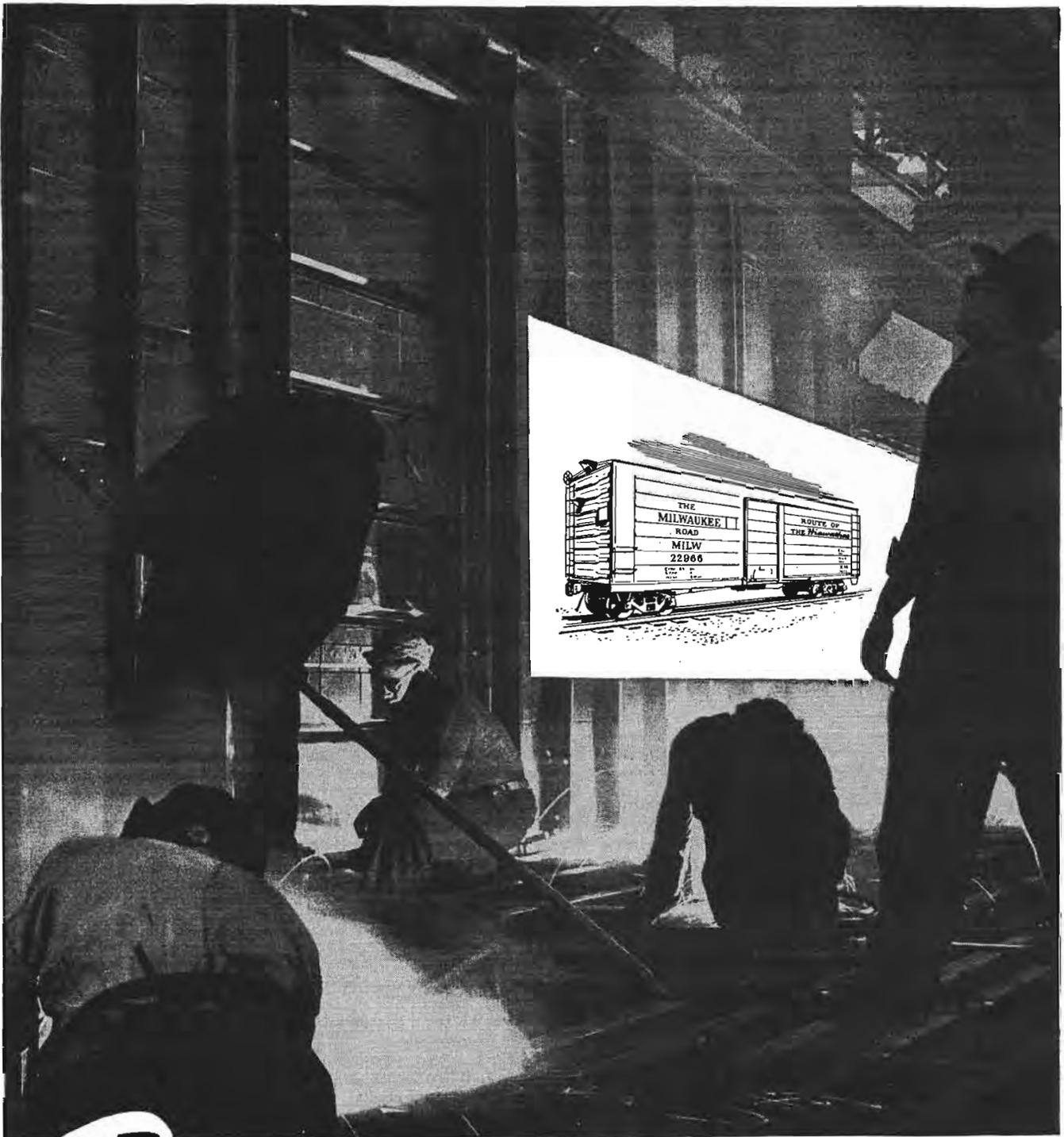


# The MILWAUKEE MAGAZINE

Published by the CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD



MAY 1946



*Welding side on all-steel, plywood-lined box car*

## *Builders*

Milwaukee Road engineers are always seeking something better in design and methods. ¶ The application of new techniques produced the HIAWATHAS, first of the Speedliners. For freight service, all-welded, plywood-lined steel box cars were developed that carry heavier pay loads with less dead weight. ¶ Milwaukee Road craftsmen build the best that rolls on rails in the Company's complete manufacturing plant at Milwaukee, Wisconsin. ¶ Milwaukee Road men design 'em, build 'em and roll 'em. It's a combination that can't be beat.

**THE** *Milwaukee* **ROAD**

The Milwaukee Magazine



# Headlights



Corresponding with 3,000 servicemen would appear to be a stupendous task but Warrant Officer Vernon LaHeist of San Diego, Calif., doesn't think so. He enjoys it. Milwaukee Magazine Correspondent Agnes Christiansen learned of the amazing correspondence while talking with Machinist Al LaHeist, who often drops in for a visit with Agnes at the car foreman's office in Council Bluffs. Al's son was confined to a Japanese prison camp for three years and during that time managed to smuggle out the addresses of 3,000 of his fellow captives. Last Christmas he sent a card to every one of them and received over 750 responses.

Remark overhead in a Chicago restaurant: "I think the Milwaukee Road has the pleasantest, most contended-looking employes of any railroad in the city."

Herman Weig, employed in the Western Passenger Association's military bureau in Chicago, tells us that there was a time when the Milwaukee Road honored passes issued by an outside concern. Back in the early '80s his employer, the English firm of Close Bros. & Company, purchased about 165,000 acres of land in Pipestone County, Minn., from the Milwaukee Road. The brothers acted as agents for other English concerns in the purchase, and later handled the re-sale of parcels of land to settlers. The firm's agents in Illinois, Iowa and other states would take prospective buyers—usually known as "land seekers"—to Pipestone City, where the branch office was located; from there they would be driven out and shown the land. A. V. H. Carpenter, general passenger agent of the Milwaukee Road at that time, furnished the firm with books of blank trip passes. As office boy for Close Bros. in Chicago, Mr. Weig made out passes in favor of the land agents, provided they advised the firm that they had one or more prospects ready to go. The English firm's field agent at Pipestone would report the arrival of each agent and the number of men the agent took out. However, if he used a pass without having at least one land seeker, he never would be given another pass. All in all, Close Bros. purchased and resold to actual settlers more than 1,000,000 acres of land in Iowa, Minnesota, Kansas and Texas. It was this same firm which in 1898-1900 organized and built the White Pass & Yukon Railway from Skagway, Alaska, to Whitehorse, Y. T.

"There's no place like home!" was the frequent plaint of Walter "Jens" Axness as he struggled through the jungles of Okinawa. Home, in this case, was Montevideo, Minn., where he headed immediately after his release from service. A short time ago, at work on his new job as yard clerk, he watched the approach of a troop train. As one of the cars drew abreast he blinked and took a second look at the placard it carried. "Where the hell is Montevideo?" it said. He was even more astounded when the occupants shouted, "Hi, Jens!" It was a group of his Okinawa buddies whom he had sold on the merits of his favorite city.

Either the readers of this magazine don't know their Texas and Wyoming history or they just don't give a hang whether we are correct in our statements or not. At any rate, no one to date has called us on a mistake made last month (in bold face type) concerning the Milwaukee Road's potential gubernatrix. We said, gullibly quoting our informant, that if Mrs. Jennie O'Hern, second trick operator at Wakpala, S. D., should be successful in her bid for the governorship of South Dakota, she would be the first woman governor in the history of the United States. That statement was unfair to the memory of Mrs. Miriam Ferguson of Texas and Mrs. Nellie T. Ross of Wyoming. "Ma" Ferguson, who was elected in 1924 and staged a return engagement in 1932, is generally regarded as the first and only woman governor of a state, but the fact is that Mrs. Ross was sworn in as governor of Wyoming

about two hours before the former took the oath down in Texas. Both of them entered office in 1925. If Mrs. O'Hern makes the grade, she will be No. 3.

The following is taken intact from the April 20, 1946, issue of The New Yorker, where it appeared in the southeast corner of page 32:

"As the invading waters retreated, a shift in temperature changed Yellowstone into a huge sub-tropical marsh where giant dinosaurs drowsed and fed in the green half-light that filtered down through great jungle trees . . . something worse than the South Pacific jungles or even the dreams of a lotion drinker.—Booklet issued by the 'Milwaukee Road.'"

"Jergens?," inquired The New Yorker.

The Milwaukee Magazine had a look around, and sure enough, there it was on page 9 of "Postwar Veterans' Victory Vacations."



"NO, MISS JONES, I FEEL SO JUMPY I DON'T WANT TO SEE ANYONE."

## The Cover

F. B. White, a commercial representative for the Western Union Telegraph Company in Chicago, demonstrates by the picture on the cover of this issue that a freight train can be even more photogenic than a sleek streamliner—provided you know your angles, your hyperfocal distances and your exposure equations. In addition to all the photographic know-how common to the camera enthusiast, Mr. White harbors a love for trains and railroad subjects generally.

Taken near Mont Clare station on the west side of Chicago, the picture shows engine 644 pulling a string of loaded cars westward out of the Galewood yards. The camera used is a 2 3/4 x 3 3/4 Graflex, and the exposure was 1/150 second at f.8, with an orange filter.

Although an amateur shutter snapper working with a box camera would need a little luck to get an equally good picture, it has been done plenty of times. And that reminds us to remind you that the Milwaukee Magazine is always looking for good pictures of Milwaukee Road people and equipment. With film returning to the dealers' shelves, and with several months of sunshine coming up, picture possibilities are limitless. Let us see what you get.

# Just Call Him "Van"

By Marg Sammons

Appreciative patrons of the Milwaukee Road frequently write us letters, but few write us articles. The author of this article, Marg Sammons, is a partner in the Chicago industrial relations firm of Newcomb & Sammons, and a frequent traveler on our road. She has built up, she says, many warm and enduring friendships during her travels on the Milwaukee, and in this article writes of one of the Milwaukee Road employes she enjoyed meeting and knowing.—Editor.

**M**ANY STATES lay claim to being the nation's most hospitable, but Montana seems to insist on the edge in the argument. Not without justification, either, for the Treasure State, sprawling as it does across prairies and mountain peaks alike, has a robust quality of friendliness and hospitality which has impressed almost everyone who has visited there.

Yet towering among the standouts, those individuals who personify friendliness and good nature, I would cheerfully classify that amiable *chargé d'affaires* of the great "Olympian." In the books of many a traveler, O. G. Vanderwalker (you'd better call him "Van"), one of the train's conductors, holds top position.

Van picks you up going west at Harlowton, Mont., and he leaves you (to your regret, if you've gotten to know

him) at Deer Lodge in the same state. Going east, the process is reversed. Van's run is not a long one, but it is stimulating.

Van is large (we'll settle for an even 200), youthful for his years (he's 63 and doesn't look it) and handsome (darned if we like to put it in print, but Van is good-looking with his snowy-white thatch of heavy hair which has been white since he was 25). He knows every click of the rails from his division point at Harlowton to Deer Lodge, which is his home town. His route is through the mountains and the canyons, by the rivers and the streams, past the scattered ranches; he knows it all like a book. As the panorama that is central Montana opens like a beautiful dream, Van can recount the history of every jagged rock in the vista, and give you a running account of the trip that would leave a machine-gun commentator at a prize-fight gasping for breath. Van isn't just on the trip with you—he is the trip for you.

## Van's Traveling Began on Global Scale

Van was born in Marquette, Mich., and he was just casting about at the age of 20 for an interesting career when the navy bug got him. It was 1902 and things were fairly tranquil, but Van found adventure and excitement. Out of the more than four years of service, he spent all but five months in the Orient; he saw Japan and China at peace. He spent many months in Russia, the Philippines and Australia. Van really knew what World War II was about, for he had visited practically all of the places where the action took place. He collected more than a thousand pictures, most of which he took himself while he was in uniform. We saw it, and it's one of the best private picture files we've ever had the pleas-

ure of poring over. Many of the pictures he has given away to schools, to exhibits and to civic institutions.

He started in railroad work in Michigan after leaving the navy. The year 1910 found him signing up with the Milwaukee, and that was the year he went to Montana. He was freight conductor on the run from Three Forks to Deer Lodge and he held the job for 20 years.

He doubled back to Michigan two years after joining the Road, to bring back his wife. He spied her playing the piano in a local movie theater, tracked her down to her daytime employment in a music store and bought reams of sheet music he couldn't read—just to get acquainted. Her friends "warned her against marrying a railroad man," Van reports. But next year they will have been married for 35 years, and Van thinks it is going to last. They have one daughter, married to Harold Gordon, who works in the Milwaukee Road store department in Deer Lodge. The Gordons have two children—a boy seven, and a girl two. "They are the grandest kids in this world," says Van, "and don't forget to put that in."

Van alternates between the coach and the Pullman runs of the Olympian, and likes both. "I make friends without any trouble," he explains. "I just don't work at it." Certainly one reason he makes friends, apart from his abundant good cheer and his almost astonishing memory for faces and minor details about people, is his fierce and contagious devotion to his railroad. He brags about the Milwaukee, not in the loud and pressured tones of the professional exploiter, but in the quiet, good-natured manner of the man who knows something well and loves it deeply. His railroad is to him no inanimate device of rolling stock and bills of lading—it is a warm and human personality, made up of many who feel as he does. After listening to him a while, a traveler starts sensing it himself.

It seems to me, only one of millions of passengers whose work and pleasure take them to far places and strange people, that the railroads can have no finer propagandists than the kindly and thoughtful men in their railroad garb who make traveling a pleasure and a privilege. Van Vanderwalker is one of these. I have no doubt that the Milwaukee Road, which never seems to do its good deeds singly, has many in its service who match up to the kindly and human standards that Van appears to have set for himself many years ago.



Conductor O. G. Vanderwalker is shown at Butte, Mont., with a group of his best customers. Mrs. Mary Orlich (extreme left), and her young nephew; Miss Janet Harrington, Butte manager of the War Manpower Commission; and John McLeod, secretary of the Butte Miners Union, all of whom are frequent Olympian passengers and friends of Van. District Safety Engineer Harry I. McMahon stands on the steps behind him.

# The Milwaukee Magazine

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Marc Green  
Editor

A. G. Dupuis  
Manager

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## F. E. Weise

Fred E. Weise of Chicago, who retired on Dec. 31, 1943, after completing 54 years in the Milwaukee Road engineering department, died on Apr. 15 of injuries suffered when struck by a street car two weeks earlier. He was 78 years of age.

Mr. Weise's service with the Milwaukee Road began in 1889 when he was employed by the engineering department in Milwaukee. During his early years he filled a variety of positions in that department, and in 1910 was promoted to the position of chief clerk to the chief engineer. In the latter capacity he became known by many employes of the Road, and his gentle manner and exceptional conscientiousness earned the admiration of every one with whom he had contact. The Milwaukee Magazine owes a debt of gratitude to him for his efforts to keep it advised of matters concerning his department's operations and personnel, both before and after his retirement.

Mr. Weise was president of the American Bridge and Building Association in 1920 and treasurer from 1941 to 1943. Although his chief interest was engineering, particularly with regard to bridge structures, he was also a music enthusiast and a careful student of history. One of his greatest pleasures was the search for material pertaining to the background of patriotic songs and paintings. Fred Weise was a credit to his railroad.

Mark Twain was one of the first champions of the typewriter (patented by Christopher L. Sholes of Milwaukee in 1868). When the manufacturer asked him for a testimonial, he wrote pleadingly: "Please do not even divulge the fact that I own a machine. I have entirely stopped using the typewriter, for the reason that I never could write a letter with it to anybody without receiving a request by return mail that I not only describe the machine but state what progress I had made in the use of it. I don't like to write letters, and so I don't want people to know I own this curiosity-breeding little joker."

The letter was printed in a catalogue. It caused typewriter sales to skyrocket.

May, 1946

# How to Win \$200

**H**AVE you any ideas which are worth nothing to you but which may be worth anywhere from \$5 to \$200 to the Milwaukee Road? The big slogan contest for employes, announced in the April issue of the Magazine, has already brought hundreds of responses and every mail is bringing additional ones. However, many employes have not as yet mailed their entries and may want a refresher on what is required for a slogan. They will be surprised to learn how simple it is.

Writing skill is not necessary to enter the contest. Ideas are what count; ideas for slogans that feature Milwaukee Road service or that advertise the advantages of traveling or shipping the Milwaukee way. "Serving the Services and You," popularized during the war years, and "The Route of the Hiawathas," which has become intimately associated with the Milwaukee's crack streamliners, are samples of what is meant by a good slogan. The entries so far submitted are conclusive proof that Milwaukee employes have some strikingly original ideas about what constitutes a good slogan and yours may be the most arresting or appropriate of them all.

The contest, offering cash prizes totaling \$500, with a first prize of \$200 and 27 additional prizes, is open to all employes of the Road, full or part time (except employes of the public relations and advertising departments) and to their children under 18 years of age. There is no limit to the number of entries which may be submitted—some contestants mail contributions several times a week—and the rules are easy to follow. Merely write, print or type your slogan of 10 words or less on the coupon below or on a postcard or sheet of letter paper and mail it in. Be sure to give your full name and ad-

dress and department, shop or office in which you work. Three officers of the Company will act as judges and their decision is final. If duplicate winning entries are sent in by different contestants, the entry first received will be declared winner and all other entries, whether they win a prize or not, become the property of the Milwaukee Road. The contest closes on July 1, 1946, which will allow everyone plenty of time to submit what may prove to be a prize winner.



## Operating Department

Effective Apr. 1, 1946:

T. E. Corbett, district safety engineer of the Coast and Idaho Divisions, with headquarters at Tacoma, Wash., has resigned at his own request and accepted the position of chief train dispatcher at Port Angeles, Wash.

H. J. McMahon, district safety engineer of the Rocky Mountain and Trans-Missouri Divisions, is transferred to Tacoma, vice T. E. Corbett resigned.

Victor C. Peterson is appointed district safety engineer with headquarters in Butte, Mont., vice H. J. McMahon transferred.

## Passenger Traffic Department

Effective May 1, 1946:

Leo W. Kelly is appointed traveling passenger agent with headquarters in St. Louis, Mo., succeeding D. K. Shepard who has resigned to accept a position with a St. Louis travel bureau.

Bernard H. Desens is appointed city passenger agent, succeeding Leo W. Kelly.

Contest Editor  
The Milwaukee Magazine  
Room 356, Union Station  
Chicago 6, Ill.

Here is my entry in the big slogan contest. (If you need more room for your entries, use your own entry blank.)

Name .....

Address .....

City..... State.....

RR Dept. or Office.....

# Safety Trophy Goes to Milwaukee Division

Second Consecutive Win Gives Superintendent Valentine  
and His Men Permanent Possession of Cup

**I**N the fifth year of its presentation, the Milwaukee Road's handsome Safety Trophy was awarded to the Milwaukee Division "for keeps" on Apr. 8, that division having outranked all others on the railroad in 1944 and 1945, thereby meeting the contest requirement of two consecutive victories. Almost 800 Milwaukee Division men and women, officers of the Road, press representatives and other guests attended the Safety Award Luncheon in the Hotel Pfister in Milwaukee and witnessed the presentation.

General Solicitor M. L. Bluhm, acting as toastmaster, introduced all of the speakers, the first of whom was J. L. Bohn, mayor of Milwaukee. In his tribute to the trophy winners he stressed the importance of safety and what it means to the city of Milwaukee to have so many safety-minded individuals among its citizens.

The outstanding safety record of the Milwaukee Division employes and their conscientious support of Superintendent Valentine's drive toward an ever-lower accident rate on his division constituted the theme of the remarks made by L. J. Benson, assistant to vice president. He made an appeal for similar safety accomplishments by the other 17 divisions. He pointed proudly to the sta-

tion, track, B&B, signal, telegraph, car, locomotive and store department employes on the division who had worked almost 2,000,000 man-hours without a reportable injury in 1945. The division as a whole had worked 127 days or 1,150,000 man-hours continuously with a clear record. Being at the bottom of the safety contest list for the years 1940 and 1941, Mr. Benson continued, the employes of the Milwaukee Division made up their minds to do something about it and they did in 1944 and 1945, the casualty rate of 2.12 for the latter year being the lowest achieved by any division on the railroad since the beginning of the contest in 1941. Among the division's other accomplishments for the year just past was a completely clean slate with respect to fatalities.

C. H. Buford, executive vice president, taking advantage of his first opportunity to address a large group of Milwaukee Road employes since his recent return from the Association of American Railroads, told the group how his regard for the people of the Milwaukee Road had been intensified during his years in Washington, D. C., where his work afforded him an opportunity to compare his railroad with others.

Vice President J. T. Gillick's remarks were brief but, as usual, to the point.

**A** PROGRAM of accident prevention is effective when everyone, of his own free will, does his part in avoiding injuries.

Through the years, rules for safety have been adopted from time to time and studied for no other reason than to prevent injuries, which everyone knows result only in pain, human misery and loss of earning power. These rules are of no practical value unless they are obeyed!

Enforcement of the rules is the job of the supervisor. That enforcement will be effective if he adopts a firm but friendly attitude and, as a result, develops among men a spirit of willingness, cooperation and loyalty which, if obtained, would make any program successful.

Observance of the rules is the job of everyone working together hand in hand in a spirit of good will and loyalty with a determination to avoid injury to ourselves and to each other. Then, and then only, will success in safety be assured.

The men and women of the Milwaukee Division know what has been accomplished through safe methods and practices during the past few years and everyone is proud of the record. I am confident they will continue their fine efforts in accident prevention so that the Milwaukee Division will be known generally as a safe place for a man to work.

—J. H. Valentine, Superintendent, Milwaukee Division.



President H. A. Scandrett (right) presents the Safety Trophy to Superintendent J. H. Valentine, as L. J. Benson, assistant to operating vice president, watches the cup go out of circulation. Since it is now the Milwaukee Division's to keep, this particular trophy will never be awarded again.

He praised the assemblage of men for what they had done. "You're a swell bunch," he said.

When President H. A. Scandrett was introduced he had to wait a while before addressing the group, as Toastmaster Bluhm set off a lusty chorus of "Happy Birthday to You" when he mentioned that the occasion was notable on a second score, Apr. 8 being Mr. Scandrett's birthday. "This," the president said when the applause subsided, "is the largest birthday party I ever attended." He expressed his gratitude to all present and went on to say that the Milwaukee Road would have been accorded the distinction of winning the 1945 National Railroad Employes Safety Contest had the system casualty rate been 2.12, such as was the case on the Milwaukee Division, instead of 8.54,

(Continued on page 8)



# Do It The Safe Way

Ascending or descending car ladders requires secure footing and a firm hand grip. The picture above shows an employe raising himself to the car roof; he will not release his hand grip until he is safely on top.



Closing car doors calls for care and thought, as do all railroad operations. The safe method, shown in the picture above, is the best because it keeps hands from being crushed between the door and door post.



Proper stance is as important to safety in handling a track wrench as it is to a good score in golf. Maintenance of Way Safety Rule No. 112 explains the reason for the safe method shown in the above picture.



Placed between the head of a jack and other metal surface, a piece of wood serves to prevent a slip which might result in serious injury. The picture above shows the safe way.



With knees bent and back erect, a man can lift an object without placing undue strain on his back muscles; like the employe pictured above, he would be letting the leg muscles do the work.



Starting a track spike the safe way, as shown in the picture above, saves fingers from painful injury. Maintenance of Way Safety Rule No. 121 provides complete details of the method to follow.

(Continued from page 6)

since the railroad which won had a rate of 3.36. He voiced the fervent hope that this great honor might some day soon come to the Milwaukee Road family.

There was a note of determination and earnestness in President Scandrett's voice as he summarized the safety performance of the entire system, reviewing the record since he came to the Road in 1928. At the conclusion of his address, Mr. Scandrett presented the silver loving cup to Superintendent Valentine for permanent safe keeping.

In his response, Mr. Valentine thanked all who had contributed so much toward the winning of the contest two years consecutively, and called upon the employes of the division to continue to set the safety example for all other divisions.

