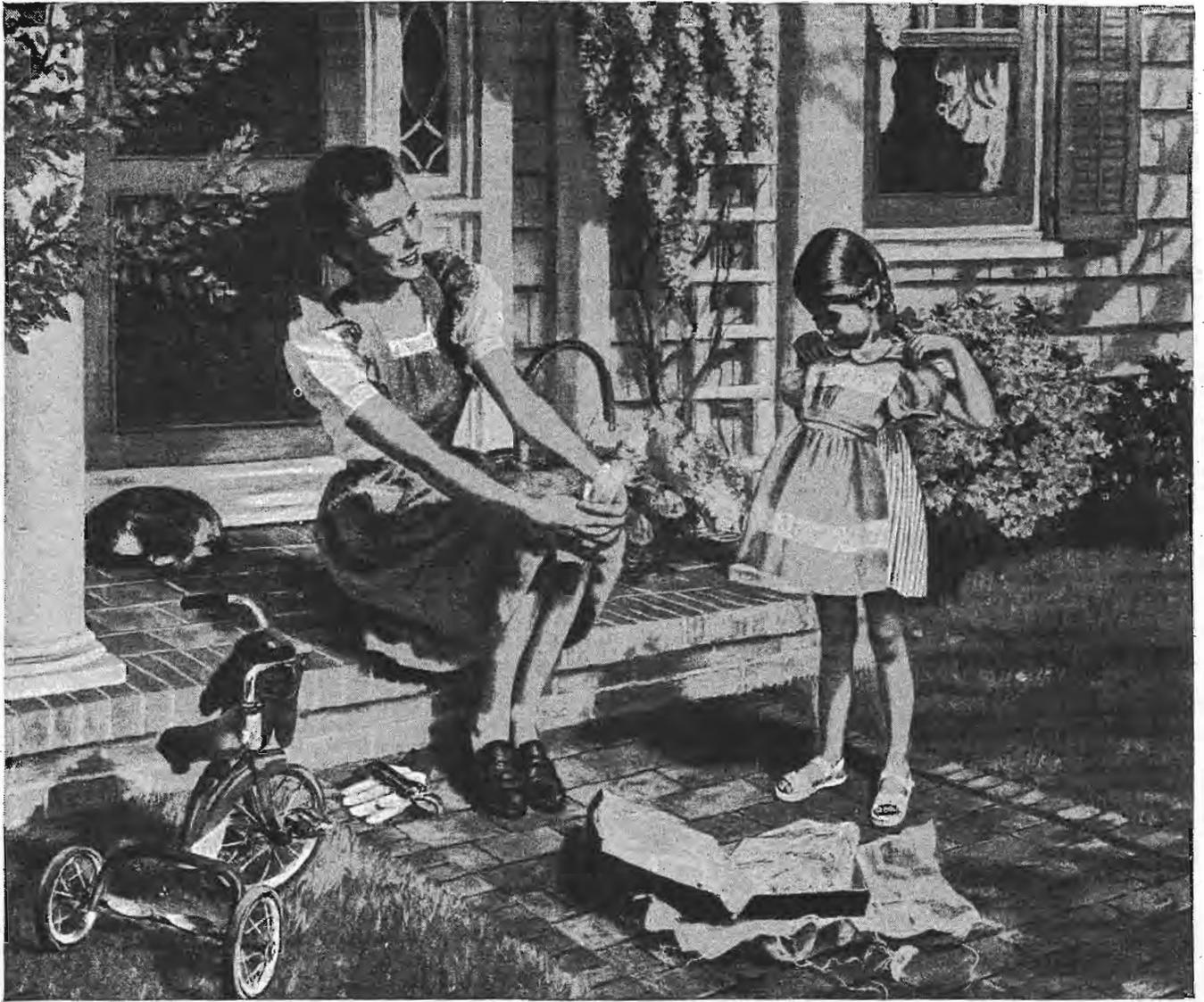
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