### Celebration Can Be Repeated Daily

A Safety Award Luncheon is always a happy occasion, being a victorious celebration based on one of the most important aspects of railroading, but a similar celebration can be held daily in the home of the safe workman who, having completed his day's assignment free of injury, returns home to take his place at a banquet table set especially for him and where he is surrounded by those who care.

During the past quarter century the lowest system casualty rate (2.08) on the Milwaukee Road was established in 1931. Based on the total man-hours all employes worked that year, it would have been possible for *four employes* to have carried out their daily assignments



for almost 50 years each without incurring a reportable casualty. In the year 1945 the records for the system showed that *one employe* could have worked approximately 48 years without being disabled by an injury.

The job of railroading generally is as safe as the workers make it and they did not make it very safe for themselves during the year 1945, as the figures show. Chief among the causes of reportable injuries were miscellaneous train service accidents which included numerous items such as slipping, tripping, stepping on objects along the right of way, falling, and closing car doors incorrectly. The handling of freight and supplies accounted for 127 of the 843 reportable injuries which occurred during 1945.

In getting on or off cars or locomotives, 81 employes were hurt, and falls which did not involve trains claimed 79 victims, more than double the number of employe casualties in all types of train accidents.

Employes' legs, from the hip to the toes, took most punishment during the past year, there being 377 reportable leg injuries, including 137 fractures and 3 amputations. Arms, from the shoulder to the finger tips, suffered a total of 136 reportable injuries and 71 of these were fractures and 10 were amputations. Back injuries amounted to 94 and most of these were strains.

### The New Man Needs More Help

The fact that 42 per cent of the casualties last year involved employes with service of one year or less emphasizes the need of helping the new man on the job to help himself. Being a big brother to the man who needs help pays bountiful dividends in personal satisfaction to the one who helps and lessens the danger for all who work with him.

The record reveals that only 2 per cent of the total number of employes on the entire railroad incurred reportable injuries last year while the remainder were working almost 99,000,000 man-hours safely. The 37,727 workmen who carried out their everyday tasks without being injured certainly proved that accidents can be prevented.

It is difficult to measure the full benefit of the safety program because there is no shock connected with an injury prevented. In fact, it is seldom that an employe who has had a narrow escape tells about it. However, it is logical to assume that the families of 37,727 Milwaukee employes were happier last year than they would have been had the breadwinner been listed as a casualty.

Look into the home of a Milwaukee Road employe. Perhaps there is a small child there just learning to walk. Observe how the child will extend its arms for assistance from an adult, or to grasp a chair or other handy object in an effort to prevent a fall. The motions are practically the same for anyone when a fall is impending. "Self preservation" it is called, and that is why it seems so strange that adults must be requested or admonished to protect themselves. Safety is not something that can be rammed down a man's throat and even if it could be it would do him no good to get it that way.

A man's conviction that *safety must come first* can be brought about only through education—not the ABC kind, but through the stimulation of correct thoughts. It has been said that safety is nothing more nor less than the thought which stimulates correct action just as a mishap which might cause in-

### Standings of Divisions in Safety Contest

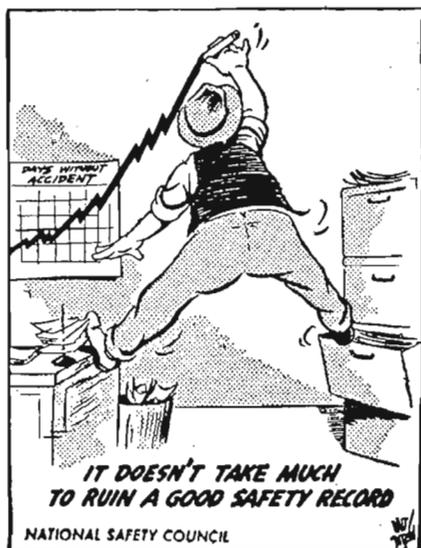
Rank	Division	Entire Year 1945			Standings Entire Year 1944	
		Fatal	Reportable	I.C.C. Casualty Rate	Rank	Casualty Rate
1	Milwaukee	—	7	2.12	1	4.54
2	Iowa & Southern Minnesota	1	11	4.50	4	5.44
3	Kansas City	—	11	5.01	5	5.65
4	Dubuque & Illinois	4	20	5.27	7	6.80
5	Coast	—	33	5.72	12	7.63
6	Superior	—	12	5.84	2	4.58
7	LaCrosse & River	1	41	6.23	11	7.58
8	Iowa & Dakota	1	30	6.36	14	8.50
9	Iowa	2	32	6.76	6	6.48
10	Trans-Missouri	1	31	6.95	9	7.27
11	Madison	—	14	7.28	3	5.43
12	Twin City Terminals	1	51	7.66	8	7.05
13	Rocky Mountain	2	41	9.21	17	10.49
14	Idaho	—	22	9.40	13	8.02
15	Milwaukee Terminals	1	143	12.25	16	9.99
16	Hastings & Dakota	—	63	12.41	10	7.41
17	Terre Haute	—	47	12.44	15	9.51
18	Chicago Terminals	4	152	15.34	18	13.65
	Others (Incl. S&DC, Police, Gen. Off.)	1	82	6.52	—	3.84
	SYSTEM TOTAL 1945	19	843	8.54	—	7.77
	SYSTEM TOTAL 1944	15	767	7.77		
	1945 Increase	27%	10%	10%		

jury is about to occur, and the injury is thereby prevented. To stimulate such thought, safety rules are provided for study, safety posters are placed in conspicuous locations on the railroad, and safety instruction is given by the supervisors.

### Many Avenues to Safety

There are so many avenues of approach to the subject of safety that it would be an impossibility to single out any particular course of action as the solution to the over-all problem. However, it is a known fact that when an employe is happy on the job, free from worry about home responsibilities, he is in a more receptive mood and is thinking more clearly of the importance of caution in his actions. It may well be said that safety begins at home. There is where the mother gives the first lesson in safety to the children. Many of the fathers who are employed by the railroad would do well to pay strict attention to those primary lessons in safety which, fundamentally, can very well be applied to railroad operations.

The accomplishment of the employes of the Milwaukee Division who went through the year 1944 with 16 reportable injuries and with only 7 during 1945 sets a criterion for the other divisions of the system. Surely what has been done in the way of preventing accidents on one division can be carried out successfully on other divisions but there should be a sincere desire to do so. The benefit to be derived by the employes from the safety program should in itself be sufficient incentive, but perhaps the incentive to keep the home happy has greater appeal. An unsafe act or a moment of thoughtlessness by an employe can in a fraction of a second change the whole life picture for those dependent upon him for support. It is those dependents, therefore, who deserve the greatest consideration; they are the



May, 1946

## John P. Rothman Celebrates Retirement at Jamboree

Although the railroad kept running, there was hardly a wheel turned (figurative wheel, that is) in Port Angeles, Wash., for a while on Mar. 15 when the rail community congregated at Dutch Keller's "Chicken Coop" to bid a fond farewell to John P. Rothman, retiring dispatcher. Seventy-five well-wishers from Milwaukee Road and Port Angeles Western families attended the pot luck dinner. F. R. Smith, Port Angeles agent, presided and Division Superintendent L. Wylie, Trainmaster J. O'Dore, Roadmaster A. E. Moxness and Safety Engineer T. W. Corbett of Tacoma were also on hand to represent the Road.

H. G. LeGear, a former Milwaukee engineer who is now vice-president and general manager of the Port Angeles Western, spoke for the local railroaders in appreciation of Mr. Rothman's services and Superintendent Wylie presented a gift from the local trainmen. He also recounted a few of the less well known anecdotes of Mr. Rothman's career including the one about the time when John was stationed in a nameless western city and chased a dog from the ladies' waiting room. Was his face red when he discovered that the supposed vagrant was a pedigreed aristocrat being shipped by freight and who had been locked up for safekeeping! It took 20 days to locate the wanderer.

foundation of any program of safety.

Abiding by the safety instruction of the supervisors, the requirements of the safety rules and the words of advice from the older and more experienced fellow workers should help materially in bringing about safety records on other divisions more like the one which brought the Safety Award to the Milwaukee Division.

### Passenger Praises Porter's Probity

"I would like to say a few good words for the porter who was on the train that left Chicago on March 12 at 10:30 p. m. and arrived in Austin, Minn., at 7:30 the following morning [The Minnesota Marquette]. On that trip, a diamond which I am accustomed to wearing dropped from my pocket and rolled into the aisle between the berths. The porter, I. G. McGowan, picked it up and gave it to me in the morning.

"I would like to express my appreciation for his honesty."

Chester A. Weseman,  
Austin, Minn.

Mr. Rothman entered the service of the Milwaukee Road in Michigan at the turn of the century. He was made chief dispatcher at Mobridge, S. D., in 1908



John P. Rothman

and 10 years later became trainmaster at Miles City, Mont. In 1929 he was appointed rules examiner and succeeded to his position in Port Angeles in 1935. He intends to return to his boyhood home in Michigan in the near future. T. E. Corbett of Tacoma succeeds him as dispatcher.

### "One of the Good Things" About Our Railroad

Suppose you men in the railroad business are like all of us in that you always hear complaints and not the good things about your road. This letter is being written to tell you about one of the good things.

January 13 we pulled out of here [Minneapolis] on the morning Hiawatha, expecting to connect with the 4:30 New York Central for Boston. The Hiawatha was a little late that night and we missed connections. I had wired from La Crosse to the Pullman reservation department of the NYC that we would be late and asked them to make another reservation. Got into town and found that they had no record of the wire, so I proceeded over to your passenger agent, L. D. James, at the Union Station, told him my predicament and that young man finally got us a compartment to Albany. He did a fine job and I think you should know about it.

He's just a youngster but he certainly is a live wire. Last night when we were getting on the Pioneer, he was at the Pullman conductor's table when we checked in and he recognized us and greeted us very pleasantly. You've got a good man and I thought you would want to know it.

S. A. PEDERSON,  
The Great A. & P. Tea Co.,  
Minneapolis, Minn.



The illustration in the center above is from a Milwaukee Road ad which featured John Geesaman and his pin-up train in national publications about a year ago. The picture in the upper right corner shows John, home from the the Pacific, clambering aboard the Midwest Hiawatha engine at Marion, Ia., for the ride, which as the advertisement stated, had been promised him; in the cab, left to right, are Fireman Dale B. Taylor and Engineer Lloyd A. Leonard. At the lower right he is seen waving at the Midwest Hiawatha as it clips past his home (extreme left) near Louisa, Ia. The fulfillment of a great ambition is pictured at the lower left as John settles himself like a veteran Rail in the cab of the locomotive. The picture of the family group shows John and his bride, his sister Jean, and his parents, Mr. and Mrs. Leo B. Geesaman; the portrait in the background is of John's brother Robert, a Seabee.

## JOHN TAKES THAT RIDE

**D**O you remember the drawing in the center of the group above? It illustrated one of the most outstanding of a series of Milwaukee Road advertisements and appeared in the March, 1945, issue of the Milwaukee Magazine, as well as in a number of national publications. It told an appealing and unusual story.

John Geesaman, shown with one of his buddies, was a radioman aboard a warship. One day in the Southwest Pacific he sat down and wrote a homesick letter to his mother in Louisa, Ia.

"And how is my pet Hiawatha coming along?" he wrote. "Don't tell me . . . I know. Right on the dot, always. Every day the many onlookers lined up from Chicago to Omaha thrill at the sight of the brilliant splash of orange, gray and maroon as it flies down the main line. I saved that picture of my pet streamliner at Western Avenue so that whenever I get homesick I just break it out."

When Superintendent O. A. Beerman learned of the letter,

he issued an order for all engineers to sound a whistle salute to the absent sailor while passing under the Louisa viaduct near the Geesaman home. His mother said the sound seemed to bring her boy back to her. A package of pictures of the Hiawatha trains was sent to John in the Mariannas, and with it went a promise that when he returned he would be invited to ride in the cab of the Midwest Hiawatha locomotive on his wedding day, while his bride and his mother and father were entertained in the diner.

Now John is back and is married to Betty, his other pin-up favorite. And a few weeks ago he took that long-awaited ride in the cab of the Midwest Hiawatha. His mother and dad were not able to take their trip at the time, so the invitation still stands. John has since entered Iowa State College at Ames, but when he and his bride, his father and mother and brother Robert, a Seabee now on his way home from Okinawa, are ready, they will all be guests of the Milwaukee Road in the diner of John's pin-up train.

## Dining on the Hiawatha a Real Pleasure

"Traveling becomes a real pleasure when passengers received the kind of dining car service we received from your waiter Number Four on the Hiawatha, traveling between Milwaukee and Chicago on March 19. You are to be commended upon the courteous and efficient service we received. Some of the other railroads could well take a leaf from your book.

"It is the best service I have had on any line in the last five years."

Howard R. Sluyter, Vice-President,  
William Iselin and Co., Inc.,  
Grand Rapids, Mich.

## Teamwork on the Job

(The picture referred to in this quotation from the Apr. 2 edition of the *Milwaukee Journal* is similar to one which appeared in the April issue of the *Milwaukee Magazine*.)

"As the son of a veteran railroad engineer, I always enjoy reading about the men who have spent their whole lives carrying people to their destinations.

"Your article on Bill Robbins' last run symbolizes the loyalty, fearlessness, cheerfulness and service that these men perform daily. Also, as a humble student of psychology it is gratifying to read that the vice-president of the railroad takes the time to shake the hand of a loyal employe. And he also puts his arm around the shoulder of the engineer as a gesture of appreciation and good will. When worker and boss meet as friends and not enemies, that is what I like to see."

Harry E. Dodge,  
3430 West Michigan St.,  
Milwaukee, Wis.

## Omaha Ticket Office Complimented for Courtesy

This is an extremely busy time of the year in the insurance business so if I was not genuinely impressed I would not be writing to you.

I appreciate that during the past few years, particularly this last year, the railroad companies have not been able to give to the public the service they would like to render. However, at the Omaha ticket office on Farnham Street everyone has been so courteous and helpful on the many occasions when I have called for reservations, which is almost weekly, that they have convinced your patrons that service is not something of the past but is being rendered under the most difficult conditions.

I could give you the names of these men but that is not necessary; as a group they are tops. I suppose we impose most on Kelley and Herek.

L. B. HICKEY, Manager,  
Metropolitan Life Insurance Co.,  
Omaha, Neb.

# Improvement Budget Announced

**T**HE Milwaukee Road improvement budget for 1946, involving an expenditure of more than \$23,000,000, was recently outlined in an announcement by President H. A. Scandrett.

This budget, which is in addition to the ordinary expenditures for operation and maintenance of the railroad, includes \$6,822,000 to be financed from railroad company funds for new Diesel electric locomotives, passenger train cars and freight train cars, to apply against the \$20,000,000 cost of this equipment.

Included in the equipment to be acquired are five 6,000 h.p. passenger, five 4,000 h.p. passenger, and eighteen 1,500 h.p. Diesel electric combination road and switch locomotives. Passenger train cars include mail and express cars, coaches, diners, lounge cars and sleeping cars, all of the most modern type.

Six of the heavy-duty, high speed Diesel electric locomotives and the passenger train cars will comprise the six complete units required for the operation of the new train which will go into service between Chicago and the coast early next year. The combination road and switch locomotives will be used at various places on the system.

## Much Freight Equipment Scheduled

The building schedule at the shops in Milwaukee also includes 2,300 freight train cars, including box cars, gondolas, all-steel cabooses, and automobile cars equipped with loading devices.

Provision is made in the budget for \$2,276,000 for rail, track fastenings and ballast. More than \$2,155,000 is

provided for replacing, renewing and strengthening bridges.

The budget likewise includes provision for the completion of new passenger car shop buildings and the installation of forging and steel fabricating facilities, together with new covered craneways and necessary changes in tracks and roadways at the shops in Milwaukee. This is part of a comprehensive program of modernizing and improving shop facilities in Milwaukee which will require several years to complete.

The centralized traffic control installation program started in 1943 will continue. Additional yard and industrial trackage is to be provided in the Chicago area, in Milwaukee, St. Paul, on lines in Indiana and elsewhere.

The construction of two new freight houses in Chicago and three warehouses in Seattle, and improvements in the Minneapolis shops are proposed.

The enlargement and improvement of various facilities at many places throughout the system are provided for, but are all subject to the availability of labor and materials.

It is related that George M. Cohan once said that he would rather play to an English audience than an American audience. When he was asked to tell the difference between these two audiences, he replied:

"It's this way: An Englishman first laughs out of courtesy; then he laughs when the rest of the audience gets the joke; and again when he gets it himself."

"How about the American?" came the question.

"He doesn't laugh," said Mr. Cohan; "he's heard the joke before."

## Salvation Army Launches Appeal for Support

A nation-wide program, designed to strengthen America's facilities for meeting the material as well as the spiritual needs of the postwar years, is being launched by the Salvation Army under the slogan, "Marching Forward to a Better World". The transition from war to peace has resulted in social and emotional upheavals and created a period of universal insecurity. In forming the Marching Forward program the Salvation Army is trying not only to meet the needs of today but also anticipate those of tomorrow. The following list presents a few of the pressing problems in which it hopes to enlist the support of all Americans.

Character-building activities to prevent juvenile delinquency; aid to veterans to cover the human gap between government and other programs; readjustment and emergency aid to servicemen and their families; aid to servicemen at home and abroad; extension of services in police courts and prisons; extension of Salvation Army Service Units to smaller communities in the United States; additional training facilities to provide more trained leadership; the rehabilitation of Salvation Army work in war-torn countries.

Speaking in its own behalf, the Salvation Army says:

"Our business is people and we, as an organization, are dedicated to alleviating some of their woes. We shall continue to give emphasis to those activities that contribute to the spiritual growth or moral rebirth of men and women".

The program is essentially one of service and funds are being solicited locally in various communities during 1946 and into 1947. The Salvation Army appeals to the understanding and co-operation of all railroad employes in this campaign for the betterment of humanity.



# Service Clubs



## Party and Dance on Quad Cities Schedule

Car Foreman Ed Dittmer, Nahant, was elected chairman of the Quad Cities Service Club at the meeting in the V.F.W. King's Post Hall, Davenport, Ia., on Apr. 11. Ed has been very active in Service Club work in other locations on the Milwaukee system and his leadership of this club will do much to maintain the record for accomplishment established by the retiring officers.

Other recently elected officers include Machinist George Volrath, vice-chairman; Write-up Man John W. Bowman, secretary; and Machinist C. Wylie, treasurer. Members of the executive committee for the coming year include Engineer Harry Hadaway, Carman Ray Secoy, Switchman H. Harrington and Switchman Carroll Richardson. Storekeeper T. L. Benton was reappointed chairman of the publicity committee and the following were appointed to the sports committee: L. C. Strause, J. Klingler, A. Kelsey and G. E. Secoy.

In recognition of the club's splendid work during the past year under the leadership of Carroll Richardson, ex-chairman, plans were made at this meeting to hold an Appreciation Party on May 18. A dance was also scheduled for Apr. 20.



Ed Dittmer, newly elected chairman, presides at the Apr. 11 meeting of the Quad Cities Club in Davenport. Seated, left to right: Ray Schultz, treasurer; Mr. Dittmer; Carroll Richardson, past chairman; and John Bowman, secretary. Standing, left to right: John Lineham, J. J. Van Bockern, C. Wylie, Frank Brenton, George Volrath, H. Hoover, J. Pierce and L. Crouse.

## Northwoods Hiawatha Club Plans Reorganization

Twenty-four leaders of the Northwoods Hiawatha Service Club, representing all crafts and organizations, attended a dinner meeting at Wausau, Wis., on Apr. 11. The principal speakers were Assistant Superintendent S. F. Philpot and Regional Public Relations Assistant E. J. Hoerl. Freight and Passenger Agent J. E. Whaley acted as toastmaster.

If the enthusiasm radiated by those in attendance is a criterion for the entire membership, the Northwoods Hiawatha Club will be one of the brightest stars in the Service Club banner. The date of the grand reorganization meeting was set for Apr. 25 and attendance of members from Knowlton to Woodruff was anticipated.

## Southwest Limited Club Stages Boy Scout Benefit

Though Ludlow, Mo., is not a large community, the financial success of the benefit party for the Boy Scouts of America, which was held in the community hall on Mar. 15, testified to its ability to support worthy activities. The party was sponsored by the Service Club, of which Agent H. F. Pollard of Ludlow is chairman, and more than 100 were present to take part in the games which were enjoyed during the evening. Bridge, pinochle, "500," cribbage and pitch were the most popular but competition also developed around the carom and checker boards for the prizes, which were donated by the local merchants.

Division Superintendent Hotchkiss of Ottumwa teamed with Scout Billy Johnson to show Billy's father, Lawrence Johnson, and Roadmaster Ed Schoech of Chillicothe the way to make the most points in a "draw-pitch" session.

Agent Pollard is chairman of the Boy Scout's executive committee No. 128 as well as neighborhood scout commissioner. Dr. F. V. De Vinny is scoutmaster for Ludlow troop No. 128.

A delicious lunch was prepared by the ladies and served at the close of the evening's entertainment.

Agent Carl Busick and his wife were hosts for the club meeting of Apr. 12, which was held at their home in Chillicothe. Twenty employes and their wives attended and took part in the discussion of Service Club matters and problems relating to railroading in their area.

Signal Inspector Gordon Hill of Milwaukee, who was a guest, spoke on the signal facilities which are being installed on the Milwaukee Road. Traveling



Part of the group at the Southwest Limited Service Club meeting on Apr. 12 in the home of Agent C. D. Busick, Chillicothe. Seated, left to right: F. C. Foug, traveling passenger agent, Kansas City; Operator C. W. Hollis, Roadmaster Ed Schoech and Operator W. E. Moore. Standing, left to right: Agent Busick, J. E. Appleberry, student operator, Ludlow; Section Foreman C. R. Schoech, Roy Crigler, Agent M. F. Pollard, Ludlow (Service Club chairman); and C. Melford, section foreman, Gafl.

Passenger Agent F. C. Foug of Kansas City and W. C. Wallis of the public relations department were among the guests.

## On Wisconsin Club Greet Trainmaster Palmquist

Members of the On Wisconsin Club met L. W. Palmquist, the new division trainmaster, at the Apr. 2 meeting at Plymouth, Wis. Mr. Palmquist said he was happy to be located in the "vacation land of the country." "Residing in such a grand vacation spot, the potentialities for traffic tips cannot be overlooked," he remarked. "The same can be said for our freight business. The Superior Division, unlike many others, handles just about every conceivable commodity."

A. R. Giesler, legislative representative of the trainmen, spoke of the inequalities of the transportation policy as it exists today. "The railroads and their employes depend not only on public good will but on public understanding as well," he stated. "The public must be informed. The railroad man certainly has something to talk about."

Agent Tony Kenney, Plymouth, Wis., spoke briefly on air competition. "Personal service is almost as important as train service," he pointed out.

Chairman Oliver Schumacher provided the boys with the usual fine lunch. Secretary-Treasurer Henry Schur made an early departure—not because he won the door prize; it happened to be the wife's birthday. Fortunately, he had something to take home.

## "Old Line" Club Selects New Line-up

At the Mar. 29 meeting, the Old Line Club selected Morris Whitty to steer the helm for the ensuing year. W. W. Johnson was elected vice-chairman and Mrs. Harriet E. Noel was re-elected to handle the secretary-treasurer duties.

Roadmaster A. F. Carlson, who assisted in the reorganization of the Service Club at Terre Haute before his transfer to Horicon, was welcomed at the meeting. Terra Haute's loss is Horicon's gain and another Old Line booster is added to the Service Club roster.

Chief Clerk W. Fiebelkorn, Beaver Dam, won the monthly award for the most tip cards submitted. The door prize, a basket of fruit, went to Mrs. E. Schwanke. Lunch and entertainment followed the business session.

With gas restrictions no longer a worry, the club hopes to see more of the employes from the east end in attendance. All are extended a cordial welcome.

May, 1946



Members of the Elder-Dubuque Club gathered in the passenger station waiting room for the Apr. 10 meeting. Seated, left to right: Roland Bemis, L. E. Thompson, Fred Blosch, Edward Bries and DF&PA R. E. Beauvais. Standing, first row: O. E. Tschirgi, Harvey Wilson, Karl Hacker, Arthur Knoll, Mike Flynn, Glenn Johnson, Walter Hogan, J. F. Ickes, E. W. Olson, L. A. Schuster, F. E. Eckstein, Agent F. M. Duffy, Harry Kersch and Asst. Supt. W. M. Thurber. Second row: Louis Keck, Jack W. Smolensky, William P. Badger, John Ames and Clarence Horstfall.

## Marty Breuer Heads La Crosse Area Club

Appreciating that the Service Club movement is now ready for high gear, the La Crosse Area Club has stepped on the accelerator. Marty Breuer, newly elected chairman, gave evidence at the Apr. 12 meeting that La Crosse unit intends to be a progressive organization. The following members will assist him in the committee work: executive chairman, E. Erickson; program, H. Reif; publicity, C. Berg; membership, P. Betsinger; civic and public affairs, A. Sundet; nominating, C. Knapp; sports, A. Jacobson.

Division Superintendent W. J. Whalen, speaking before the assembly, referred to the traffic tip program and the need to secure business that otherwise might not go "Milwaukee Road." "Competitive days ahead may mean not only a loss in revenue but a proportionate loss in payroll as well," he said. "The railroad and the employes may both suffer. We are 38,000 strong but our

strength can only be shown by teamwork. The objective of that teamwork is the promotion of our traffic tip, public relations and Service Club programs. The employes play an important part in protecting their own investment."

The La Crosse members are inveterate card players and the treasury never stands to lose—it gets a cut on every pot.

## Elder-Dubuque Club Chooses New Leaders

Plans for the Apr. 10 meetings of the A. J. Elder-Dubuque Service Club, which was scheduled for the V.F.W. Hall, were disrupted and the meeting was held in the passenger station waiting room with 35 members present.

The meeting featured the election of officers, with Walter Keck being selected to take over the chairmanship from Earl Thompson. Walter Hogan was elected vice-chairman and Fred Rhoner and Stanley Lang were elected secretary and treasurer respectively.

Interesting talks were given by Assistant Superintendent Thurber, DF&PA Beauvais, Agent Duffy and W. C. Wallis, the new regional assistant of the public relations department in this territory.

## Watertown Speaker Recalls Trials of Early Traveler

The Watertown Area Club was honored by the presence of Glen Gorder of the Gorder Fuel Company, Watertown, Wis., as guest and speaker at the Mar. 13 meeting. His subject, the mediums of transportation in the early days, provided an interesting topic. Reminiscences of those times instilled an



L. E. Thompson (left), retiring chairman of the Elder-Dubuque Club, is shown with the new chairman, Walter Keck, on the job at Dubuque shops.

appreciation of the technological progress of the railroads since the era of the old wood burner, and of the research which has made the iron horse the "lifelife-line of a nation."

The business meeting was preceded by a delicious potluck dinner, enjoyed by some 50 members. The program was concluded with special entertainment.

### Aberdeen Club Presents Varied Program

A fine crowd turned out for the Service Club meeting of Mar. 28, presided over by Chairman John Faeth. The highlight of the meeting was a talk by Superintendent Doud, in which he stressed the need for all employes to support the traffic tip program with renewed vigor, now that postwar business must be sought. On behalf of the club, Freight Agent Irv Feddern presented a pen and pencil set to Baggage Clerk Gale Hansen in appreciation of his fine work on the honor roll board which adorns the wall of the Aberdeen station waiting room. Sand Drier Gottfried Klotzbucher and Boilermaker Frank Swan, Aberdeen, entertained with accordion solos, Gottfried also contributing his own floor show. Superintendent's Chief Clerk Bill Kane threatened the throne of John Charles Thomas with a rendition of "Mother Machree", accompanied by Frank A. Faeth at the piano. At the conclusion of the meeting everyone ganged up on "I've Been Working on the Railroad," before diving into the refreshments.

### Hiawatha Band Escorts Army Units in Parade

Army Day was celebrated at Milwaukee with a parade, and the band selected to lead the army unit was none other than our own Hiawatha Service Club Band. The parade featured a display of army mechanized equipment and the performances of numerous bands. Represented in the line of march were the Wisconsin State Guard, St. John's Military Academy cadets, the civil air patrol, the Red Cross, the Salvation Army and the veterans' associations.

Preceding the event, 95 Army Air Force planes performed in aerial maneuvers.

Led by Majorette Lois Kleist, the band played in top form, earning the applause of thousands of spectators who lined the streets. Following Miss Kleist were the color bearers and four members of Milwaukee Road Post No. 18, Commander Charles W. Stickley, Finance and Service Officer Ed J. Carlson and Ralph and Russell Marble. Drum Major Robert W. McKee kept the boys in formation.

The band will be featured in the foreman's Safety School gathering in Milwaukee on May 29 and in the Milwaukee Memorial Day parade on May 30.

### H. A. Scandrett Addresses Seattle Club

The Y.W.C.A. dining room was crowded to capacity on Apr. 2 when 157 Seattle Service Club members turned out to greet officials H. A. Scandrett, J. T. Gillick, C. H. Buford R. J. Middleton and Joshua Green.

John Andrews, Service Club president, reported briefly on the aims and activities of the club, after which he turned the meeting over to J. N. Davis, assistant to the president, who introduced the speakers.

Mr. Scandrett's speech concerned the difficulties which the railroad may expect to face in the coming years and the need for the continued co-operation of the Milwaukee employes. He spoke too, of the need for greater safety precautions.

Mr. Gillick spoke briefly of his 60 years with the railroad, assuring his listeners that his happiest memories were of the many friends he made during that period.

After tracing the many causes for the rise in the accident rate, Mr. Buford expressed the hope that all employes would exercise the greatest care in the performance of their duties.

Mr. Green commended the Service Club for its support of the Seattle blood bank and touched briefly on the pleasure he had derived from his many years of association with the Milwaukee Road.

### Southeastern Club Forges to the Front

The record of attendance at the Southeastern Service Club meetings reads: January, 150; February, 125; and March, 125. Considering that the club was inactive during the war years, this enthusiasm is worthy of commendation. The attendance seems to indicate that the Southeastern Club will be of considerable consequence among Service Club groups. Club officers are: W. C. Glass, chairman; J. J. McMahon, secretary-treasurer; and B. V. Blaker, vice-chairman.

At the Mar. 13 meeting the following were placed on the executive committee: John Mahalek, Jack Isbell, Charles Fox, E. A. Tippy, William Cravens, James Wilkinson, R. M. Blackwell, Harold Patton, Charles Longcor, Bruce Daniels, J. H. Powell, Virgil Wilson, Ed Hollis and Roberta Bair. Every department was represented.

The dance music usually provided for the social hour failed to materialize but this by no means meant that the club was deprived of entertainment. No sir! not with Fred Pearce in the audience. Fred plays the piano with the best of them and he again obligingly stepped into the breach. Bill Cravens' daughters carried on from there, singing several songs. Added to the social affair was the showing of two films, "Trail of the Olympian" and "Olympic Wonderlands."

Casey poured another drink and observed to his companion:

"Well, Houlihan certainly got rich quick, didn't he?"

"He sure did", Sweeney answered; "he got rich so quick he can't swing a golf club without spitting on his hands."

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1457 Grand Avenue

St. Paul, Minn.





### The De Witt Clinton Rolls Again—in Esquire

Passengers dodged sparks as the De Witt Clinton sped to Schenectady at 15 miles an hour. That pioneering railroad event, the Clinton's first run between Albany and Schenectady, took place on Aug. 9, 1831, according to A. D. Pitney in his article, "The Coaches Propelled by Steam," which appeared in the March issue of *Esquire*. It was a day long to be remembered, for from these perilous beginnings grew America's present vast network of railroads.

The passengers on that now-famous trip were celebrities and beautiful ladies invited to give eclat to the first run. They were all in place with parasols, hoopskirts, furbelows and fans waving when the De Witt Clinton lunged forward. Polished beaver hats flew. Ladies and gentlemen were indiscriminately rolled onto the floor. And that was only the beginning, recounts Pitney.

Sparks and flaming chunks of pine poured out of the stack like a fountain and rained on the passengers. In a short time the fine clothes were riddled with burned holes and blackened with soot. When the train got to the waiting crowd at Schenectady, says the *Esquire* piece, the de luxe passengers got out looking as if they had just been through a fight with the Indians.

It may be true, as some cheerful philosophers tell us, that money does not bring happiness, but it does help one to be miserable in comfort.

Jascha Elman and Mischa Heifetz were eating lunch together in one of New York's swanky restaurants when the head waiter brought to their table an envelope addressed: "To the World's Greatest Violinist."

Heifetz picked it up from the tray, smiled and passed it over to Elman, who, always the gentleman, said:

"No, Master, it is for you."

So, protesting modestly, Heifetz opened it. The note began: "Dear Fritz . . ."

# A Midnight Scare

by W. W. Berry, Missoula, Mont.

IT happened on a summer night in 1888, while I was conductor in charge of the first section of train number 17, the time freight run due to arrive in Minneapolis at 3:30 a. m. Jim Brennan was the engineer, with a new Rhode Island, the 501. We newly married men occasionally allowed our wives to accompany us on these fast runs, regardless of the rules. My wife was with me on this occasion.

We stopped at Wabasha, with the engine a few car lengths from the water plug, detached it and moved it ahead for water. I sauntered to the depot, where I found Brennan lying on the floor of the waiting room, violently ill, and learned that a doctor had been summoned.

While we were working over Brennan, the telegraph operator rushed in and shouted, "Berry, your train has run away." The eastward grade was such that a train, once started, would travel about three miles under its own momentum. Because of my wife's presence in the caboose I had instructed the rear brakeman to remain at the rear end of the train, but, as it developed later, he had gone to the hotel a block away for tobacco.

### "My Train Has Run Away"

I ran to the telegraph office, grounded the train wire west, and frantically called Kellogg, the station six miles east of Wabasha, signing "C," which was the dispatcher's call at Minneapolis. Kellogg answered at once and I asked for second No. 17. "Here taking water," said Kellogg. "Hold it," I said, "my train has run away, backward; hold it until I get my train back to Wabasha." "O.K.," said Kellogg, "Seymore, the conductor, is right here in the office and will stay here until he hears from you."

With the forward brakeman and the fireman I boarded the engine and went after the train, the fireman handling the throttle. We found it about where

expected but when the fireman attempted to start it again it was at once apparent that brakes had been set somewhere between the engine and the caboose.

I ran for the rear end of the train while the brakeman looked for set brakes, of which he found four or five, and as I reached it, observed a red light approaching. I hurried to meet the man who was carrying it and learned that he had been beating his way on the train when it started backward. With no crew or engine in sight, he decided that something was "haywire" and had gone after the brakes. Then, figuring that a train might be following, he took the red light from the caboose and ran back to flag the rear approach.

### Assuming the "Cherry Tree" Attitude

I learned that the man's name was John Rowan and that he had worked for a short time with a railroad bridge gang. I dined him at the lunch room at Lake City and carried him on to St. Paul, in my caboose. In those days, when there was no possible chance to lie out of a circumstance the thing to do was to assume a "cherry tree" attitude and come through with the facts. I tipped Rowan to the price of a bed and told him to meet me at the Union Depot in St. Paul the next afternoon.

I made a complete report of the whole affair, including the part played by Rowan, to George B. Clason, our assistant superintendent. Mr. Clason forgave me, with the stern admonition to "hereafter confine the travel of members of your family to passenger trains and send that man Rowan to me." This I did and "Red" Rowan was hired as a brakeman on the River Division. I never again saw or heard of my rear brakeman, who was directly responsible for the runaway. Apparently, when he saw what had occurred he simply kept going and never showed up to get his private effects from the caboose.

By this time the druggist didn't even look up. He just said:  
"About one to a person."

If you pick up a starving dog and make him prosperous, he will not bite you. This is the principal difference between a dog and a man.

—Mark Twain.

# Grow More, Save More and Use Less Food

**T**HE present world food crisis, which explains the need for all Americans to grow a vegetable garden this year, was vividly pictured recently by Chester C. Davis, chairman of the Famine Emergency Committee, in an address entitled, "The World's Need for Food."

"Never before in our time have so many people been living so close to death by starvation," said Mr. Davis. In Europe and Asia the numbers who need help to stay alive run up into the scores and hundreds of millions. Right today in some countries of Europe, the average amount of food available per person is down close to 1,000 calories a day. That means a total daily ration of all kinds of food equal to 10 bare slices of bread. It is less than one-third the average food consumption in this country.

"People have asked me how it happens that so much of the burden of preventing starvation in the world falls on our country. I have been asked, too, why those needs are coming to a head right now. The burden does not fall exclusively on the U. S. No matter how hard we tried, we could not begin to meet the acute needs of the whole world for food. The stricken areas must do their utmost to help themselves. Every country everywhere that has any substantial food reserves must spare what it can if widespread starvation is to be avoided.

"But when all this is done, the burden right now still falls heavily on the U. S. and Canada for a special reason—because nearly every other great surplus food producing region outside the war zones has been hit by drought, which has cut the output of food in Asia, North Africa, South Africa, Australia and Argentina, while food production in this country and Canada has been far above pre-war. Why does the crisis come to a head now? The critical period is between now and early July, when in the Northern Hemisphere the earth will be producing substantially again, and when the new production will begin to ease the critical shortages. The big job today is to tide the starvation areas over until July 1."

## Gardeners Should Stay on the Job

Being desirous of doing everything possible in the crisis, the Milwaukee Road is asking all of its veteran gardeners and potential gardeners to dig in again this year and produce every ounce of food they possibly can. As victory gardens did their share toward helping to win the war, home gardens in 1946 may well determine how well we win a

lasting peace.

As always, the railroad is cooperating with the government and again making its vacant railroad property available to employes and others for gardening uses. The Road's agricultural department will again supply employe and other groups with helpful gardening information. Most employes already have a supply of gardening books and other literature sent out by Milwaukee Road agricultural agents to all who did victory gardening during the war years.

Home gardens should be planned carefully. If your family does not like a certain vegetable, don't grow it. If a vegetable does not do well in your territory, don't plant it. Tomatoes, beans, beets, carrots and leaf lettuce are among the old stand-bys which can pretty well be depended on to produce tasty, nutritious quantities for the table.

To quote Mr. Davis again: "We need to waste less . . . we need to use less . . . and we need to find substitutes for bread and other wheat foods. The people of America are challenged right now to save more, grow more, and use less food. It is a race against time. It is a race against hunger and starvation. The prize, if we win, is life for millions. The race will be won or lost in your kitchen . . . and in your heart."

A woman who taught in the mountain schools of Virginia tried to impress the virtue of honesty on her students. When examinations were held, she required them to give a pledge that they had neither given nor received help with their answers. One of the girls wrote on the top of her paper:

"I ain't received no help in this examination, and God knows I couldn't have gave any."

# Rail oddities

BEFORE THE ADOPTION OF "STANDARD TIME" IN 1883 SOME RAILROAD STATIONS HAD AS MANY AS 6 CLOCKS SHOWING DIFFERENT TIME STANDARDS FOR THE ARRIVAL AND DEPARTURE OF TRAINS.

A SLEEPING CAR GENERATES FOR ITS OWN USE ENOUGH ELECTRICITY TO SUPPLY FOUR ORDINARY HOMES.

RAILWAY POSTAL CLERKS SORT AN AVERAGE OF 60,000,000 PIECES OF MAIL ABOARD THE TRAINS EVERY DAY.



ASSOCIATION OF AMERICAN RAILROADS 446

# The Milwaukee Railroad Women's Club

## ★ *Minneapolis Chapter*

Mrs. H. R. Campbell, Historian

The March meeting was called to order by our President Mrs. Webster on Thursday, the 28th. Mrs. Figenshau reported a total of 1,081 members to date. This is a splendid showing and Mrs. Figenshau and all those who worked so diligently are to be commended. Mrs. Teigh was appointed to assist Mrs. Weatherell on the Welfare Committee. Four families were given assistance this month. Two new members, Mrs. Monroe and Mrs. Thill, were welcomed by Mrs. Webster. It is always a pleasure to welcome new members and we hope they will enjoy being a part of our group. Mrs. Campbell reported the delay in purchasing photographic equipment for Veterans' Hospital was due to some of the items still being unavailable.

At the close of the meeting we joined the Service Club for the program. Mr. Rogers introduced Mr. William Block, who showed us a very interesting film on Alaska. There was dancing too, and coffee and doughnuts were served by the Service Club to wind up a very pleasant evening.

## ★ *Spencer Chapter*

Mrs. Leo Blanchard, Historian

There was a fine attendance at the dance given on Feb. 28 by our chapter in the Legion Cabin near Spencer in honor of the returned servicemen. Music was furnished by a nickelodeon and everyone had a very good time dancing modern and old-time dances or watching. Hot dogs and coffee were served during the evening by the committee in charge.

The Spencer Club met with Mr. and Mrs. Vince Rose for its March meeting. The husbands were entertained with cards next door at the Carroll Rose home while the women conducted the meeting.

Good Cheer chairman reported several plants and flowers sent. The membership committee reported a good start on their drive. Ways and Means committee suggested a basket social for next meeting and told of plans to prepare a basket of hard to get items to sell chances on. The Good Will committee reported on the dance held recently in honor of returned service men.

Mrs. Vince Rose and Mrs. Carroll Rose served a delicious lunch at the close of the meeting. The men came over for it.

## ★ *New Lisbon Chapter*

Mrs. George Oakes, Historian

On March 12 monthly meeting was held at the Park Hotel. All members stood in silent prayer for our two deceased members, Mrs. Darrow and Mrs. Hodge. Good cheer report was \$6.46 spent, 58 personal and phone calls made, eight cards sent and four families reached. Ways and Means profit was \$5.63. We now have 75 voting and 60 contributing members and have gone "over the top." Correspondence was read relative to collecting materials for veterans who are in hospitals. It was voted to donate \$15.00 to the Red Cross. Mrs. R. Zeilsdorf, who acted as auctioneer, at our white elephant auction sale did very well, for when all was over we had \$11.60 more for our treasury. After adjournment luncheon was served to the 32 members present by Mmes. C. Bosacki, R. Bullis, W. Carter, T. Hunter, F. Raback, L. Hansen and C. Christensen. Voting members who had birthdays in March were guests of honor.

## ★ *Mobridge Chapter*

Mrs. J. O. Willard, Historian

Regular meeting was held March 21 with a large crowd in attendance. It was called to order by President Mrs. Bennie Bender. After the opening song and Pledge of Allegiance to the Flag reports of committees were heard. New flower boxes for the windows were planned and promised. During the social hour which followed meeting, cards were played. Hostesses Mrs. A. W. Grothe, Mrs. Jack Fuller, and Mrs. W. F. Wauds served a delicious lunch. Mrs. Fred Lentz received the door prize.

## ★ *Mitchell Chapter*

M. Entwistle, Historian

Members of the club and their families met in the club rooms on March 8th for a pot-luck dinner. There was a good attendance. A short business meeting followed the dinner, after which Bingo was played, with Mrs. Geo. Foote and Mrs. Robt. Paullin in charge. Prizes were given for each game and grand prizes were won by Chas. Sloan and Mrs. Gilbert Lunde. Mrs. Paul Smock and her committee were in charge of the serving.

## ★ *Sparta Unit-Tomah Chapter*

Mrs. Wm. Hovey, Chairman

At our February meeting, which was held at the home of Mrs. Peter Hensgen, with Mrs. Leo Belke assisting hostess, Good Will work was discussed and a fine response was given by all. Home safety was also discussed and humorous readings were given by Mrs. Geo. Kiefer and Mrs. Martin Richgruber. A dainty lunch was enjoyed by all.

Our March 21 meeting was well attended and we were very happy to have our president, Mrs. Archie Ruff, and four members from Tomah with us at the home of Mrs. Wm. Hovey, with Mrs. Wm. Ramsey assisting hostess. Officers and chairmen were asked to wear their own made spring hats as it was the first day of spring. All were prize takers. Mrs. Ruff gave us a brief talk on entertaining our returned servicemen in the near future. The highlight of the afternoon was another auction sale conducted by a realistic dressed up auctioneer, Mrs. George Kiefer, who through her sales ability realized \$16.00 for the club, which will be used for Sparta's club activities. A fine collection of articles and material came in for the Veterans Hospital, on which Mrs. Richgruber did a splendid job in assisting.

Our Safety First Chairman Mrs. Jess Cross, with her clever ideas, opened a surprise suitcase containing daintily made spring hats made of various colors of crepe paper for each member to wear home. Following a nice lunch the afternoon was well spent and enjoyed by all. Two boxes of garments and cotton and wool materials have been sent to Chicago for the Veterans' Hospital.

## ★ *Great Falls Chapter*

Mrs. J. F. Steiner, President

At regular meeting the following standing committee chairmen were appointed: Constitution and By-Laws, Mrs. George Flynn; Welfare, Mrs. H. H. Heath; Good Cheer, Mrs. R. G. Randall; Scholarship, Mrs. D. V. Phare; Ways and Means, Mrs. C. M. Brown; Membership, Mrs. R. M. Ray; Social and Refreshments, Mrs. Dee Washburn; Publicity, Mrs. J. F. Steiner; Auditing, Mrs. C. M. Brown; Safety, Mrs. J. B. Esbe; Library, Mrs. J. J. Toy; House and Purchasing, Mrs. Anne Hawkins. Refreshments were served and the evening spent at cards.

## ★ *Sioux City Chapter*

Mrs. Ben Rose, Historian

The March Board met in Bishop's cafeteria, with Mrs. E. J. Cussens and Mrs. V. K. McCauley, hostesses. Membership drive was reported as being well under way. March general meeting was preceded by a cafeteria pot-luck dinner. Our president Mrs. J. T. Bailey held a short business meeting. The annual membership tea will be May 23. Program chairman, Mrs. E. Weiland, introduced State Representative C. S. Van Eaton, traveler as well as law maker, who also "never leaves home" without his movie camera. This was a trip to Mexico. As the pictures were shown, Mr. Van Eaton gave a pertinent and graphic delineation of the country and people. An audience of 75 enjoyed the picture-travelogue very much. Our thanks to a very busy man.

We are sorry to report the death of "Milwaukee" veteran of 40 years, George L. Arnold. Sympathy is extended to the family by the Sioux City chapter.



Intermission at the dance for returned veterans, sponsored by Spencer Chapter at the Legion Cabin near Spencer on Feb. 28.



Members of the Aberdeen Chapter photographed at the Moccasin Recreation Center, while attending a potluck luncheon in honor of Mrs. L. W. Palmquist. Seated, left to right Mrs. W. A. Radabaugh, president; Mrs. John Fahy, Mrs. Palmquist and Mrs. Art Schreiber.

### ★ Aberdeen Chapter

Mrs. Iver Bothun, Assistant Historian

January meeting was called to order by our newly elected president Mrs. W. A. Radabaugh, who during the meeting appointed the following committees to assist her in the club's activities: Membership, Mrs. Dixon and Mrs. P. Ziegler; Welfare, Mrs. G. Marlett and Mrs. Alice Templeton; Program, Mrs. G. A. Dyke, Mrs. J. Hartley and Mrs. F. Lenihan; Good Cheer, Mrs. W. Beckel and Mrs. K. Clark; Ways and Means, Mrs. Frank Reese; Social, Mrs. E. R. Hagen and Mrs. W. Murphy; Housing, Mrs. Mary Karr; Auditing, Mrs. Iver Bothun and Mrs. Otto Gast; Calling, Mrs. Gail Hanson and Mrs. Geo. Fillos; Color Bearer, Mrs. Wm. Mertz; Pianist, Phyllis Martin.

A Good Will committee was formed, with Mrs. Roy Smith, Mrs. R. D. Jones and Mrs. Jim Murphy as chairmen. A Planning committee was also formed to arrange for social activities at business meetings, with Mrs. Pat Mundy chairman, assisted by Mrs. J. Kelly. Included in the work of the Good Will committee is the contacting of new members and making them feel welcome.

At this January meeting Mrs. J. Marketzky, who so ably acted as Chairman of the War Work committee, gave an annual report showing hours credited to surgical dressings work 271, nurse's aid 1,775, Canteen 4,080, and bond drive 960, total 7,088 hours, with 568 hours for December, of which 496 were for Canteen and 72 for nurse's aid. A contribution was voted to the fund for Abbott House, a children's home in Mitchell which was destroyed by fire in December. Also an appeal was made for used clothing for war relief.

February meeting was well attended. There was a March of Dimes at close of meeting for the Infantile Paralysis Fund. A delicious lunch was served by the hostesses: Miss Myrtle Brown, Dorothy Hennison and Mrs. M. Murray, which was followed by a social hour playing cards.

March meeting was also well attended. Reports were given and correspondence read. We were advised that the famous "Milwaukee" Pheasant Canteen would close March 30. Hostesses for the evening were Mrs. W. H. Murphy, Mrs. A. R. Hagen, and Mrs. Fred Shetzle. Door prize was won by Mrs. E. Dixon. Following lunch a social hour with cards was enjoyed. On March 25 a farewell party was given for our Vice President, Mrs. L. W. Palmquist, at the Moccasin Recreation Center. It is with regret that we bid farewell to Mrs. Palmquist and our wishes for success and happiness go with her.

### ★ Iron Mountain Chapter

Mrs. Mary Baldrice, Historian

At our March meeting a social time was had following business session, with prizes for cards going to Mrs. Mike Noskey and Mrs. Anton Noskey. We also had the pleasure of contributing to a kitchen shower for one of our members. Mrs. Herbert Kjell, Mrs. Arthur Flom, Mrs. Anna Hedberg, and Mrs. Henry Hady were in charge of the lunch, which was very much enjoyed by all of us.

### ★ Othello Chapter

Mrs. E. R. Berkey, Historian

The public dance which we sponsored March 30 was a huge success and our Ways and Means Committee cleared so much money that we are now to have new drapes for our club house, a project which has been under consideration for many weeks. Our new card tables have arrived and we will soon be ready to entertain all our old friends.

At our Ladies Card party held March 12th Mrs. R. Brown, Mrs. Thos. Barnes, and Mrs. Orville Adams served as hostesses. Prizes were given and a delightful lunch was enjoyed.

Mrs. Wilson, Membership Chairman, at our April meeting reported a total paid membership of 63. Good Cheer Chairman reported nine families contacted and 14 calls made. During the red measles epidemic our Good Cheer Chairman was the most active member of the club. The \$1.00 door prize was drawn by Mrs. Schumacher.

At the request of the local chapter of the Eastern Star we on April 12, at the time their Grand Officers visited here, served their annual banquet to them. Mrs. Berkey was chairman, with Mrs. R. Brown, Mrs. D. Matthews, and Mrs. F. Schumacher in charge of committees.

Officers and members of Black Hills Chapter, left to right: Mrs. Jack Dike, Mrs. L. A. McDonald, Mrs. M. Christensen, Mrs. Jake Hendrikson, Mrs. Dan Kemerling, Mrs. R. F. Beckman, Mrs. S. L. Core, Mrs. L. Berger, Mrs. G. Clark, Mrs. Art Berger, and Mrs. George R. Saxer.



### ★ Terre Haute Chapter

Mrs. Albert Duensing, Historian

At our March meeting Mrs. Pansy McKenzie of the Stanley Products Co. gave a demonstration which was sponsored by our Ways and Means committee with a prize and profit for our chapter. The hostesses for the evening were Mmes. Arthur Cornell, chairman, Mrs. Jack Isbell, Mrs. Elmer Roberts, Mrs. Kenneth Campbell, and Mrs. Earl Roberts. A very nice supper was enjoyed by all present.

### ★ Deer Lodge Chapter

Mrs. A. Roy Kidd, Historian

Meeting of Deer Lodge Chapter on March 15 was a combined St. Patrick's Day party and a birthday celebration for two of our members. The decorations were for St. Patrick's Day, plus birthday candles on the cakes. The luncheon was a one o'clock affair with a large number present. Mrs. W. R. Lintz, president, conducted the meeting, after the serving of train No. 15. Bridge Keeno was played, prizes going to Mrs. W. R. Lintz and Mrs. Joe Healy. Mrs. A. A. Woolman was the winner of the door prize.

As the Canteen is due to close on April 1st and our clubhouse will again be available for our use, we hope to have some real get-togethers. Mrs. J. J. Dorsey and Mrs. Clarence Ade were the day's hostesses. Mrs. Ted Rule was at the piano for some good old Irish music and a few songs by Yours truly.

### ★ Sioux Falls Chapter

Mrs. L. L. Galland, Historian

March meeting was held at the A. J. Spencer home, hostesses being Mrs. Nick Kelly and Mrs. William Logan. After a very pleasant evening of cards the hostesses served a delicious lunch. We are happy and proud to announce that we have gone over our last year's membership and qualified for the prizes, also to report that a collection of pieces of material, yarn, etc., has been turned in for the occupational therapy work in Veterans' Hospitals.

On March 29 a group met at the home of our president, Mrs. L. L. Galland, to cut pieces for a quilt which will later be sold to add funds to our treasury.

### ★ Black Hills Chapter

Mrs. Matt J. Anderson, Historian

Black Hills Chapter on Sunday, March 17, held a party and pot-luck dinner in its club house honoring returned servicemen, also veterans of World War I. Sixty-five members and guests were present.

A program of music and talks followed the dinner. Stanley Core acted as toastmaster and Ralph Colvin gave the address of welcome. Mrs. O. O. Callen and R. Beckman accompanied group singing. Dorothy Ann Davis gave a musical skit and Joan Callen sang two solos. Pictures were taken by Martin Christianson and V. C. Post.



Guests of the Miles City Chapter, who attended the dance for returned veterans at the Elks Club in Miles City on Mar. 5.

### ★ Miles City Chapter

Mrs. N. A. Helm, Historian

The dance given at the Elks Club by the Women's Club and Service Club on Mar. 5, honoring returned veterans, was pronounced a huge success from every angle by those attending it. More than 300 "Milwaukee" employees, their families, and veterans and friends enjoyed the evening of dancing to the music of Kransky's orchestra. A floor show included numbers by the German Band composed of seven boys from the C.C. H.S. band, who also accompanied Miss Elaine Rumpf in a twirling act. Miss Zona Gale Denton gave a tap dance in costume, accompanied by Mrs. Jack Fulks. The party was one of a series being given over the entire railroad for returned servicemen and women.

Members of the Women's Club on the Committee for preparation and serving of the lunch were Mmes. Harold Reid, Byron Howard, J. E. Feeley, Custer Greer, Halsey Johnson, Martin Eastwood, Thos. Nugent, Umhofer, C. L. Cawood, P. G. Garney, A. S. Caudel, and Ira Caine. Other members assisting with the evening's entertainment were Mrs. Ed. Rehn, chapter president, Mrs. M. P. Ayars, Mrs. A. B. Running, Mrs. E. H. Hogan, Mrs. A. W. Wickersham, and Mrs. S. E. Moss.

Our club met for its April meeting in a newly decorated club house. Mrs. H. C. Johnson acted as secretary in absence of Mrs. Chas. Shine, who has been ill. Mrs. Earl Farr, Safety First chairman, gave a very interesting talk on freak accidents. Mrs. Floyd Preston, Sunshine Chairman, reported 512 personal calls, 20 telephone calls, six cards sent, 38 families reached. Mrs. Moss gave treasurer's report. Mrs. Wm. Cain, Membership Chairman, reported 116 voting members paid. Mrs. E. B. Walters, Program Chairman, had on her program boys from the Industrial School, who rendered musical selections, accompanied by Mrs. Carl Horn on the piano and by Mrs. Glen Denton. These selections were greatly enjoyed.

Following the business session an April Pool quiz was conducted by the Entertainment Committee, at completion of which cards were enjoyed. Delicious refreshments were served by Mrs. Frank Spear, Mrs. Arlie Wickersham, Mrs. Swan Nelson, and Mrs. Earl Hogan.

### ★ Harlowton Chapter

Erleen Burington, Historian

February meeting was held with Mrs. Margaret Cass, president, in charge. There were forty members present. A party for returning veterans was discussed. Following business session bridge and pinochle were played and a delicious lunch was served by the committee, with tables decorated for St. Valentine's Day. Door prize was won by Mrs. Elizabeth Amador and penny prize by Mrs. Middleton.

May, 1946

### ★ Perry Chapter

Mrs. W. S. De Lany, Historian

Perry Chapter under its new president, Mrs. Pat Ryan, is having very good attendance at its meetings. Our April meeting was held April 4 for a night dinner and Family Night. About 70 members and children were present. Baked ham was furnished by the Club. The balance of the meal was pot-luck. A musical program was furnished by children of members. Frank Hoes Jr. gave a very interesting talk on the trips he had taken to Cairo, Palestine, and other places of interest while serving with the Armed Forces in North Africa. Some moving pictures were shown that Frank had taken, also pictures of several local flower gardens and several servicemen and women whose parents were in the audience. A very enjoyable time was had by all. A donation was made to the Red Cross and two needy families were helped.

### ★ Lewistown Chapter

Mrs. Charles H. Koch, Historian

Members met at club rooms Thursday, April 4th, with Mrs. R. M. Hale as hostess, for a dessert luncheon. Meeting was called to order by President Mrs. A. C. Nummendor, all repeating the club motto. Mrs. M. J. Welch, Good Cheer chairman, reported \$10.50 spent. Three "thank you" cards were read. Mrs. Art Keller received the door prize on No. 13. In the card game which followed the business meeting Mrs. Otto Davey proved to be the winner.

Saturday, March 31, the club rooms were the scene of an evening party for "Milwaukee" employees and their families. Bingo was the diversion of the evening and a nice lunch was served at 11 o'clock.

### ★ Janesville Chapter

Mrs. J. W. Higgins, Historian

Regular meeting of Janesville Chapter was held Tuesday evening, April 2nd, with our President Rachel Riley presiding. And again we have cause for rejoicing. Mrs. James Fox and her ever faithful committee on membership have gone "over the top." We now have a membership of 418, which exceeds our 1945 total. Congratulations, MEMBERSHIP WORKERS. We had no welfare for the month. Sunshine Chairman reported ten families reached. \$10.00 was donated to Red Cross. Our teen age party was a grand success and the teenagers are clamoring for another one. They really went for the old-time dances as well as the new ones. Mrs. August Butts won bank night. Mrs. Wm. Jackson and her committee served cream puffs and coffee.

### ★ Wausau Chapter

Mrs. A. W. Kasten, Historian

Our meeting was held April 9 with a good attendance. At that time the club voted to donate \$10.00 to the Red Cross. Good Cheer Chairman Mrs. Felix Slomske reported \$9.00 spent for good cheer work. Ways and Means Chairman Mrs. Carl Akey reported \$20.00 rental received. It was decided to again have our annual May luncheon. Door prize went to Mrs. Wm. Adamscheck. After the meeting cards were enjoyed, and refreshments were served by Mmes. Roger Kershaw, Hugo von Gnechten, Otto Cleveland. Steve Schultz, and Guy Reynolds.

### ★ Austin Chapter

Mrs. Wanda Valentine, Historian

The one o'clock dessert luncheon held April 4 in the club rooms was attended by a large number of members. The business meeting followed and reports of the various committee chairmen were read. Many cards of cheer and gifts of food and flowers at time of illness were reported. Bridge and "500" were played the remainder of the afternoon. Mrs. Dodds, Mrs. Full, Mrs. Sucha and Mrs. J. D. Williams were hostesses.

### ★ Madison, Wis., Chapter

Mrs. A. J. Graves, Historian pro tem

March meeting was held on the 12th, being postponed as our club room was being decorated. We had the pleasure of having with us Miss Lindskog of Chicago. Had a large attendance. Reports were given, including report on the Valentine party given for returned Veterans, of whom there were 35 present at the party, and \$10.00 was voted for the Red Cross. Hostesses were Mmes. Wm. Warren, Earl Hohenadel, and John Hodgson.

Thirty-one members attended April 4 meeting, at which \$5.00 was donated to the Easter Seal Fund, for the benefit of crippled children. Mrs. Earl Hohenadel and Mrs. C. Mahaffey told of their visits to the Vets Hospital and of how appreciative the boys were. She asked for more magazines, also torn rags for rugs, cigarettes and playing cards. Ten cards of cheer sent to sick members were reported. Three new members were welcomed, Mrs. Winn, Mrs. Brown, and Mrs. Stevens. Chapter voted to give one card party a month, proceeds to be used to provide entertainment, etc., for the Veterans' Hospital at Mendota, with Mrs. Kingston and Mrs. S. Smith in charge. The new drapes made and hung by some of our members are very attractive. A Thank You letter has been sent to Superintendent Woodworth for his help in the decorating of our club rooms. Mrs. J. J. Shipley and Mrs. C. Mahaffey received the gift package and bank dollar. Hostesses were Mmes. R. Hutter, Wm. Murphy, E. Peck. The tables were very attractive in their Easter decorations.

### ★ Dubuque Chapter

Mrs. A. J. Bensch, Historian

Our February meeting was preceded by a potluck luncheon. There was an abundance of delicious food which was enjoyed by all. After the luncheon meeting was called to order by the president, Mrs. P. McGough. Club motto was repeated and salute to the flag given. The treasurer's report was given as were also the reports of the committees. We had as our guests Mrs. G. W. Loderhose, president general, and Miss Etta Lindskog, secretary general. They answered some of our troublesome questions and gave us very encouraging talks. After the meeting a social hour was enjoyed.



Down through the ages, wise men have praised the virtues and comfort of good tobacco. But if you really want something to write about, light up a Dutch Masters and let its nut-sweet smoke and rich aroma be your inspiration.

# DUTCH MASTERS CIGARS

## ★ *Channing Chapter*

Mrs. Jack Meyers, Historian

The March meeting was opened with President Mrs. Tuttle officiating. Twenty-four members were present. Mrs. H. Boll, Mrs. J. R. Krause, and Mrs. P. Haas were appointed to work out an idea for a float to represent our club at the Fourth of July celebration to be held in honor of veterans of world War II. We also voted on the type of stand we prefer to operate.

A series of card parties will be held commencing the week after Easter. Pinochle, "500," and bunco are to be played. The club voted to give \$5.00 to the Red Cross. We were very glad to welcome three new members, Mrs. Knitter, Mrs. Hessel, and Miss Joan Tobin. Following the business meeting games were played. Lunch was served by Mrs. Geo. Carey and Mrs. H. Boll at beautifully decorated tables.

## ★ *Mason City Chapter*

Mrs. C. S. Pack, Historian

At our March 5th meeting, which was presided over by Mrs. C. A. Anderson, president, Mmes. R. E. Sizer, N. P. Van Maren, R. I. MacGregor, and C. C. Smola served as hostesses. Following a short business session we had the pleasure of listening to Mrs. Wm. Schrader, who reviewed the book "The Gauntlet" by James Street. Cards were played with prizes going to Mrs. O. T. Anderson in contract and Mrs. Barbara Gross in auction.

## ★ *Milbank Chapter*

Mrs. J. R. Cawthorne, President

Our club met March 27. The feature of the day was a 2:30 dessert luncheon, at which time Mrs. Geo. Phelan gave an interesting talk on the Portuguese people and displayed dolls from each province in Portugal. Business meeting followed the program, at which members voted a donation of \$5.00 to the Red Cross. There were five calls, one card and a donation of food and clothing, also three hours Red Cross work reported. Mrs. Frank Reeve reported on the Civic Improvement Council. Committee for the luncheon consisted of Mmes. Geo. Phelan, E. S. Hanson, Amose Reeve and George Lewis.

## ★ *West Clinton Chapter*

Mrs. Wallace Jordan, Historian

On March 20th, preceding our regular monthly meeting, a delicious baked ham supper was served by the men, Mr. Bailey, Mr. McGinnis, Mr. Connor, and Mr. Garrard. Our many thanks to them. Welfare Committee reported one family given assistance during March. Good Cheer reported seven cards sent, eight personal and 15 telephone calls made. Mr. Dagley wishes to thank Mrs. W. D. Stuebner, Good Cheer Chairman of the Fullerton Avenue Chapter in Chicago, for the smokes received while he was in the hospital in Chicago. Door prize was awarded to Mrs. Minnie Ford.

## ★ *Ottumwa Chapter*

K. M. Gohmann, Historian

A membership of 622 was reported by our membership chairman Mrs. M. L. McNerney at our meeting on April 5. Fifty-five were served at the luncheon previous to this meeting in the Service Room of the Iowa Gas Company. Each World War II veteran in attendance at the "Welcome Home" party held March 1 will be presented with one of the group pictures taken that evening with the compliments of our club. A woolen quilt donated by Mrs. Fred Alsdorf will be used in making lap-robos for the convalescent servicemen. Greeting cards of good wishes and gifts from numerous friends were sent to Mr. and Mrs. Tom Kemp to help them celebrate their 56th wedding anniversary on March 22nd. Mrs. Kemp is chairman of our sunshine committee.

April was a very busy month for the committee selected to assist in the annual Civic Music drive in our city, which organization brings to Ottumwa five concerts annually by the world's best musicians. The drive opened with a tea the afternoon of April 7 in the C. G. Merrill home. Many hours were given to the soliciting of memberships by the committee members with Mrs. W. T. Stewart as chairman, assisted by Mesdames A. G. Elder, L. J. Meadows, E. L. McGuire, Harry Vaughan, Lloyd Frost, C. D. Smith, Robert Dobratz and Miss K. M. Gohmann.

# RETIREMENTS

The following employes' applications for retirement were recorded during March, 1946

## Chicago General

DOW, HERBERT J.  
As. Engr., Aud. of Cap. Exp. Chicago, Ill.

## Chicago Terminals

ANDRZEJEWSKI, JOS.  
Carman ..... Galewood, Ill.  
CLARKSON, JOHN J.  
Switchman ..... Chicago, Ill.  
DONATELLA, BATASTE  
Fire Knocker ..... Bensenville, Ill.  
PAINTER, CHARLES R.  
Switchman ..... Chicago, Ill.  
WALTERS, JOSEPHINE E.  
Clerk, Car Dept. .... Galewood, Ill.

## Coast Division

CHISM, JESSE G.  
Special Officer ..... Rockdale, Wash.  
COOK, WADE H.  
Electrical Inspr. .... Tacoma, Wash.  
FITZGERALD, JOHN E.  
Loco. Engineer ..... Tacoma, Wash.  
KELSO, WILLIAM M.  
Agent ..... Auburn, Wash.  
LARSON, VICTOR  
Carman ..... Tacoma, Wash.  
LEWIS, JOHN G.  
Conductor ..... Tacoma, Wash.  
MOORE, ALBINUS V.  
Blacksmith Helper ..... Tacoma, Wash.  
NORWOOD, CHARLES A.  
Car Distributor ..... Tacoma, Wash.  
NOWELS, EDGAR R.  
Carman ..... Tacoma, Wash.  
RUSSELL, HARRY  
Extra Gang Laborer. Priest Rapids, Wash.  
SADLER, THOMAS J.  
Porter ..... Tacoma, Wash.  
SNYDER, WILLIAM K.  
Watchman ..... Seattle, Wash.  
WILTROUT, HENRY L.  
Dispatcher ..... Tacoma, Wash.

## Dubuque and Illinois Division

CRAVATTA, JOHN  
Laborer & Hlpr., Loco. Dept. Savanna, Ill.  
HAMMEN, VIRGIL J.  
Car Inspector ..... Savanna, Ill.  
KELLY, JAMES J.  
Cutter, Car Dept. .... Dubuque, Ia.  
KLAVITTER, HENRY  
Laborer & Hlpr., Car Dept. .... Dubuque, Ia.

## Hastings and Dakota Division

KUCKELBURG, PETER B.  
Switchman ..... Aberdeen, S. D.  
KUHNERT, OTTO W.  
Stationary Fireman ..... Milbank, S. D.  
LALLY, JOHN J.  
Conductor ..... Minneapolis, Minn.  
LIEB, GEORGE L.  
Telegrapher ..... Ortonville, Minn.

## Idaho Division

MALONE, THOMAS A.  
Asst. Rdhse. Foreman ..... Othello, Wash.

## Iowa Division

BARROW, WILLIAM  
Section Laborer ..... Madrid, Iowa  
BOWERS, JOSEPH A.  
Section Foreman ..... Monticello, Ia.  
DUNOW, FREDERICK C.  
Section Laborer ..... Council Bluffs, Ia.  
WASSON, HOLSEY  
Loco. Engineer ..... Perry, Ia.

## Iowa and Dakota Division

BRANDT, ALBERT C.  
Perishable Frt. Inspr. .... Mason City, Ia.  
BRASHEAR, BERT  
Conductor ..... Sioux City, Ia.  
FLETCHER, JOHN R.  
Machinist Helper ..... Mason City, Ia.  
GAMEL, ARCHIE W.  
Conductor ..... Sioux City, Ia.  
JOHNSON, THEODORE G.  
Switchman ..... Calmar, Ia.  
KEISS, JAMES M.  
Loco. Engineer ..... Sioux City, Ia.  
KEMP, VAN S.  
Flagman ..... Sioux Falls, S. D.  
OLSON, MORRIS T.  
Conductor ..... Mason City, Ia.  
TUCK, GEORGE H.  
Carman ..... Sioux City, Ia.  
WILLIAMS, CLARENCE F.  
Loco. Engineer ..... Mitchell, S. D.

## Iowa and Southern Minnesota Division

MATHISON, MARTIN J.  
Switchman ..... Madison, S. D.

SIROVY, JOSEPH R.  
Section Foreman ..... Jackson, Minn.

## La Crosse and River Division

DITTBERNER, LOUIS A.  
Conductor ..... Portage, Wis.  
DOEPKE, EDWARD H.  
Fire Knocker ..... Portage, Wis.  
JERENTOSKY, ADOLPH H.  
Loco. Fireman ..... St. Paul, Minn.  
LARSON, ALBERT T.  
Agent ..... Afton, Minn.  
MULCAHY PATRICK J.  
Loco. Engineer ..... Milwaukee, Wis.  
PETERSON, HENRY M.  
Switchman ..... Wabasha, Minn.  
RUDLOFF, ROBERT W.  
Laborer, Store Dept. .... Tomah, Wis.

## Madison Division

ANGILELLO, CARL J.  
Laborer ..... Janesville, Wis.

## Milwaukee Division

ANDERSON, GUS  
Section Laborer ..... Sturtevant, Wis.  
BONUCCHI, GAETANO  
Section Laborer ..... Ladd, Ill.  
HAIRABEDIAN, MARDIRAS  
Section Laborer ..... Sturtevant, Wis.  
McHATTON, EDWIN J.  
Section Foreman ..... Oglesby, Ill.  
PRITCHARD, EARL T.  
Loco. Engineer ..... Milwaukee, Wis.  
WEST, ROY C.  
Loco. Engineer ..... Milwaukee, Wis.

## Milwaukee Terminals

CULL, GEORGE F.  
Yardmaster ..... Milwaukee, Wis.  
JOHNSON, ARTHUR A.  
Pipefitter ..... Milwaukee, Wis.  
KINGSBURY, HARRY C.  
Carman ..... Milwaukee, Wis.  
KOCH, JOSEPH G.  
As. Cf. Clk., Loco. Dept. .... Milwaukee, Wis.  
MONTGOMERY, HARRY M.  
Switchman ..... Milwaukee, Wis.  
SCOTT, THOMAS  
Chief Clerk, Car Dept. .... Milwaukee, Wis.  
SERFASS, GEORGE  
Molder ..... Milwaukee, Wis.  
WEGNER, FRANK C. O.  
Store Helper ..... Milwaukee, Wis.  
WEGNER, FRANK  
Layout Man, Car Dept. .... Milwaukee, Wis.

## Rocky Mountain Division

CUMMINS, WILLIAM E.  
Conductor ..... Spokane, Wash.  
DECCO, NORA B.  
Telegrapher ..... Three Forks, Mont.  
HECKEROTH, CHARLES A.  
Loco. Engineer ..... Deer Lodge, Mont.  
LARSEN, MARTIN  
Car Inspector ..... Great Falls, Mont.  
MILLER, JOHN L.  
Brakeman ..... Deer Lodge, Mont.  
NELSON, EMMET O.  
Car Repairer ..... Roundup, Mont.

## Superior Division

DERWAE, ROBERT  
Store Helper ..... Green Bay, Wis.  
ROBINSON, CHARLES H.  
Machinist ..... Green Bay, Wis.

## Terre Haute Division

FRENCH, MILLARD S.  
Telegrapher ..... Terre Haute, Ind.  
MEADOWS, HENRY C.  
Section Laborer ..... Momence, Ill.  
ROLLERT, EDWARD A.  
Agent ..... Faithorn, Ill.  
WELLMAN, DAVIS S.  
Conductor ..... Terre Haute, Ind.

## Trans-Missouri Division

CALDWELL, JAMES L.  
Station Clerk ..... Moberidge, S. D.  
LINDOW, HERMAN A.  
Gen. Frmn., Store Dept. .... Miles City, Mont.

## Twin City Terminals

BAY, DANIEL E.  
Switchman ..... St. Paul, Minn.  
HANSON, PER V.  
Trucker ..... Minneapolis, Minn.  
JOHNSON, HAROLD B.  
Freight Handler ..... St. Paul, Minn.  
WALTERS, EVAN  
Blacksmith Helper ..... Minneapolis, Minn.

## If I Were Boss

If I were boss I would like to say:  
"You did a good job yesterday."  
I'd look for a man or a girl or a boy  
Whose heart would leap with a thrill of joy  
At a word of praise, and I'd pass it out  
Where the crowd would hear as I walked  
about.

If I were boss I would like to find  
The fellow whose work is the proper kind;  
And whenever to me a good thing came,  
I'd ask to be told the worker's name,  
And I'd go to him, and I'd pat his back  
And I'd say, "That was just wonderful,  
Jack!"

Now a bit of praise isn't much to give,  
But it's dear to the hearts of all who live;  
And there's never a man on this good old  
earth

But is glad to be told he's been of worth;  
And a kindly word, when the work is fair,  
Is welcome and wanted everywhere.

If I were boss I am sure I would  
Say a kindly word whenever I could;  
For a man who has given his best by day  
Wants a little more than his weekly pay:  
He likes to know, with the setting sun,  
That his boss is pleased with the work he's  
done.

—from the San Francisco Chronicle.

Polish in personality, like any other polish, must be rubbed on. Boys and girls cannot acquire it by hearing about it or reading about it. They must rub shoulders with people who have it. As a recent writer said, one of the hardest things some girls and boys have to do is to learn good manners without ever seeing any.

—Dr. Kenneth McFarland, Superintendent of Schools, Topeka, Kan.

## Watch Those Danger Signals

Latest figures show more than 1,450,000 railway employes in the U. S. Based on the ratio of incidence to the total population, more than 1,450 of these will die of cancer this year, and more than 145,000 will succumb to cancer within their lifetimes.

Cancer scientists assert that 30 per cent to 50 per cent of these potential victims might be saved if they could recognize the early danger signals and receive prompt treatment by doctors o. clinics. Learn the following danger signals and watch for them:

1. A sore that does not heal, particularly about the tongue, mouth or lips.
2. A painless lump or thickening, especially in the breast, lip or tongue.
3. Irregular bleeding or discharge from any natural body opening or nipple.

4. Progressive change in the color or size of a wart, mole or birthmark.

5. Persistent indigestion.
6. Persistent hoarseness, unexplained cough or difficulty in swallowing.

7. Any change in normal bowel habits.

—AMERICAN CANCER SOCIETY  
350 Fifth Avenue  
New York City

INFORMATION TALES TIDINGS BULLETINS CHATTER VERSE VIEWS HUMOR  
 EXPERIENCES ABOUT PEOPLE OF THE RAILROAD  
 REPORTS HAPPENINGS NEWS ANECDOTES GREETINGS BROADCASTS 'CH  
 STORIES

### MADISON DIVISION

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

Chief Carpenter Harry Cameron was stricken on Mar. 28, while at Janesville, and was taken to the Janesville Hospital. He is now confined to his home in Madison and is getting along nicely.

Switchman Charles Warren has returned to work in Madison yard after spending 32 months in the navy.

Brakemen George Grace and R. O. Welty have returned to the service of the railroad after serving in the army. Conductor E. E. Smoot suffered a broken leg on Feb. 27 and is confined to his home.

Mrs. Eldore Olson Geier, formerly employed in the car department at Madison, passed away at her home, following a long illness. Her father, Ole Olson, was employed by the Milwaukee Road as a fireman and engineer for 33 years, prior to his death in 1937.

Conductor Earl Royston passed away at his home in Marquette, Ia., on Feb. 20. Conductor Royston had been ill for several months.

M. P. O'Loughlen, former train dispatcher at Madison, has transferred to Mason City, Ia.

Captain and Mrs. John T. Conlin announce the arrival of a son, John Charles, on Mar. 24. This is the first grandson of Freight Agent and Mrs. J. F. Conlin of Madison.

Conductor L. V. Michael is seriously ill in the Janesville Hospital.

Switchman Elmer Currie of Madison is confined to the Madison General Hospital for treatment.

Relief Yardmaster and Mrs. J. J. Jordan of Madison announce the arrival of a daughter, Kathleen Thayer, on Mar. 6.

Charles Kruse, retired yardmaster of Janesville, passed away on Feb. 17. Mr. Kruse retired on Dec. 1, 1938, after 48 years' service with the Milwaukee Road.

Sincere sympathy is extended to Section Foremen Joseph and Edward and Fireman Harold Salava on the recent death of their mother.

Rae Scherneck and Patricia Fellers of Madison made a trip to St. Louis on Mar. 30, to visit Cadet Nurse Joy Scherneck.

### SUPERIOR DIVISION

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

D. C. Tibbets, retired conductor, who was local chairman for the B. of R. T., passed away on Mar. 28.

L. F. Palmquist has been transferred to this division as trainmaster, vice G. L. Savadis, who was transferred to the engineering department at Chicago. We hope Larry will like our city. He has been kept quite busy getting acquainted.

John Schmutzler is the new PFI at Green Bay, displacing Larry Danielsen. We are glad to have him, although we hated to see Larry leave; he had been gone for quite some time, in service.

Conductor John Fleming is confined to the hospital but is coming along pretty good.

Conductor Emil Landry has returned from a visit to Canada and California, having taken time off on account of his health. He looks good and is back at work.

Maj. F. W. Legios was in to pay us a visit, after having been in the Transportation Corps on the west coast. Fred is sure looking good and we were glad to see him, as it has been a long time since he paid a visit to Green Bay.

Robert W. Centen has returned to his old position in the office, after spending four years in the armed service. Miss Julia Johnson, who was filling in on Bob's job while he was in the army, intends to bid in the Green Bay freight office.

Switchman W. E. Procter has been appointed yardmaster at Green Bay, vice W. H. Tierney. G. G. Jones has been appointed night yardmaster.

A new colorlight train order signal has been installed at Coleman, Wis., for better visibility, in place of the old semaphore train order signal. Additional wigwags were also installed on the main crossing at that point. The westbound home signal at Forest Junction is being relocated, on account of moving the switch out of the home circuit. Federal law requires that all switches in home circuit be electrically locked.

### BACK ON THE JOB.

Maide Hartman Judy of the district storekeeper's office at Savanna, Ill., enlisted in the Wac in December of 1943. She was stationed at Albuquerque, N. M., and was later



transferred to official headquarters at Washington, D. C. Following her honorable discharge as a sergeant on Dec. 22, 1945, she returned to her old position as stenographer to District Storekeeper L. V. Schwartz.

### D & I DIVISION

#### First District

E. Stevens, Correspondent  
 Office of Superintendent  
 Savanna, Ill.

William Abts, passenger brakeman in suburban service between Chicago and Elgin, has been notified that his son, LeRoy Abts, EM 1/c, is officially listed as dead. LeRoy was reported missing in action on Mar. 31, 1945, with the crew of the submarine, the *USS Kete*. The *Kete* left Guam on Mar. 1, 1945, for patrol duty in the vicinity of Nansei Shoto. She failed to return to her base on Mar. 31, as scheduled, and no further information has been received concerning her fate. The naval department communication states:

"In view of the strong probability that the submarine sank during action in enemy controlled waters and that your son lost his life as a result thereof, because no official or unconfirmed reports have been received that he survived, because his name has not appeared on any lists or reports of personnel liberated from Japanese prisoner of war camps and in view of the length of time that has elapsed since he was reported to be missing in action, I am reluctantly forced to the conclusion that he is deceased."

Electrician Abts qualified for the submarine service in July, 1941, following his graduation from Elgin High School. He had been at sea since December, 1942.

Stanley Charneski, retired car department employe at Savanna, passed away at his home on Mar. 21. Mr. Charneski began working for the railroad on June 21, 1917, retiring on Nov. 24, 1941.

Yard Clerk Esther Heath, Savanna, became the bride of Leo Nast, son of Switchman Leo Nast, in a ceremony at the Presbyterian Church in Savanna on Mar. 24.

Iowa Division Fireman Walter I. Kirzoz was married to Miss Lorraine F. Waterman, daughter of Switchman E. J. Waterman, Savanna, in the latter part of March.

Yard Foreman Ernie Graves, Savanna, retired on Apr. 1, after 44 years of service, beginning as a switchman in Savanna yard in 1902. Mr. Graves plans to spend some time with his twin sister in Denver, Colo., and we hope he has many enjoyable years of retirement.

Edward H. Nank transferred from the division engineer's office at Savanna to the accounting department in the Union Station, Chicago. Mrs. Nank and their son



A group of the boys at the Dubuque shops who took time out for a snapshot. Left to right, front row; Kenneth Dutcher and Gilbert Genszler. Standing; Arthur Knoll, Harry Dress, Walter Keck, Ludwig Brenner, Howard Jewett, Clarence Dolter, L. E. Thompson and Alvin Whitish.

will continue to make Savanna their residence for the present.

Chief Dispatcher and Mrs. H. J. Thayer and Division Master Mechanic and Mrs. L. H. Rabun attended the vocal recital given by Miss Barbara Thayer in the chapel of Cornell College, Mount Vernon, Ia., on Mar. 26.

Roundhouse Foreman Bill Sheetz, Savanna, was taken ill during the early part of March and after being confined to the hospital, is convalescing at his home in Savanna. Through all of the war period Bill was chef for the Mississippi Palisades Service Club, using all the ingenuity possible to secure ration points to feed the club members on meeting nights. We often wondered, as did some of the other "housewives," how Bill managed to get meat and cheese for those evenings. We hope he will be back with us soon.

## MILWAUKEE TERMINALS

### Coach Yard

Richard Flechsig, Jr., Correspondent

Congratulations go to George "Legs" Laetsch, who recently became a father for the second time. Can't you just see him walking around the yards with his chest expanded to almost twice its usual size? This time it was a boy.

Steve Prodanovic is out of the hospital and at home, on the road to recovery. He came down and paid us a visit recently.

Clarence Clark, better known as "Kriss Kringle," is again leaving the coach yard. This time it's for "out West." Kriss will ride the Olympian and try to keep all air conditioned cars in running condition.

The coach yard bowling team is not doing as well in the second half as it did in the first half. The boys are bowling as follows: Rich Selden, 174; Captain Ed Berndt, 169; George Schneider, 160; Clarence Clark, 156; George Laetsch, 155; and Jim Crowley, 145.

Judging by the fish stories floating around the yards, there will be a lot of fishing done this year. We would like to see the fish that star in these tales, rather than just hear about them.

### Fowler St. Station

Mickey Doss, Correspondent

It's no longer a question of who's in service but rather "Who is back on the job?" This is most obvious when you look around and see George Lawrenz at the timekeeper's desk, Mahlon Gilbert in pick-up and delivery, Gene Swinsky on the tracing desk, George Steuer on the mail desk and Bobby Helnan and Galen Gerber on the messenger desk. By the time this is ready for the Magazine Eye Steven Stetz and Willar Kinast will also be back to work.

Mrs. James Johnson (Dorothy Olson) is on leave, out in Los Angeles where her husband is stationed.

Delores Schneider has resigned her position to take over at home, now that "hubby," Bob, is a civilian again.

Our "little bit of the South," Kathleen Allison, has returned to her native North Carolina.

Bill Flynn, formerly Lieutenant Flynn, is doing fine at Marquette University. He's studying law, you know.

Wanda Beard has taken a leave and is knitting and waiting—in a home of her own, too, lucky girl.

Harold Knoap is back at work in the warehouse as a checker. His gain from the war was a wife, a beautiful Arkansas lass.

Checker Melvin St. Claire is having a bad time. He was on sick leave—in the hospital for a couple of months—back to work—twisted his ankle—and now he's on the sick list again.

Viola Gledel has had a back siege this year, but she's well and rested now.

In the "Over 25 Club" we introduce a lady—Emma Steiner—who started work-



Above: The interior of the Schlitz Brown Bottle at Milwaukee, Wis., on the evening of Apr. 10 as approximately 150 Milwaukee Road employees enjoyed the hospitality of the Schlitz Brewing Company and the product that "made Milwaukee famous."

Right: A group of the merrymakers. Left to right: Margaret Hagberg, Nada Veith, Dolores Kowalski and J. E. Leachey, agent at Chestnut Street.



ing for the road on May 1, 1917, as an expense clerk at Chestnut Street. She held that position for 10 years, during which the government controlled the railroads. During the depression years Emma came to Agent Dummier's office, as an abstract clerk (that was before the accounting department was consolidated in Chicago) and worked on the 102 report until six years ago, when she was assigned to her present position—that of expense clerk, here at Fowler Street. Emma is extremely versatile. She likes good food, especially cream puffs.

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

Dick Steuer, Correspondent

Sorry your correspondent missed the April issue of the Magazine, but old man illness had a hand in the matter and confined yours truly to bed for 30 days. Feeling much better now, thank you. While on the subject of yours truly, we might as well make it known that April 27 is THE DAY when Miss Eileen Kaegler will become Mrs. Steuer. St. Thomas' Aquinas Church will be the scene of the ceremony and Yard Clerk Bill Kaegler will give his daughter away. Other railroaders included in the bridal party are George H. Steuer, clerk at Fowler Street, who will be best man, and Charley Barth, North Milwaukee switching clerk, who will be one of the attendants.

The photo album which Howie Mueller of the Pabst Brewing Company showed to the boys proved to be very interesting. While Howie was in the South Pacific his trusty camera recorded many historic scenes of wreckage and destruction. We understand that Ernie Reinhardt, Eddie

Kurtz and Frank Vail viewed the book with intense interest; Phyllis Kowalski gave it one glance, and that one was enough!

Back from service and handling the general clerk duties at Chestnut Street is Larry Janus, who was away from that station for 22 months. Sixteen of them were spent at Okinawa as a clerk in the quartermaster section. Larry was glad to see the States again, just to see and hear what good railroads look and sound like. He saw quite a bit of narrow gauge rails, averaging anywhere from 10 to 30 pounds per yard.

North Milwaukee and Chestnut Street were well represented at a buffet luncheon served at the Schlitz Brown Bottle on April 10. Our neighbors from the north included Joe Spende, Elmer Keller, Harvey Corbett, Charley Barth and Agent Swang. Chestnut Street outnumbered the Northmen—Agent Leachey, Stanley Martin, Max Woelfl, Bob Owsley, Phyllis Kowalski, Nada Vieth, Ernie Reinhardt, Ralph Thielke, Frank Vail, Jim Madushaw (the boys fixed it up for Jim), Eddie Kurtz, Frank Lahm, Hugo Zaring, Rudy Placek, Bill Kaegler, Tom Regan and Clarence Gaulke. I hope I didn't miss anyone.

Freddie Butz paid a welcome visit recently. Since his illness, Freddie's Wednesday noon visits were missed by everyone. Could it be the candy, cookies, cheese and crackers the gang missed? We say "no!" We surely missed our Freddie.

Thomas J. Regan, who was the operator at North Milwaukee for the past 18 years, died on Apr. 13. Mr. Regan was in the service of the Milwaukee Road for 41 years. He started as an operator at Kiel, Wis. Sympathy is extended to the bereaved family.

# CHICAGO GENERAL OFFICES

## Operating Department

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

Congratulations to Freight Service Inspector Ray Melzer, Morton Grove, Ill., who now has another daughter.

With June approaching, so it seems, does the thought of June weddings. Miss Myrtle Hultman of police and fire prevention has disclosed that she is to be married on June 22.

Miss Dolores Stone ("Scotty") of the office of superintendent of transportation, made the first move on the sea of matrimony by becoming engaged on Apr. 6 to Harry Harrington, who until recently had been in service in the navy.

Mike Cavello is back on the job in the office of superintendent of transportation after a long absence due to stomach trouble.

Stenographer Edwin S. Hacking of claim prevention has left the Milwaukee Road.

Congratulations to George Welik upon his promotion to freight service inspector. Until recently he was a loss and damage investigator in the office of safety and claim prevention.

Although the operating department does not include the Union Station elevator operators, they are an important cog in the machinery that gets us to and from work. Hence, congratulations to George Hull, father of a baby son, Dean.

Apr. 1 ushered in numerous April Fool pranks. Don Schraub of the mail room was told that a "Mr. Stiff" had called and left his 'phone number. Don promptly called, was told that "Mr. Stiff" had just left and was given another number. Upon calling that number he discovered that he was talking to the cemetery and that his previous call had been to the morgue. But Don says that it isn't funny.

A recent returnee is Howard Beckler, now back with the office of superintendent of transportation after 23 months' service in the Army Transportation Corps with the 5th and 13th Port Companies in Scotland, England,

France and Belgium. Howard has a total of 10 years railroad service and his is a familiar face to many in the operating department.

With spring here and thoughts turning toward such things as gardens, world series, vacations and fishing, it is hard to keep up with happenings right here in the Union Station. Any news items passed to me in room 833 will be appreciated and included in the following issue.

## Freight Auditor's Office

J. A. Strohmeyer, Correspondent

Pioneer Post will hold memorial services for its 13 departed comrades on May 26 at Mt. Emblem Cemetery. Chairman Tom Walters solicits cooperation for "Poppy Day."

Lillabelle Nordin, Interline bureau, became engaged to Orlan Hill, recently of the navy, at 6:55 p.m. on Apr. 13. He received his discharge from the navy on Apr. 3 and on Apr. 4 sent her a beautiful orchid. Her ring contains three diamonds. Good wishes to them, from all of us.

We hear that Vern Noelting, Interline, will be married on Apr. 27 to Diane Ledoux.

Dorothy Wroble, IFB bureau, will be married to Hilary Kokosinski on Apr. 28 at Immaculate Heart of Mary Church. They will honeymoon at the Wisconsin Dells and Wisconsin Rapids, Wis.

Ben Miles is reported sick at the Alexian Brothers Hospital. Walter Fendt, switching bureau, is reported in the hospital for a check, following an illness at home.

Back on the job: Cpl. Dan Roe, after three and a half years in the army, received his discharge and took a position as salesman for the Kungsholm Bakery Company. He paid us a visit on Apr. 6, on his way to make a sale at the Women's Club cafeteria. Bob Walton, after serving with the army all around the world, returned to work on Apr. 16, in Jim Harvey's IFB bureau, looking very much like his old self. Pfc. Tom Kissane and Sgt. Paul Kirst, just discharged from service, paid us a visit on Apr. 8 and arranged to return to work.

"Great!!!!\*!!\*!! What won't we do to 'em now" said Ball Team Manager Harry Wallace when he spied Bob Damm, discharged navy judo instructor and former first sacker on the ball team, when he came into the office on Apr. 3 to arrange his return to the interline bureau on Apr. 16. Harry at once drew a tape measure from his desk drawer and measured him for a baseball uniform.

The girls' basketball team, having completed a very successful season, is the Chicago area A.A.U. champ for 1946. It has a bronze medal for third place in the state A.A.U. finals and an award from the Chicago Metropolitan Girls League, a free lance. The girls are now practicing softball in earnest. They were outstanding last year, running up 20 wins in 27 starts. They still have a few of last season's players. Most of the players are employees of the car accountant's office.

BACK ON THE JOB. Gerald M. Griswold, who was released from naval duty at Trinidad with the rank of chief petty officer, is now working in the office of assistant to the vice-president, personnel.



Prior to entering service, Gerald worked for the Milwaukee at Savanna, Ill., in the office of the superintendent. After his discharge he was assigned to the superintendent's office in the Chicago terminals and a short time later was transferred to his present position. His wife, Jean, is employed in the office of claim prevention.

We hear that the dieteers who for the past two years have been striving to demonstrate some streamlining, namely Harry Wallace, Murray White, Jim Kelleher and Sherman Arp, recently took stock of their efforts and the results. Sherman Arp, the only one who came through, was given the title of "avordupois champ." He now scales at 185 flat. The others did a Corrigan and went in the other direction.

Stationer Allan Hale is justly proud of the results of his efforts in the Red Cross Drive, for which he received special commendation from Mayor E. J. Kelly and a plaque, as an expression of appreciation.

Roy Schattnick, rate revising bureau, will be featured as a soloist at the B.R.C. Lodge 991 social event, an entertainment and dance on May 18 at the Marine Ballroom, 4711 West Madison Street.

## Milwaukee Road Bowling League

With but three more Tuesdays remaining on the bowling schedule, the tenancy of the penthouse is shared by Sioux and Marquette, while in the offing, ready to move in, are Pioneer Ltd., Copper Country, Arrow and Chippewa. The closeness of the race can be seen by the standings. On the other extreme, fighting to stay out of the dungeon, are the Travelers and Tomahawks. The latter merit admiration for their spunk in the face of losing several contests by one and two-pin margins. However, Captain Sporleder promises that the team will be a serious challenger for the trophy next season. League President Will Hettinger has plans for expanding the league to 16 teams and invites prospective bowlers to register, in order to formulate balanced teams, which must be figured in advance of next season's start.

Teams	Won	Lost
Sioux	49	41
Marquette	49	41
Pioneer Ltd.	48	42
Copper Country	48	42
Arrows	47	43
Chippewa	46	44
On Wisconsin	45	45
Hiawatha	44	46
Olympian	44	46
Southwest Ltd.	43	47
Tomahawks	39	51
Travelers	38	52

Individual leaders: Martwick, 174; Petersen, 171; Fisher, 168; Tobin, 166; Carey, 165; Bihun, 165; Johann, 164; Hettinger, 164.

High series: Eddie Kusch, 639; H. Tobin, 625; Fisher, 606.

High games: A. E. Petersen, 258; Martwick, 240; Kusch, 236.

—By F. W. M.



Crazy over horses are these equestriennes of the freight auditor's office. Yvonne Potempa, machine accounting bureau, and Dorothy Hertzman, rate revising bureau, who took part in the Chicago Herald-American Sports and Travel Show in March. (Chicago Herald-American photo.)

There is a little island in the vast expanse of the South Seas where there are no taxes, no unemployment, no beggars, no crime, no swing orchestras, no radios—and no inhabitants.

## Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

Roy Schiffer is our hero of the month. While on a loop shopping tour he captured a purse thief. After years of seeing "chu-chu" on a fire wagon it is going to be difficult to become accustomed to having him ride on the "paddy."

By way of warning off the office slick chicks, Buz Martin announced his engagement to Miss Regina Gri of Seattle, Wash. Warren Prester gave out with the same sort of news—his choice a local gal, Miss Cathy Donovan.

Ann Franz and Ted Nora were married on Apr. 27 at St. Bartholomew's Church. In addition to a shower held on Apr. 5, the gang presented them with a gift of money. Much luck and happiness to the pair.

Bill Berman and Jess Green are on the sick list but we hope to see them back very soon.

Evelyn Gunnell returned from a vacation in Florida with a tan rivaled only by the one Terry Wagner insists she acquired under a sun lamp.

Welcome back to Margo Simone, who has been doing temporary work for the assistant comptroller's office.

John Stubing, Harold Kunkel and Warren Torrenza are our latest discharges and we are mighty glad to have them with us.

Harry Krumrei, Jack Stowell and Herb Gumz rolled in the A.B.C. in Buffalo. Krumrei is proud of his record of attending 25 such meets. His bowling in this event put him and Jack in the money.

At the invitation of Mrs. Roosevelt, Leah Aaron attended the dedication ceremonies at the Roosevelt estate at Hyde Park, N. Y. Leah reports it an impressive spectacle and intends to make a return visit to the museum.

Ardell Westerberg spent a grand two weeks basking in the spring sunshine on the Gulf coast at Biloxi, Miss.

Our scouts report that Elaine Greve, one of our former employes, was married on Apr. 6 and that Dorothy Simmons Sturges of Washington, D. C., announced the arrival of a daughter, Karen Sue.

Lillian Schlessler is wearing a beautiful engagement ring presented by Otto Anhalt.

Loretta Waitas became engaged to Raymond Sullivan on Apr. 14.

## Car Accountant's Office

Harry M. Trickett, Correspondent

After completing his two weeks' vacation, Harry Reinhart said "farewell" to his co-workers on Apr. 15 and will become an automobile salesman.

On Apr. 1 we had a visit from Eddy Colby, our former candy man, who was recently discharged from the navy. He had just been released from the Vaughan General Hospital after an operation, and had lost much weight; however, he anticipates a quick recovery in health and intends to purchase a chicken farm near La Salle, Ill.

The luck of the Irish was with Joseph Crowley, whose car was stolen on Mar. 9. It was found by the police department on Mar. 21, minus some wheels, tires, etc.

Our sympathy is extended to Madelaine Koehler in the loss of her mother on Mar. 15 and to Cora Eckerly in the passing of her sister on April. 11.

Blessed events have been announced by some of our former co-workers. Betty Dailey of Barberton, O., had a baby girl on Mar. 10, Adele (Steiner) Klein a baby boy on Mar. 15 and Helen (Wickman) Bursdall a baby girl on Mar. 20.

Marion (Droese) La Rue bade us farewell on Apr. 6 and will assume the full duties of her new apartment.

A contented man is the one who enjoys the scenery along the detour.

May, 1946



Members of Pioneer Post of the American Legion posed on Apr. 2 in Memorial Hall, Union Station, Chicago, at the initiation of 25 new members, veterans of World War II. Front row, left to right: Edward Leibrock, Edward Kukla, Alex Kissel, Commander George Berghauer, Charles Dietrich, Eugene Tucholski, Robert Wall and Henry J. Berry. Second row: John Acke, John Milton, Ray Siebert, G. G. Smith, Robert Notson, Nathan Abrams, Thomas Flynn and William Farnsworth. Third row: Hartzel Smith, Vincent Dwyer, Leroy Thiebault, Henry Fierer, Earl Evans, Bernard Vero, Wilber Nelson and Quentin Robinson. Fourth row: Ralph Burbank, Past Commander Lloyd McCulley, Senior Vice-Commander Howard Smith, Vice-Commander James Anderson, Vice-Commander George Wiegref, 5th District Commander Arl Montgomery, Robert Kniewel and Past Commander Harold Eaton.

## Passenger Traffic Department

Doris Jones, Correspondent

When Rose Siarto resigned after 16 years with the Milwaukee Road she received the best wishes of her friends in the rate department and a lovely pin as a little token of remembrance.

The new stenographer is Alice Ferguson, formerly employed in the ticket stock room at Milwaukee. Alice was fortunate in finding a vacancy during this critical housing shortage and now that she no longer has to commute between Milwaukee and Chicago, she's beginning to enjoy her new surroundings.

On Apr. 2 Bill Nelson, Ralph Burbank and Heinz Reupert were initiated into the Pioneer Post of the Milwaukee Road, in the American Legion Memorial Room of the Union Station.

Bill Caughey also received his "initiation" as the newly appointed city passenger agent.

Being GPA at Seattle must certainly agree with Bill Wallace, for he looked wonderful the day he stopped in Chicago while transferring the Wallace family to

the west coast. Who but Bill would be lucky enough to not only find a home in Seattle these days, but one that is directly across from a golf course.

Summer is definitely on the way. When Dan Young comes in to Chicago it's a sure sign that Yellowstone Park and the Gallatin Gateway Inn will soon be ready for visitors. When the Inn opens on June 20 Sigurd Berg from R. F. Johnston's office will be there, as assistant manager and passenger representative.

Heinz Reupert, formerly of the reservation bureau, was appointed a station passenger agent succeeding Jack Werner, who transferred to the Chicago city ticket office.

Mr. and Mrs. Ray Freitag (Eleanor Luby) are mighty happy these days about the arrival of a six-pound ten-and-three-quarter-ounce son on Apr. 12, and have been receiving the congratulations of their friends in the passenger department.

The friends of Earl Kubicek will be interested to hear that on Mar. 29 he became the proud father of a 10-and-a-half-pound son, a potential football star.

# PIONEER POST 768

## AMERICAN LEGION

We invite all Chicago area War Veterans to membership in our Post. Join where your fellow workers and their friends belong. Learn the objects of the Legion and make new friends. Meeting the first Tuesday of each month in the Memorial Room of the Chicago Union Station at 8 P.M. Dues are \$3 a year. Bring your discharge papers.



D. C. Curtis, chief purchasing officer (seated), and Frank Casey, chief clerk (second from left), brief the returned war veterans of the purchasing department on the course of events in the office during their absence. Standing, left to right: Don Russo, Mr. Casey, John Beton, Dorthy Croffoot, Bob Reiter, Charles Gooding and Bob Nordin.

## Purchasing Department

Josephine O'Hara, Correspondent

A shower was given for Harriet Bible (whose marriage will be an event of the near future) in Harvey's Restaurant on Apr. 3. The bride-to-be was presented with gifts which will add those finishing touches to her new home.

Notes from Ben Perlick to co-workers in Mr. Curtis' office have kept us informed as to his progress while at home, due to illness. We hope, Ben, that it will not be too long before you can be back at your desk again.

Penny Gooch has been especially busy of late and we know that the reason pertains to us. In fact, after she has accounted for the raise in our salaries more time will have to be spent in arranging those back-pay checks.

Morgan Pritchard has been assisting the public relations department in its interesting display, "The Milwaukee Road Goes to Market." From it we learn that during the year 1945 our railroad was the purchaser of 80,000 items. Approximately 54,000,000 gallons of oil were purchased at a cost of approximately \$2,600,000. Stationery, a very significant item which we take so much for granted, was purchased at a cost of \$545,000. Our coal bill was over \$9,000,000 and cross ties amounted to nearly \$5,000,000. These figures should be of great interest to the personnel of the purchasing department, for we see them accumulating in our everyday work.

Dorthy Croffoot is definitely going into the market for nylon blouses and her source of supply comes from yards and

yards of a beautiful white parachute, made of material you love to touch. This particular parachute had performed the service it was originally created for, which should make those blouses of extra value.

We are all happy to welcome a new member to our office force and, strange as it may seem, this time it is a young man, Ted Wagner.

## Auditor of Expenditure's Office

Bernie Williams, Correspondent

Filling the open traveling time inspector position is Marvin D. Brick, last seen in the general bureau; a fitting character indeed to join the Farley conference. Congratulations on the new job, Marvin.

Congratulations also go to Al Pieper, who stepped into the assistant bureau head job in the bookkeeping bureau. The shouting you may hear is the Franzen-Pieper combine at work.

Upon his departure from bureau head to traveling man, Joe Martin's ex-slaves (now under the supervision of the above mentioned combine) presented him with a very appropriate gift for use in his travels. This I couldn't omit 'cause it cost me money.

Bill Braid, the Waukesha W-4 man, is now our special accountant and is to be greeted pleasantly at all times—he figures the paychecks. All employees please note.

Returning from military service this month and from points here and there, were Ralph Carlson, navy; Louis Brandfellner, army; Neil Boyle, navy; Bob Warger, navy; Bob Notson, army; Johnny Bonetti, army; and, lest we

forget, Europe's acting yardmaster, Jack Acke.

John Bonetti was gone the longest of our newest bunch, and how well Gladys knows it!

Lydia Larson is over her fall and hopping about okay again. Grace Grall is also back on the job, after a bad tumble. Ruth Brauneis of the T&E timekeeping section incurred severe injuries in an elevated train wreck recently and is still hospitalized. For springtime, there's an awful lot of "fall" in the air.

Another celebrity in our ranks! Walter Vukovich, the keeper of the vault for Hillmer Johnson, was a member of the champion Chicago squad in the Serbian basketball tourney at Cleveland, early in April. Wally was also affiliated with the Milwaukee Road outfit that cavorted at the Lincoln-Belmont "Y" during the past winter. "Willing Walter" will be glad to show you any of the finer points of the game and also some of the rougher ones.

Frances Locallo is now exhibiting a solitaire to lend further brilliance to the already sparkling typing bureau, which is fast acquiring a similarity to the window of a jewelry store. The lucky boy is Augie Medonia. Congratulations!

Looks like the jewelers might as well hold their annual convention in the key punch section of the supervisor of payroll taxes office. A few more engagements and they won't need lights on the second floor. The list is long and lovely: Violet Kamin and Al Santoni, Mar. 16, with a wedding date set for June 8; Rose Krumpack and Harry Bell, Mar. 26, with the nuptials all set for June 29; and Germaine Debs and Jimmy Hampton, Apr. 13.



LaVerne Harries, freight claim agent's office, who was one of the attractions at the Chicago Herald-American Sports and Travel Show in March. (Chicago Herald-American photo.)

From the South, that is, came Walter Messersmith to visit Lillian Kampfe. All the way south in fact—Cullman, Ala. That's no joke, son.

Raymond P. McGovern terminated his employment with the Milwaukee Road on Apr. 1 to become manager of the railroad department of the Brickseal Refractory Company at Chicago. "Mac" has countless friends among railroad workers. During his many years in the operating and accounting departments he became acquainted with almost everyone on the system, from officials to the bottom of the roster, and his work for the Association



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Raymond P. McGovern, who retired from the auditor of expenditure's office on Apr. 1.

of American Railroads also developed a wide circle of friends among the personnel of other lines. Co-workers at the Fullerton Avenue Building celebrated his departure with the presentation of a 21-jewel engraved wrist watch and a farewell dinner in downtown Chicago. The old office "ain't what it used to be" without "McGuire."

## MILWAUKEE SHOPS

### Car Department

George L. Wood, Jr., Correspondent

"Operator, please give me extension 405. Is this Katherine Meehan of H. A. Grothe's office? Say, Katherine, I've been away for almost four years and now they're asking me to write a car department column for the Magazine. Where've I been, you ask? Taking a Mediterranean cruise and European tour at government expense. You know that Myrtle Zunker penned the car department column during the war and did a marvelous job of it, keeping servicemen all over the world well informed on happenings around the Milwaukee car shops. I'm supposed to take her place. Now I know how Truman felt.

"Katherine, do you know that since the first of the year our boys here have outshopped 35 new all-steel cement cars, 65 new all-steel cabooses and are now constructing gondolas at the rate of 10 cars per day? A record such as this must be presented in the Magazine.

"I dropped by the blacksmith shop the other day and had a chat with Apprentice Joe Foren, who recently received the golden goose after an extensive tour of duty in the CBI Theater. Joe tells me that John Ostrowski,

Edward Kunicki, Alfred Vanden Bruel, Edgar Rome and Robert Eirschele, all vets, have signed blacksmith apprenticeship contracts under the GI Bill of Rights.

"And Katherine, did you hear that Emil Wegner is on a soup diet? Yes, they've been kidding him but he's one of those guys who can take it.

"Also overheard someone in the blacksmith shop say that Paul Wegner and Miss Ruth Kanter of this city were married on Apr. 13. Yes, we all wish them happiness.

"Genial Eddie Douglas, who is usually seen around the machine shop, tells me that "Sky" Guschl is enduring a lot of good-natured kidding ever since the day one of his prize proteges vowed that our Hiawatha streamlined coach windows raise and lower.

"The big news over in the truck shop is occasioned by the recent arrival of Apprentice Howard Fuchs' British bride. Howard served with the armed forces in England. Incidentally, the father and father-in-law respectively is none other than Albert Fuchs of our coach carpenter shop.

"You've undoubtedly heard the sad news of the death of Carman Frank Mortl on Apr. 8. Frank, a reclamation shop employe, had served with our railroad faithfully since 1909. I know all car department employes join me in extending sincere sympathy to his bereaved family.

"Carpenter John Lofy had occasion to pass out cigars on two different occasions, all in the course of a few weeks. His son Bill, also a carpenter shop employe, was a proud father recently and not many days later a bundle of boy was trying hard to say 'daddy' to John's son Elmer, who works in the tin shop.

"Did you hear that Eddie Kruschke is back in the cabinet after putting in a hitch with the 5th army in Italy? He tells me that returning veterans, Ray Weber, Robert Wendt, Henry Blasczynski, Anthony Jasiorkowski and Jack O'Neil have all signed cabinet maker apprenticeship contracts.

"You may have heard that the upholstering shop sent its bowling team, 'The Fast Mails,' to Columbus, O., where it participated in the National Railroad Employees Tournament. Those rolling for this team included Ed Mueller, Joe Borowski, Frank Hensiak, George Fiebrink and Ed Wroblewski. In the team events the boys didn't bring home any ribbons but I'm told that Joe Borowski and Ed Mueller finished in the money in the singles and doubles events. The Chippewa team, made up of such well known keglers as Fred Glazer, Bill Weatherall, Richard Weatherall, Elroy Koester and Walter Koester, also knocked over a few pins down at Columbus and thus far they are in fifth place in the team events. They give their wives, who were on hand at Columbus to root for them, the credit for their swell showing. The Chippewa team also has another claim to fame in that they are now holding first place in the local Milwaukee Road League.

"I still can't think of anything to write for that car department column, Katherine, but I know everyone would read it with interest if I were to let them know

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Ph. Villa Park 2429J Ph. Wabash 7272

M. C. CHIER L. J. EMOND  
806 First Wisc. 229 E. Wis. Ave.  
Nat'l Bank Bldg. Milwaukee, Wis.  
Milwaukee, Wis.

L. J. LIGHTFIELD G. E. REYNOLDS  
407 Walworth St. 1532 Locust St.  
Elkhorn, Wisconsin Terre Haute, Ind.  
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GEORGE W. BURT  
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Minneapolis, Minn.

J. ELLEFSEN  
Apt. 301  
1530 La Salle St.  
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Box 783  
Livingston, Montana

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Box 1173  
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**Cabinet Maker**  
Helper Harry Bahrke, Milwaukee shops, who retired after a career with the Milwaukee Road that dates back 25 years. On Mar. 30, his last day at work, he was the recipient of felicitations from all of his friends. He informed them that his big interest in life will now be fishing, boating and more fishing in northern Wisconsin.



greeting genial Floyd Smith, an ex-European war vet.

"Have you had the opportunity to dance to the music of Frank (Tiny) Byrnes and his orchestra? If you haven't, you haven't lived yet. In addition to leading his band, which plays at various night spots around the city, Frank also repairs cars on Joe Waldanski's track 1 in the freight car shop. Versatile man, I say.

"The proudest fellow in the pattern shop is Pattern Maker Fred Gregory. His young daughter, Phyllis, wrote an essay which placed second in the Catholic Education Contest. There was a picture of the young lady in the local papers too.

"Have you heard of the men who have recently taken the pension? They include Carman Harry Kingsbury, Cabinet Maker Helper Henry Bahrke, Coach Painter August Krueger, Carman Paul Sisolak, Cabinet Maker Joe Jannach, Trucksmith Herman Roenspies, Carpenter Paul Schwei and Upholsterer Paul Wagner. We all hope that they enjoy the rest which they've so well earned.

"No, Katherine, I just don't know what to write about but, as I said before, this telephone conversation isn't getting anything written, so goodbye for now."

The professor said to his afternoon biology class:

"I am going to show you a very fine specimen of a dissected frog that I have brought in this parcel."

He then proceeded to undo the package and disclosed a sandwich, a hard-boiled egg and an orange.

that you are first soprano in the famous Milwaukee City Hall Choral Club, which appears at some of the better social functions around the city.

"Yes, I knew Audrey Guschl, our former timekeeper, had left us and, to put it mildly, she's missed by all. Right here it's appropriate to welcome a swell newcomer to our department; none other than Bob Hoffman. Bob, an ex-fighter pilot, has taken over Audrey's job, you know.

"Did you see the picture of Upholsterer Helper Joe Alberti and his British bride gracing the pages of one of the local newspapers? Don't know much about Joe's military career but it's quite evident he spent some time in England.

"I took in the *Milwaukee Sentinel* sports show this past month and guess who walked away with a prize in the duck calling contest; it was Adolph Rogahn from our own carpenter shop.

"Airbrake Foreman Tom Birch handed me some interesting figures the other day. He tells me that of the 525 men employed in the passenger car department, 193, or approximately 37 per cent, are veteran employes.

"Certainly you remember Kay Hogan who worked here for some time. I had an interesting conversation with her in her home town, Austin, Minn., recently. She asked that I say 'hello' to all her friends around the car department and I find that she has lots of them. Some nice young fellow in Austin changed her name to Mrs. Nelson. Parenthetically I add that a name like that just proves that Kay is a true blue Minnesotan.

"Say, here's a choice bit of news: Helen, Bernice, Eva and Anna, our cafeteria girls, attended the Wisconsin State Restaurant Association banquet at the swanky Schroeder Hotel the other evening. They've been just out of this world ever since, but the cafeteria food tastes the same.

"The boys in the electric shop are welcoming back Electrician Walter Hantke, who has been on the sick list for several months, and over in the oil and waste department everyone is

**BACK ON THE JOB.** George L. Wood, Jr., has resumed his apprenticeship at Milwaukee shops after three and a half years in military railway service. He went overseas early in 1943, landing at Casablanca, and for the next year railroaded through North Africa. Subsequent to the African campaign he served for two years in Italy and Austria. With this issue of the Magazine he also resumes his role as correspondent for the car department, Milwaukee shops.



**Davies Yard**

J. J. Steele, Correspondent

Congratulations to Mr. and Mrs. Al Waldera on the new girl arrival at their house. Miss Waldera made her appearance on Apr. 1, weighing five pounds and five ounces.

Mr. and Mrs. Stanley Stawicki have a new little boarder at their house. Their little Christine weighs eight pounds three ounces and was born on Mar. 20.

Richard Martin, Jr., has been given a new nickname, "Paul Bunyan," by the unanimous vote of the population of Escanaba, Mich. Dick has been rightly named as he is 15 years old and is six feet two inches tall and weighs 255 pounds.

We extend our heartfelt sympathy to William Reidy and his family on the death of their mother, who passed away on Mar. 30.

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

Capt. Arthur Souhrada has been welcomed back, after having served four years in the army.

As a peace offering, Stanley Staniak recently purchased a puppy for Mrs. Staniak and all was forgiven; that is, until Butch, the puppy, developed a liking for ladies' new footwear. As a result, the dog is gone and Stanley is residing in the dog house.

Iggy Sielinski has gone on a buying spree and has become the proud owner of a \$100 suit and, rumor has it, a diamond ring.

A disgruntled floorwaker threw up his job and joined the police force. When asked why he made the change, he replied: "Well, you see it's this way. The pay and the hours aren't too good, but the customer is always wrong."



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## Locomotive Department

Ray Stuart, Correspondent

### Locomotive Shops

William J. Killian, 62, a machinist in the locomotive department for 40 years until his retirement a year ago because of illness, died on Apr. 8 at his home on North 35th Street. He was active in the pension association and, as a trustee, took care of the needs of the veterans. He was known all over the system for his service to the Veteran's Association.

Another loss to the shops was the death of Peter Hermes, formerly a machinist in the roundhouse. He passed away early in March, at his home in Escanaba, Mich.

Elmer Tellefsen has been mustered out of the navy, in which he had served as a machinist mate. He is now back in the shop after making numerous trips across the Pacific.

The following men have also returned from the armed services: Theodore Replinski, Richard Dluszkowski, Nels Nielsen, Jr. and C. Czerniejewicz.

Machinist Joseph Mrotek retired on Mar. 31, after many years of service with the Milwaukee Road.

Eugene Rau, who has been ill, has returned to the shops. The boys were all glad to see him looking so well after the operation he underwent.

Ed White, Myron Griswold and Frank Westercamp are also on the sick list. The boys hope that they will soon be well enough to return to work.

### Roundhouse

The roundhouse gang welcomed back Edward A. Zimmerman from the army. He was in service for four years and eight months, one year of which was spent in India. He took over the position of fuel clerk.

It seems as though Clarence Kieser has taken it upon himself to pick up where Frankie Sinatra left off. Clarence has been wearing a bow tie of late and reports have it that he is even beginning to sound like Frankie.

### Office of Superintendent of Motive Power

The SMP office welcomes back Nels R. Sjoquist, who served with Uncle Sam in the European Theater as a master sergeant. Nels saw action with the "medics" in Germany.

## COAST DIVISION

### Seattle General Offices

Shelleah Williams, Correspondent

Among those ex-GIs who have turned in Uncle Sam's uniform for "civvies" and jobs with the railroad are George A. Baker and Bernard L. Shults of the freight claim department, Sam White of the general passenger agent's office and Frederick J. Forster, who is working in the city ticket office.

Phil Bowman has replaced Clyde Fellows as division clerk in the traffic department. Clyde was requested, by the navy, to return and assist in the atom bomb tests which are scheduled to take place in July. He will make the navy his career.

Two more who have come and gone are Donald H. Campbell and David K. Walberg, both of the city ticket office. Campbell resigned to go into business for himself and Walberg left to work for International Business Machines.

Gordon Davis of the local freight office is now secretary to Export and Import Agent L. J. Kidd.

Walter L. Miller, who started on Feb. 16 as secretary to the general passenger agent, is now a ticket clerk in the city ticket office.

Mrs. Agnes Horak, general freight agent's office, is president-elect of the Women's Traffic and Transportation Club

(Continued on page 32)

# IN PEACE



## O'Sullivan heels and soles win honors for wear!

Millions of pairs of Heels & Soles made by O'Sullivan were worn by America's Armed Forces during the war—with an unexcelled record for long wear and complete dependability.

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**TRAFFIC TIP CARDS SUBMITTED DURING  
MARCH, 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.
<b>Chicago General Offices</b>					<b>Hastings and Dakota Division</b>				
Balcikonis, Adelaide	Aud. Capt. Expend.	Chicago, Ill.	1		Fuhr, Walter E.	Instrumentman	Aberdeen, S.D.	2	
Belter, Charles G.	Trav. Aud. Clk.	Chicago, Ill.	1		Geiser, Mrs. W.A.	Wife of Agent	Fairmount, N.D.		1
Brown, J.L.	Gen. Supt. Transp.	Chicago, Ill.		5	Henderson, Mrs. Wayne	Wife of DMM	Aberdeen, S.D.	1	
Frandsen, A.J.	Hd. Clerk	Chicago, Ill.	1	5	Lundberg, A.F.	T.B.M.	Minneapolis, Minn.	10	2
Graves, Vila M.	Asst. Secretary	Chicago, Ill.		1				13	3
Gray, Jesse	Trav. Auditor	Seattle, Wash.	1						
Haupt, Dorothy	Asst. Mach. Opr.	Chicago, Ill.	1						
Herrick, F.G.	Trav. Auditor	Milwaukee, Wis.	1						
Johnson, R.D.	Commerce Clk.	Chicago, Ill.		1					
Joynt, F.H.	Trav. Auditor	Austin, Minn.		1					
Klotz, E.M.	Trav. Mail, Expr. & Bag. Agent	Chicago, Ill.	1						
Kocher, R.H.	Trav. Mail, Expr., & Bag. Agent	Chicago, Ill.	1		Aleson, C.L.	Police Dept. Capt. of Police	Spokane, Wash.	3	
Leen, M.J.	Chief Clerk	Chicago, Ill.	1		Brothie, F.W.	Pass. Brakeman	Spokane, Wash.	1	1
Nehf, W.W.	Clerk	Chicago, Ill.	4		Faestel, M.N.	Conductor	Spokane, Wash.	1	
Risberg, Russell	Clk., Aud. Expend.	Chicago, Ill.	1		Johnson, G.M.			5	1
Semmlow, G.A.	Adv. Agent	Chicago, Ill.		1					
Skjorestad, A.	Cal. Mach. Opr.	Chicago, Ill.	1						
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.		1					
Wagley, A.H.	Trav. Auditor	Milwaukee, Wis.	1						
Williams, Floyd	Tax Comm.	Chicago, Ill.	1						
			16	15					
<b>Chicago Terminals Division</b>					<b>Idaho Division</b>				
Bishop, N.	Asst. Agent	Galewood, Ill.		5	Boettcher, L.R.	Asst. Engr.	Marion, Iowa	1	
Boeck, H.F.	Chief Clerk	Galewood, Ill.		5	Christiansen, Agnes	Steno-Clerk	Council Bluffs, Ia.	1	
Borman, H.A.	Route Clerk	Galewood, Ill.		5	Cooper, W.E.	Rhdhse. Foreman	Cedar Rapids, Ia.	1	
Brown, H.	Rate Clerk	Galewood, Ill.		6	Cornelius, C.R.	Ret. Condr.	Council Bluffs, Ia.	1	
Cameron, H.J.	Gen. Car Supvr.	Chicago, Ill.		2	Fisk, C.E.	Fireman	Cedar Rapids, Ia.	1	
Caruso, S.M.	Clerk	Galewood, Ill.		1	Nelson, Malcolm H.	Mech. Dept.	Perry, Iowa	1	
Dyba, T.	Rte. Clerk	Galewood, Ill.		5	Waln, R.A.	Signal Maintainer	Paralta, Ia.	1	
Ensor, A.	Rate Clerk	Galewood, Ill.		4				7	0
Evans, R.	Clerk	Galewood, Ill.		1					
Ewing, J.J.	Clerk	Galewood, Ill.		6					
Hanson, H.	Clerk	Galewood, Ill.		4					
Kerwin, J.J.	Rate Clerk	Galewood, Ill.		5					
LeMire, G.E.	Rate Clerk	Galewood, Ill.	118						
Lemke, E.	Clerk	Galewood, Ill.		1					
McQuinn, R.D.	Clerk	Galewood, Ill.		2					
Mickelson, M.L.	Clerk	Galewood, Ill.		1					
Miller, John H.	C/L Notice Clerk	Chicago, Ill.		1					
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		16					
Reimann, B.	Rate Clerk	Galewood, Ill.		2					
Siwek, G.V.	Clerk	Galewood, Ill.		1					
Stark, C.L.	Car Distributor	Galewood, Ill.		1					
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		5					
			0	201					
<b>Coast Division</b>					<b>Iowa and Dakota Division</b>				
Anderson, G.E.	Asst. Agent	Seattle, Wash.		1	Broome, A.G.	Demurrage Clerk	Sioux City, Ia.		4
Anderson, Millie	Clerk	Tacoma, Wash.			Dandelinger, C.A.	Pipefitter	Sioux City, Ia.	1	
Carrotte, Clara	Gen. Clerk	Tacoma, Wash.	3		Hansen, W.H.	Mach. Helper	Mason City, Ia.	1	
Cobley, W.H.	Freight Agent	Lynden, Wash.	2		Lawrence, E.K.	Baggage man	Sioux City, Ia.	1	
Elsion, L.E.	Store Dept.	Tacoma, Wash.		1	Leach, W.J.	Chief Caller	Sioux City, Ia.	1	
Fullerton, Ruth	Steno-Clerk	Tacoma, Wash.		1	Mitchell, B.J.	Chief Clerk	Sioux City, Ia.		1
Geelhart, Cecil W.	Asst. Rdmstr.	Cedar Falls, Wash.	1		Schiltz, Ray	Machinist	Mitchell, S.D.	1	
Horr, P.R.	Foreman	Tacoma, Wash.	1		Snow, H.C.	Freight Agent	Sioux City, Ia.		1
McManamon, G.E.	Chief Clerk	Everett, Wash.	1	1				5	6
Norwood, C.A.	Ret. Car Distr.	Tacoma, Wash.	1						
Paulson, Geo. I.	Loco. Dept.	Tacoma, Wash.	1						
Phelps, Ruth	Stenographer	Tacoma, Wash.	1						
Rasmussen, F.W.	Chief Clerk	Seattle, Wash.	1						
Rusch, Helen	Stenographer	Tacoma, Wash.	1						
Smith, L.	Swing Clerk	Tacoma, Wash.	1						
			15	4					
<b>Dubuque and Illinois Division</b>					<b>Iowa and Southern Minnesota Division</b>				
Davidshofer, J.	Laborer	Dubuque, Ia.	1		Ames, George	Conductor	Austin, Minn.	2	1
Dubmeyer, A.	Cutter	Dubuque, Ia.		6	Bloomfield, R.A.	Conductor	Austin, Minn.	1	
Horsfall, C.	Carman	Dubuque, Ia.		3	Bruha, Mrs. F.H.	Wife of Agent	Dexter, Minn.	1	
Kersch, H.	Helper	Dubuque, Ia.	1		Capon, C.A.	Div. Stkpr.	Austin, Minn.	1	
Kurt, Francis B.	Clerk	Waukon, Ia.	3	5	Dosey, E.H.	Cashier	Blooming Prairie, Minn.		38
Lennon, M.C.	Tel. & Sig.	Savanna, Ill.		1	Hayes, Albert	Operator	Albert Lea, Minn.	3	
Long, Wm. E.	Ret. Machinist	Savanna, Ill.	1		Samuel, G.C.	Agent	Lansing, Minn.	1	
McDermott, Anne	R.H. Clerk	Savanna, Ill.	1					8	39
Miller, Lucille	Clerk	Dubuque, Ia.	1						
Mulder, J.H.	Chf. Clk. to DMM	Savanna, Ill.	1						
Parks, M.K.	Acting T.M.	Davenport, Ia.		1					
Steffans, Carl W.	Train Yd. Insp.	Marquette, Ia.	1						
Unmacht, H.A.	Gen. Foreman	Dubuque, Ia.	5						
Withhart, F.M.	Check Clerk	Savanna, Ill.	16	1					
			31	17					
<b>Watch for opportunities to turn in traffic tips.</b>					<b>Kansas City Division</b>				
					Curtis, H.C.	Bill Clerk	Ottumwa, Ia.	1	
					Farrell, J.	O.S. & D. Clerk	Ottumwa, Ia.		1
					Gohmann, K.M.	Steno-Clerk	Ottumwa, Ia.	1	
					Kirkpatrick, Leonard	Maint. of Way	Ottumwa, Ia.	1	
					Mills, J.W.	Cashier	Ottumwa, Ia.		1
					O'Malley, A.J.	Rate Clerk	Ottumwa, Ia.	1	
					Roberts, D.R.	Sec. Foreman	Laredo, Mo.	1	
					Walker, Geneva	Rdmstr's Clk.	Chillicothe, Mo.	1	
								6	2
<b>La Crosse and River Division</b>									
					Frazier, I.L.	Rate Clerk	Merrill, Wis.		1
					Frye, M.J.	C. Clerk	Merrill, Wis.		1
					Karow, C.A.	Cashier	Winona, Minn.	2	
					Miller, Walter H.	Truck Driver	La Crosse, Wis.	2	
					Newman, Al	Section Foreman	Winona, Minn.	1	
					Parkin, Cecil	Roadmaster	Wausau, Wis.	1	
					Ruder, George	Warehouse Frmn.	Merrill, Wis.		2
					Ruder, William	Yard Clerk	Merrill, Wis.		1
					Schaad, Gregory	Trucker	Merrill, Wis.		1
					Stien, John M.	Ret. Conductor	Watertown, Wis.	1	
					Wheeler, Morton J.	Bill Clerk	Winona, Minn.	2	
					Wohlert, L.W.	Roadmaster	La Crosse, Wis.	1	
								10	6

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Madison Division</b>					LaVeau, F.J.	Agent	Republic, Mich.	1	
			1		Margraf, R.P.	Carman Welder	Green Bay, Wis.	1	
			1		McLean, W.H.	Warehouse Frmn.	Green Bay, Wis.		1
			1		Miskimins, Roy R.	Mgr. Motor Trnsp.	Green Bay, Wis.	1	5
			11	0				11	9
Agner, C.H.	Train Dpstr.	Madison, Wis.	1		<b>Terre Haute Division</b>				
Bergman, Aug.C.	Car Repairer	Janesville, Wis.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		30
Christensen, C.C.	Brakeman	Madison, Wis.	1		Heck, H.C.	Agent	Andres, Ill.		4
Conlin, R.A.	Asst. Cashier	Madison, Wis.	2		McCanna, B.A.	Clerk to Agent	Chicago Heights, Ill.	1	
Coyle, Joyce	Steno-Clerk	Madison, Wis.	1		Pearce, C.W.	Div. Storekeeper	Terre Haute, Ind.		1
Gleim, W.H.	Ret. Flagman	Madison, Wis.	1					1	35
Killian, A.M.	Chief Dpstr.	Madison, Wis.	1		<b>Trans-Missouri Division</b>				
McGeen, John	Clerk	Madison, Wis.	1		Handley, Chester E.	Storehelper	Miles City, Mont.	2	
Neese, Ira	Cashier	Waukesha, Wis.	1		Johnson, H.P.	Foreman, Store Dept.	Miles City, Mont.	1	
Wilcox, W.B.	Car Foreman	Janesville, Wis.	1		Jorgensen, R.P.	Dist. Adjuster	Miles City, Mont.	1	
			11	0	Martin, C.B.	Operator	Miles City, Mont.	1	
					Phebus, F.S.	Whse. Foreman	Baker, Mont.	1	
					Reich, Albert E.	Storehelper	Miles City, Mont.		1
					Reivling, O.O.	Conductor	Miles City, Mont.	4	
			22	2				10	1
					<b>Twin City Terminals Division</b>				
<b>Milwaukee Division</b>					Conway, E.F.	Capt. of Police	Minneapolis, Minn.		1
Benzing, Henry	Equip. Mntr.	Horicon, Wis.	1		Corcoran, Frank	Term. Car Supvr.	Minneapolis, Minn.	1	
Eisenberg, Fred	R.H. Clerk	Beloit, Wis.	3		Rothmund, A.C.	Cashier	St. Paul, Minn.	1	1
Fiebelkorn, W.C.	C. Clerk	Beaver Dam, Wis.	4					2	1
Hughes, W.J.	Asst. Mast. Mech.	Beloit, Wis.	1		<b>Off Line Offices and Miscellaneous Group</b>				
Kuhn, H.C.	Clerk	Beaver Dam, Wis.	1		Marony, R.J.	Vice President	New York, N.Y.	1	
Kuhn, Mrs. H.C.	Wife of Clerk	Beaver Dam, Wis.	1					1	0
McCarthy, M.J.	Steno-Clerk	Racine, Wis.	4						
Meyer, I.C.	Agent	Beaver Dam, Wis.	2						
Mueller, A.A.	Operator	Beaver Dam, Wis.	2	2					
Park, John	Agent	Beloit, Wis.	3						
Weber, M.	Boilermaker	Beloit, Wis.	3	2					
			22	2					
<b>Milwaukee Terminals and Shops</b>									
Glaser, Fred	Arc Welder	Milwaukee, Wis.	1						
Gregory, Fred N.	Pattern Shop	Milwaukee, Wis.	1						
Keller, E.A.	Chief Clerk	Milwaukee, Wis.	2						
Knoll, Edwin E.	Pattern Shop	Milwaukee, Wis.	1						
Liebnow, Elmer	AAR Clerk	Milwaukee, Wis.	1						
Mulholland, L.	Carman	Milwaukee, Wis.	1						
Rieboldt, Fred	Relief Painter Foreman	Milwaukee, Wis.	2						
Schram, George	Foreman	Milwaukee, Wis.	3						
Starosta, Joseph	Asst. Foreman	Milwaukee, Wis.	2						
Warner, H.M.	Frt. Serv. Insp.	Milwaukee, Wis.		1					
Woelfl, M.L.	Cashier	Milwaukee, Wis.		1					
			14	2					
<b>Rocky Mountain Division</b>									
Nelson, Lloyd S.	Mach. Helper	Deer Lodge, Mont.	1						
Strong, C.R.	Asst. Engineer	Butte, Mont.	1						
			2	0					
<b>Seattle General Offices</b>									
Blaine, Homer	Checker	Aberdeen, Wash.		1					
Brundage, W.W.	C.F.A.	Seattle, Wash.	1						
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1						
Hale, W.E.	Asst. Lbr. Agent	Tacoma, Wash.	1						
Hanson, Chas. F.	Attorney	Seattle, Wash.	1						
Harris, H.E.	C.F.A.	Seattle, Wash.	2						
Hickey, Margaret	Steno., GM Office	Seattle, Wash.	1						
Horak, Agnes	Clerk, Traffic	Seattle, Wash.	1						
James, Mrs. Helen	Clerk	Seattle, Wash.	1						
Kennedy, E.D.	Chr. Clk., to Gen. Mgr.	Seattle, Wash.	1						
Meyer, N.A.	Supt. Transp.	Seattle, Wash.	1						
Mumford, E.H.	Steno., Tax Dept.	Seattle, Wash.	1						
Notske, E.J.	Asst. Tax Agent	Seattle, Wash.	1						
Strassman, J.N.	Auditor	Seattle, Wash.		7					
			13	8					
<b>Superior Division</b>									
Baldrice, R.J.	Gen. Clerk	Iron Mountain, Mich.	1						
Bundy, Otto	B. & B. Carpenter	Marquette, Wis.	3						
Gotto, Florence	Cashier	Green Bay, Wis.		1					
Gravelle, Robert	Warehouseman	Pembine, Wis.	1						
Johnston, S.W.	Engineer	Green Bay, Wis.	1						
Kasten, Harry	Signal Maint.	Iron Mountain, Mich.	1						
Kulow, R.A.	Drayman	Plymouth, Wis.		1					
Lande, Cliff	Yard Conductor	Green Bay, Wis.		1					
Lauterbach, Anton	Painter & Stenciler	Green Bay, Wis.	1						

### Traffic Tips Reported During March, 1946

Division	Pass. Tips	Frt. Tips	No. of Tips per 100 Employees
Seattle General	13	8	11.1
Chicago Terminals	—	201	6.0
Iowa & S. Minn. Div.	8	39	5.2
Terre Haute Div.	1	35	3.0
Dubuque & Illinois	31	17	2.9
Superior Division	11	9	2.8
Milwaukee Division	22	2	1.7
Madison Division	11	—	1.5
Chicago General	16	15	1.2
Coast Division	15	4	1.2
Kansas City Div.	6	2	1.1
Trans-Missouri Div.	10	1	0.9
Hastings & Dakota	13	3	0.8
Idaho Division	5	1	0.8
La Crosse & River	10	6	0.7
Iowa & Dakota	5	6	0.6
Iowa Division	7	—	0.5
Milwaukee Terminals	14	2	0.3
Rocky Mountain Div.	2	—	0.1
Miscellaneous	1	—	0.07
Twin City Terminals	2	1	0.01
<b>TOTALS</b>	<b>203</b>	<b>352</b>	<b>1.6</b>

A spinster was so shocked at the language used by two telegraph line-men that she remonstrated to the company. Investigation brought the following report from the foreman:

"Me and Bill Fairweather were on

this job. I was up on the telegraph pole, and accidentally let the hot lead fall on Bill. It went down his neck. Then he said: 'You really must be more careful, Harry.'"

The feller that sets on a store box with his mouth full of scrap terbacker while his wife is at home sewin' fer a livin' knows jist exactly how to regulate the railroads.

—Kin Hubbard.

# LUMBER PILING—TIES

and  
MINE TIMBERS

Egyptian Tie & Timber  
Company

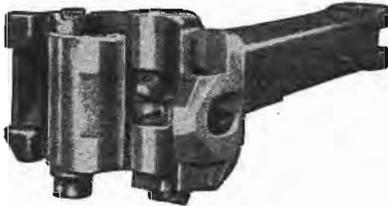
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Chicago

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MASON CITY, IOWA

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The MILWAUKEE ROAD

Specialists in railroad watches, fine  
jewelry and personal gift items.

Always at Your Service

(Continued from page 29)

of Seattle. We wish her much success in her new office.

Friends of Car Distributor Bill Sarakenoff, N. A. Meyer's office, assure your correspondent that Bill's worry-wrinkled face is not the result of his plan to be married in September; it stems from his conviction that unless he can find a suit to be married in he will have to call the whole thing off. Keep looking, Bill, you still have four months and the clothing shortage may be over then.

Ethel Burris of the freight claim department took an early vacation in March, to go to Kentucky to attend her niece's wedding.

Another April wedding was that of Alice Louise Terrill, secretary to division freight and passenger agent at Aberdeen, Wash. She is now Mrs. Clark.

Miss Jessie Hutchings' mother passed away last month. We extend our sympathy to Jessie.

Floyd Christin, general passenger agent's secretary, who took a leave of absence in February, returned to the Road in April. Floyd's arm was broken in an auto accident and he will help out in the city ticket office until he regains its full use; Mrs. Lillian Javette is filling in on Floyd's regular position. Mrs. Javette formerly worked for the traffic department but had resigned last November because of ill health.

A pass issued in 1880 by the Milwaukee and Mississippi Railroad (now a part of the Milwaukee system) was recently exhibited by C. H. Sleightam, retired engineer; the pass was made out to Sleightam's mother. His grandfather, J. F. Dunn, was an engineer for the railroad at that time. A bit of quick arithmetic will tell the reader that the pass will be an antique in another 14 years.

Miss Anne Reese resigned from her position in the city ticket office with her immediate plan being a trip to New York. Mrs. Fleta Van Dyke of the general passenger agent's office also left the railroad.

### Seattle Yards

F. J. Kratschmer, Storekeeper  
Correspondent

Ed J. Olson, switchman in Seattle yard since 1923, was found dead in his bed on the morning of Mar. 21. Ed had been ailing for some time.

Switchman M. L. Spence, Seattle yard, thought he would get away from part of the rainy season we have been experiencing, so left with his wife on Mar. 10 for an extended auto trip which included points in New Mexico, California and the warmer states. Mr. Pence reported for work on Apr. 1.

It happened on the morning of Apr. 1, but it was by no means an April Fool prank. Dr. I. M. Cohn of the Milwaukee Hospital Association, and his able assistant, Mrs. Milligan, opened up temporary quarters in the yard office at 9:15 a. m. and in exactly one hour scratched and placed vaccine in the arms of about 87 employees. Yardmen, trackmen, car and roundhouse employees were taken care of and precautions taken against the epidemic of smallpox which recently visited this part of the country. On the preceding two days similar operations were performed at the local freight house and at the general offices in the White Building.

Frank "Slug" Shugrue, the "bundle of human energy" around the yard office in Seattle, took his vacation the first half of April and journeyed over to Butte, Mont., to visit relatives and dispose of some copper property which was causing him financial worry. While there "Slug" dropped us a note saying that he found everything "snafu." "The water in Dublin Gulch is running uphill and the sheriff is out of town," he wrote. The boys around the yard are wondering just what happened in connection with Frank's visit. Before he arrived there, everything was peaceful and quiet but on the day he left the



BACK ON THE JOB. A. L. Sedgwick, until recently a lieutenant colonel in the Army Transportation Corps, wound up his business in Europe in time to return to the States and resume his duties in Seattle as assistant industrial commissioner on the first of this year. He was in military service more than three years, having been called to the colors in October, 1942, and was overseas 33 months. The first 16 months were spent in North Africa. He was then transferred to Italy where he remained for two months, assisting in the movement of war materiel to the fighting front. During the last 15 months overseas his headquarters were in Marseilles, France, the principal port supporting the northeastward drive of the American 7th and French 1st Armies.

Mr. Sedgwick tells a fascinating story of the Transportation Corps' activities, particularly during the French phase, when an average of 15,000 tons of ammunition and supplies were moved daily through the port and thence by rail to the front. At the peak of the drive the Transportation Corps was sending 25 to 30 trains a day to the front, each consisting of 45 to 60 cars.

miners went on strike and the city was virtually under mob rule.

Sam Wilson's yard track forces, after completing quite a job of laying tracks and switches at the new Sears Roebuck warehouse near Kellogg, moved to the new extension which is being built to the main building at Stacy and Colorado. Here they are putting in two new switches and additional trackage to serve this company.

Danie P. Cartwright, who received his release from the army on Apr. 1, has taken a position as yard clerk in the Seattle office. Danie is a brother to Ed Cartwright, also of the yard office.

A New England conscience doesn't keep you from doing anything; it just keeps you from enjoying it.

—H. L. Mencken.

Childhood's worst disappointment is to crawl under a big tent to see a circus and discover that he is on the inside of a revival meeting.

## Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen, Correspondent  
Local Freight Office

Frank Geary, former demurrage inspector, who for years was employed by the Western Weighing and Inspection Bureau, died at St. Vincent's Home on Mar. 9. Mr. Geary was well known on the line of the Milwaukee Road and will be missed by his many friends in and about Seattle.

Miss Donna Robb, general clerk in the local freight office, Seattle, was married in Missoula, Mont., on Mar. 23, to David Newbigging of Spokane, Wash. They will make their home in Missoula.

Miss Mary Galster is now the transit rate clerk, in place of W. H. Rode, who has returned to the car desk.

Pfc. Jack Werner, who before entering the service was one of our joint interchange clerks, is now stationed at Ft. Ord, Calif.

Station Adjuster Harry Anderson, Seattle, has been relieving Agent Fay R. Smith at Port Angeles, on account of Mr. Smith's confinement to the hospital.

Station Record Clerk Frank C. Bell, who has 55 years of Milwaukee service behind him, recently received a letter from C. E. Coburn, retired, who now lives in California. Mr. Coburn is reported to be in fine health but Mrs. Coburn has not been so well this last winter.

Lt. Clyde Fellows, formerly on the carrier *USS Franklin* and more recently in our general freight agent's office in Seattle, has been recalled to the service and left for Pearl Harbor on Mar. 30. This time it looks as though Clyde will remain in the navy.

Reclaim Clerk Ruth Cooke left by plane on Apr. 5 for Sioux Falls, S. D., where she was called on account of the serious illness of her mother. We are glad to report that her mother is better.

M/Sgt. Krist Kristjanson and Lt. Elvin Kristjanson, brothers, who entered the service about the same time in 1942, Krist going to Europe and Elvin to the Pacific, were discharged from service about the same time. Both are back on their old positions in Seattle, as joint interchange clerks.

Chief Import and Export Inspector Patrick H. Keenan met with an accident on Apr. 1, while on duty, and will be confined to his home for about three months. His place has been taken over by Ed J. Monahan, who has had a wide experience in waterfront work.

Statistical Clerk Faye Blackburn, local freight office, recently suffered the loss of her mother. Burial services were held at Chester, Neb., their old home. Our sympathy is extended to the bereaved ones.

### BACK ON THE

**JOB.** Frank S. Ball, a veteran of the Rhineland and Central European campaigns, was an automatic rifleman and bazooka operator for the 45th Division. He took part in the battles of Nuremberg and Munich and was awarded the Presidential Unit Citation and the Infantry Combat Medals at Valois, France, in February, 1945. After his return to the States in September, 1945, he guarded prisoners of war until his discharge on Mar. 5. He resumed work as a brakeman at Ottumwa, Ia., on March 16.



## Tacoma

The gang at the freight house, which includes many oldtimers, surprised Fred J. Alleman on his 75th birthday at his home, 3801 South J Street, where he has lived for over 30 years. Prior to his retirement, Mr. Alleman had worked for 49 year for the Milwaukee Road, which he terms "the finest in the world." Mr. Alleman was born in Welschenbach Canton, Bern, Switzerland, on Mar. 8, 1871, came to America with his parents at the age of 13, and settled in New Hampton, Ia. He studied telegraphy, his first job being extra telegraph operator for the Milwaukee Road, at Mineral Point, Wis. From operator and traveling auditor he was promoted, in 1912, to local freight and ticket agent in Tacoma. He retired on Mar. 31, 1941. He has always been very active in community and fraternal work and in the Milwaukee Service Club, which he helped to organize.

Lt. (j.g.) David J. Powels, USNR, son of Chief Clerk O. R. Powels, has returned home and his tour of duty, which began in September, 1942, ended officially on Apr. 2. Lieutenant Powels intends to complete his college education, which was interrupted by the war.

R. L. Sommers and wife have returned from a two-week visit in Los Angeles, Calif. Mr. Sommers has again taken over the work held by Mrs. Gertrude Creviston, who, in turn, assumed the duties of LaVerne Hinrich, former expense clerk. LaVerne is temporarily at the ticket and baggage during Mr. Spann's two-month furlough to visit his folks in the East; he has not seen them for several years.

Frank Geary, former demurrage inspector, died in Seattle on Mar. 9. Mr. Geary had been in retirement about 12 years.

Conductor-Brakeman E. C. Warren has returned from military service and is marked back on the trainmen's board. Warren was in the army for three years and was released at Charleston, N. C., as a first sergeant in the Air Transport Command.

John Lucchesi, having been discharged from the Coast Guard, has announced his intention of returning to the position he held prior to his enlistment—yard clerk. Everyone is glad to see Johnnie back again.

Newcomers to the yard as brakeman the past month: John Cohrs, F. C. Chadwell, L. L. Miller and J. C. Stocklin; Switchman R. V. Booth.

Helen Alleman, boardman at the yard the past two years, finds relaxation and amusement in bowling and is often seen at the Tacoma bowling alley. Where does she get all this endurance after a hard day's work at the yard?

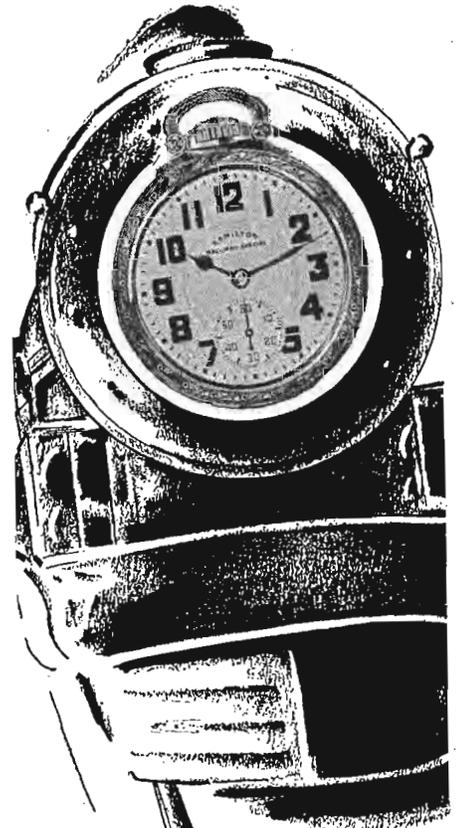
## KANSAS CITY DIVISION

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

Phyllis Elder, a freshman music student in the fine arts college at Drake University, is a mezzo soprano in the university choir, whose 70 members have been on numerous short tours during the spring months. Her mother, Mrs. A. G. Elder, was in Des Moines on Apr. 9 for their concert, "A Night of Opera," a program selected from opera scenes.

Another "junior miss" of the Milwaukee family, chosen from the freshman class to be a member of a college choir, is Marilyn Vaughan, daughter of Harry Vaughan of the mechanical department at west yard, who is attending Augustana College at Rock Island, Ill. Marilyn sings in the Augustana choir, which also goes on tour and which will appear in concert in Ottumwa.

Service Club Chairman Herschel Lovelless gives a nice report of the results of the Red Cross drive in March—a total of \$512.50. General Roundhouse Foreman H. K. Hill came in first, with practically 100 per cent from his department. Other departments to contribute almost 100 per



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**LOCOMOTIVE FORGINGS**

**AXLES**

**CRANK PINS**

**PISTON RODS**

**HAIR FELT INSULATION**

**BACK ON THE  
JOB.** Donald  
Harness, son of  
Fireman L. Har-  
ness, entered the  
army in Septem-  
ber, 1943, and  
served with the  
733rd, 744th and  
722nd Railway  
Operating Battal-  
ions through



England, Normandy, France and Ger-  
many. While stationed with the 744th,  
Lt. Col. W. J. Hotchkiss' unit, he was  
headquarters company mail clerk. Fol-  
lowing his separation from service he  
returned to his wife and son, Donald,  
Jr., at Ottumwa, Ia., and on Feb. 17  
resumed his job as brakeman.

cent were the dispatchers, superintendent's  
office, signal department and engineering,  
with Locomotive Engineer Joseph Palmer  
standing first as individual collector.

B&B Foreman Orville Lemons is back  
on the job, after a six-month leave be-  
cause of illness. He has 42 years' service  
with the company.

James H. McKown was appointed to the  
position of section foreman at Liberty,  
Mo., section 126, vice W. W. Richardson,  
transferred to the Milwaukee-KCS joint  
agency section at Kansas City.

Robert L. Capps entered the service on  
Feb. 27, as a student operator at Farson,  
where his father is agent. On Apr. 7 he  
temporarily took over the agency at  
Hayesville.

Slightly more than \$2,000 has been  
raised by voluntary contributions, for Pfc.  
Everett K. Kennedy. It was presented to  
his father, Agent E. D. Kennedy, following  
a dinner meeting of the Disabled American  
Veterans at the American Legion home  
on Mar. 20. Private Kennedy, who was  
blinded and incurred facial injuries in the  
war, is attending a school for the blind in  
Avon, Conn., taking a mechanical and  
commercial course.

Thomas Rabun has accepted a position  
in Chicago with the Federal Insurance  
Company. His wife and daughter, Mar-  
garet Ann, will continue their residence at  
the home of his father, Division Master  
Mechanic Rabun, in Savanna because of  
the housing shortage in Chicago.

Richard Luman, scoring a superior rat-

ing in the radio speaking division, was the  
only Ottumwa high school contestant to  
receive this honor at the state contest of  
the Iowa Forensic League in Iowa City  
on Mar. 29 and 30. He is the son of Dave  
Luman of the west yard mechanical de-  
partment, a member of the Milwaukee  
bowling team.

Miss Shirley Ann Barnard, daughter of  
Night Chief Dispatcher H. G. Barnard, and  
Ensign John E. Wolfe were married on  
Mar. 23 at the First Lutheran Church of  
Ottumwa, in the presence of a large num-  
ber of relatives and friends. Following  
the reception in the Barnard home, they  
left for Marion, Ill., before going to Cali-  
fornia, where they will make their home.  
Ensign Wolfe is assigned to duty at Ala-  
meda.

Mr. and Mrs. Harry F. Pile of Ottumwa  
accompanied their daughter, Miss Beatrix  
H. Havens, to Nashua, where, on Mar. 23,  
her marriage to Neal E. Smith of Pack-  
wood took place in the Little Brown Church  
in the Vale. Following the ceremony the  
wedding party and guests motored to  
Des Moines, where Mr. and Mrs. Pile gave  
the wedding dinner at Caesar's. The bridal  
couple left later by plane for Chicago. Mr.  
Smith, a student at the University of  
Missouri, was a former lieutenant in the  
Army Air Corps.

R. E. Wilson was appointed agent at  
Sewal, vice S. E. Moore, who bid in the  
2:00 p. m. operator's job at Chillicothe.  
J. D. McCarthy bid in the second trick at  
Braymer.

The position of general clerk at the  
Ottumwa freight house has been assigned  
to Yard Clerk Edwin Kemp; Trucker G. P.



Harry Martin

Richard L. Martin

**BACK ON THE JOB.** Harry and  
Richard L. Martin, sons of Ticket Clerk  
Glen Martin of Sherman Street Station,  
Ottumwa, Ia., have returned to their  
jobs on the Kansas City Division. Harry  
enlisted in the navy in October, 1942,  
and, as a quartermaster first class, was  
assigned to a PT squadron. He took  
part in the invasion of Normandy and  
was in PT service in the English Chan-  
nel throughout the European campaign.  
After 27 months' service overseas he  
was honorably discharged and resumed  
work as brakeman on Jan. 24. Richard  
enlisted in October, 1942, and was grad-  
uated from radio school at Indianapolis,  
Ind., as a radio man second class. While  
serving on the USS "Greene" during  
the submarine menace in the Atlantic,  
he received a Presidential Citation. The  
"Greene," then converted into an am-  
phibian, took part in the entire Philip-  
pine campaign, the battle at Okinawa  
and the Japanese occupation. She was  
later destroyed in the typhoon off Oki-  
nawa; the USS "Barry," another ship  
on which Richard served, was the victim  
of a Jap suicide plane. Richard was  
released in October, 1945, and returned  
to his job as second trick telegrapher  
at Seymour on Jan. 5.

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GENERAL MOTORS CORPORATION

LA GRANGE, ILLINOIS, U. S. A.



**BACK ON THE JOB.** Roy M. Hypes, who entered the army in January, 1943, was released on Jan. 9 with the rank of technical sergeant. He received his basic training at Camp Callan, Calif., spent 12 months with the 980th Engineers Maintenance Company in the European Theater and another six months in the Pacific area. He resumed work in the store department at west yard, Ottumwa, Ia., on Feb. 2. Mrs. Roy Hypes, a former Wac, enlisted in June, 1943, and served with the Medical Corps at Ft. Riley, Kans., nursing the wounded Pacific veterans. She was discharged on Dec. 18, 1945, with the rank of technician fifth grade.

Harrod succeeds Eddie as third trick yard clerk.

Robert K. Anderson, son of Traveling Fuel Inspector Einer Anderson, entered the service of our company on Mar. 17, as relief yard clerk.

Lawrence Davison was found shot in the side of the head, in an alley near his home in Sewal, on Mar. 20 at 5:00 a. m. He was carrying a small rifle and was supposed to be after some annoying cats. He is survived by his wife and two sons. He had worked as a laborer in the section at Sewal since 1940 and was a very good worker, well liked by all who knew him.

Pvt. William R. Headley of the army ordnance, stationed at the Aberdeen, Md., proving ground, was home on an emergency, because of the death of his grandfather, Robert A. Watters, on Mar. 25. Private Headley was employed as a laborer in the roundhouse at west yard before entering the army.

Mrs. Mary Rose Joslin, 93, an Ottumwan for 75 years, died at the home of her son, George C. Joslin, on Apr. 5. Mr. Joslin is employed in the mechanical department at west yard.

Miss Violet Ayres has returned to the home of her parents, Mr. and Mrs. Howard Ayres, after serving for two years and eight months at Quantico, Va., in the women's reserve corps of the Marines. At the time of her discharge she was a staff sergeant in the quartermaster's division.

Pfc. Bern E. Huffine, son of Section Foreman E. E. Huffine, came home from the O'Reilly Veterans Hospital at Springfield, Mo., during the latter part of March, for a 30-day furlough. He is suffering from the effects of his war injuries. His wife and two little girls are living in Sewal, where he worked on the section prior to entering the army. He spent three years in the army, two years overseas in the European area.

Pfc. Hugh B. Smith, son of Conductor H. B. Smith, discharged from military service on Jan. 31, has been in the veterans hospital in Des Moines since Mar. 2, for an abscessed foot. He was in the Army Medical Corps and spent nine months in France. His brother, Richard E., former brakeman, was discharged from the army on Apr. 6 and expects to resume work with our company.

Pfc. Russell Stogdill writes from Camp Carson, Colo., that he enjoys receiving the Milwaukee Magazine and is hopeful of

getting a release in the near future. He suffered a broken leg while stationed in Chicago and has had to wear a brace.

Recently discharged from military service: Brakemen Francis Hatchitt, J. P. Fowler and V. E. Bergman; Firemen A. H. Meeker, Richard H. and Robert H. Coulter, brothers; Section Laborers C. Pfannebecker of Moravia, T. D. Bryson of Williamsburg and Yard Clerk Henry Eyessel of Kansas City.

## I & S M DIVISION

### East End

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

It's time to say "farewell" and "good luck" to Trainmaster F. G. "Greg" McGinn, who was transferred to the Terre Haute Division on Mar. 25 and extend a hearty welcome to Assistant Trainmaster M. T. Sevedge, I&SM second district.

A number of railroad men have recently been bitten by the political bug. Roadmaster's Clerk Harvey Peterson filed for city assessor, Engineer Al Reinhartz, Special Officer Ira Syck and Switchman Ev Rice have entered the race for county sheriff and D. L. "Skinny" Tallmadge has tossed his hat into the ring for representative.

Section Laborer Elmer D. Phillips of Decorah, recently of the army, visited the office early in April and stated that he would bid on the relief section foreman's position, to relieve during vacation periods.

Train Baggage man E. L. Anderson welcomed home his son, Merrill "Bud" Anderson, after 42 months' naval service.

Our sincere sympathy is extended to Switchman M. E. Crosby, whose mother passed away at Mason City, Ia., on Apr. 2.

News is rather scarce this month, but with the coming of the golf season a few items of interest should make their appearance. And, speaking of appearances, we were pleasantly surprised by a visit from George Savadis, former trainmaster, who now packs the title of assistant budget inspector.

We put a large mark on the wall (along side of his desk) when Freight Service Inspector O. E. Bradford announced he had completed an inspection trip over the I&D Division without the loss of his car keys or suitcase.

Recent changes in positions on the division include Harvey Peterson, from expense clerk to his former job as roadmaster's clerk; Check Clerk Ed Carroll was senior bidder for the expense clerk job. Ticket Clerk LeRoy John Schultz returned,

**BACK ON THE JOB.** Robert W. Lewis returned to work in the store department at west yard, Ottumwa, Ia., on Mar. 1. Bob enlisted in the navy in July, 1942, and attended the General School of



Electricity at Detroit, Mich. He was then assigned to the Navy Air Corps Headquarters Squadron Fleet, Air Wing 3, to work on all types of seaplanes. This training was supplemented later by a course at the General Electric plant in Bridgeport, Conn. After completing that course he served for another year at the naval air station at Hutchinson, Kan., working on land based planes. He was discharged on Dec. 15, 1945.

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TRAILERS**

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one else have your way.

Guide: "This castle has stood for 300  
years. Not a stone has been touched,  
nothing altered, nothing repaired or  
replaced."

Tourist: "They must have the same  
kind of landlord we have."

after a winter in Florida, and bumped  
LeRoy F. Williams, who in turn displaced  
Erle Jorgensen. Erle returned to his  
former job as chief dispatcher and train-  
master's clerk, displacing Kermit Olson:  
Olson displaced a check clerk on the Aus-  
tin freight platform. Leonard Okre bid  
in the job as bill clerk at Albert Lea,  
vacated by Donna Witt, who found employ-  
ment elsewhere. Vernon DeFor has been  
employed as relief yard and ticket clerk.

Our sincere sympathy is extended to the  
bereaved relatives of A. E. "Bob" Hessler,  
retired engineer, who passed away at his  
home in Austin on Apr. 14.

**I & D DIVISION**

Margaret C. Lownsberry  
Division Editor  
Mason City, Ia.

Our sincere sympathy is extended to the  
bereaved family of William C. Buirge, who  
died on April 8. Mr. Buirge, a former  
conductor, had been retired since 1937.

Our deepest sympathy is extended to the  
family of Section Foreman George Mont-  
gomery, Monona. Mr. Montgomery passed  
away on Apr. 6.

Brakeman D. L. Brown underwent an  
appendectomy on Mar. 30; also, Engineer  
M. L. Barr is recovering from a siege of  
pneumonia. We hope to see both men  
back on the job very soon.

I. C. Brewer and crew are on a bridge  
and building inspection tour of the west  
end of the I&D Division.

Recent visitors in the office were George  
LaRue, former assistant division engineer  
at Mason City and now employed in the  
industrial department, working out of  
Davenport; Chief Dispatcher V. P. Sohn,  
Aberdeen; and George Savadis of Chicago.  
Mr. Savadis was formerly employed in the  
engineering department at Mason City.

Miss Laura Jane Kelly, daughter of  
Engineer M. E. Kelly, was married on  
Apr. 22 to James J. Pattee of Mason City.

M. T. Shanahan, formerly agent at  
Draper, bid in the second trick operator's  
job at Calmar and moved his family there  
on Apr. 6.

A softball team is in the making at  
Mason City and is being sponsored by the  
Milwaukee Service Club. Anyone who  
desires to play ball should contact M. L.  
Kemp or a member of his committee.  
More details next month.

The time of year has arrived when the  
tall fish stories are making the rounds and  
according to all reports Earl Winn, opera-  
tor at Calmar, has topped the list so far.  
Our yardmaster at Mason City seems to be  
slipping. How about it, Frank?

Superintendent and Mrs. W. F. Ingra-  
ham enjoyed a visit in April with their  
two sons, 1st Lt. Sidney C. Ingraham and  
William F. Ingraham, Jr., of Buffalo, N. Y.  
Sidney stopped off on his return to Los  
Angeles from a business trip to Washing-  
ton, D. C. He has been stationed in Los  
Angeles for the past three years with the  
district transportation office.

**Sioux City and Western  
Branch Lines**

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

Conductor Charles Albert Milligan died  
in the Methodist Hospital at Sioux City,  
Ia., on Apr. 14, after a three-week illness.  
Mr. Milligan was born at Vail, Ia., on Mar.  
10, 1886, and entered the service of this  
company on Aug. 1, 1907, as passenger  
brakeman. Funeral services were held at  
Sioux City and the body was sent to Ta-  
coma, Wash., for burial.

Archie W. Gamel, retired conductor, is  
now farming in Missouri.

Brakeman Ed Richmond and wife are the  
proud parents of a baby boy born at Sioux  
City on Mar. 22. This makes Engineer  
Johnny Berkemier, who is the father of  
Mrs. Richmond, a grandfather.

Engineer James W. Hubbs spent his  
vacation among the orange and grapefruit  
groves in the Rio Grande Valley in  
Texas.

George Arnold, retired store department  
employee, died in a Sioux City hospital on  
Mar. 27.

Miss Shirley E. Jensen is the new relief  
agent at Jefferson, S. D. Miss Jensen for-  
merly worked for the Illinois Central at  
various points in Iowa. Shirley is a cute  
little scamp.

Miss Ella Zambo recently completed her  
telegraphy training under Agent Elmer  
Taylor of Hawarden, Ia., and is now as-  
signed as second operator at Hornick, Ia.

A son was born to Mr. and Mrs. Arden  
Hubbs on Mar. 28. The cigars were very  
nice, Arden. Many happy returns of the  
day.

Marion Mueller and Roger B. Klimisch  
have both completed their telegraphy  
training and are now assigned to duty.  
Mueller as operator at Mapleton, Ia., and  
Klimisch as relief agent at Stickney, S. D.

R. I. McGregor of the engineering staff  
at Mason City recently spent considerable  
time in Sioux City. "Mac" used to be one  
of the Sioux City boys and we were glad  
to have him around again.

Warren L. Morton, veteran agent, last  
assigned as agent at Jefferson, S. D., re-  
tired recently, due to poor health.

Miss Helen Flynn of the assistant  
superintendent's office at Sioux City, re-  
cently suffered a terrible disappointment  
when an intruder attempted to enter her  
apartment in the wee hours of the morn-  
ing but got away before Helen could get  
up and nab him. Anyone got a good bear  
trap for sale or rent?

"Mike Noonan, retired engine foreman  
who is now living in Pasadena, California,  
was a recent visitor at Sioux City. The  
years have dealt lightly with Mike and  
his residence in California has evidently  
agreed with him.

Dispatcher Fred Harvey has moved to  
Austin, Minn., where he recently drew a  
position.

Operator R. D. Thompson of Vermillion,  
S. D., was re-elected mayor of Vermillion  
for his third term, at the election held on  
Apr. 16.

William R.  
Close, CM2/c, who  
enlisted in the  
navy in Decem-  
ber, 1942, was  
released on Nov.  
11, 1945, and re-  
turned to his old  
job as fireman at  
Ottumwa, Ia., the  
following Janu-  
ary. Two years  
in Australia and the Philippine and  
Solomon Islands gave Bill a good taste  
of navy life. He liked it so well that  
he re-enlisted on Feb. 8 and left im-  
mediately for Port Hueneme, Calif.





Lt. Donald J. Lewis    Capt. William E. Lewis

Freight Agent F. R. Lewis of Mason City, Ia., has two sons who were in military service throughout the war. Lt. Donald J. was released from the army in April, at Jefferson Barracks. William E., a graduate of West Point, was recently promoted to captain. He is stationed at Washington, D. C.

### Sanborn-Rapid City

Margaret Kelly, Correspondent  
Mitchell, S. D.

Engineer Matt Anderson passed away suddenly at Rapid City on Apr. 10. Matt had just completed his 27th year of service with the company. He was a faithful employe and his loss will be greatly felt. To Mrs. Anderson we extend our sincere sympathy.

Boilermaker Helper Ernest Monroe, Mitchell, took the pension this month, upon completion of 26 years of service.

Dispatcher Fay Higgins was called away suddenly to attend the funeral of his brother, Dr. Bert Higgins of Mason City, on Apr. 8.

Aubrey Lester, former section foreman at Reliance, S. D., is now foreman at Alexandria, S. D.

Earl Long, former section foreman at Alexandria, S. D., and on extra gang, Lines West, recently received a promotion to roadmaster and is now located at Austin, Minn.

Carl C. Hill and Warren Shoop are newly employed firemen on the I&D Black Hills district at Rapid City. Prior to becoming firemen Carl spent six years in the navy and Warren spent two years in the army.

Retired Engineer Andres called recently at the Mitchell roundhouse to "look things over." After a long illness, "Zeke" is again going strong.

Tom France, retired roundhouse foreman, is up and around again after a serious illness and is looking forward to that California sunshine.

Boiler Foreman Sundquist is enjoying his vacation with his son, Doctor Glenn, and his family.

Machinist R. Paullin is back at work after a recent illness.

### Sioux Falls Line

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

Conductor and Mrs. Harry Kelly left Sioux City for Denver on Apr. 8 to visit their son-in-law, Trainman McDonald, who is in a government hospital receiving treatment for injuries incurred in overseas service.

Very handy with the bowling ball is Electrician John Madden of Sioux Falls, who drew the attention of the entire alley on Mar. 29, when he rolled a single score of 290 and a three-game score of 693 with the Milwaukee Road team. He says that it won't happen again.

Fireman Conrad "Gene" Baker was married at South Sioux City on March 6, to Miss Shirley Madden of Sioux City. Congratulations!

Chester Belknap III, son of Train Baggage-gaman Chester M. Belknap, demonstrated how to bring down a limb of a tree and came down first, striking his head on a retaining wall. It caused a slight concussion but he is improving rapidly.

Baltic is all agog with the report that G. E. Ferguson is planning to bid in the agency at that station. A big reception is being planned for his arrival by the local Chamber of Commerce and a parade will be held. Several neighboring bands have offered their services.

J. H. Gray, who was agent at Baltic until Jan. 1, is now in retirement. Mr. Gray started railroading for the Milwaukee Road at Hutchinson, Minn., in 1904 and worked later for the Soo Line and the Great Northern. He returned to our road in 1924. At present he is visiting in California but plans to locate in Omaha.

### TERRE HAUTE DIVISION

#### Terre Haute District

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

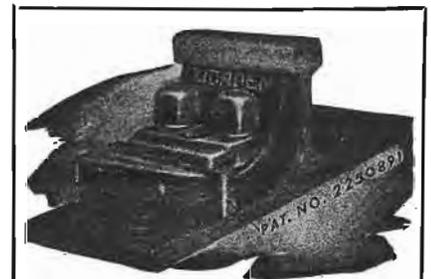
William F. Terrell, car department employe at Terre Haute, was discharged from the army at Camp Atterbury on Mar. 12 and is expected to return to his old job in the near future.

We have been doing a little spring cleaning in the Rea Building offices and hallways and have had quite a few compliments on the improved appearance.

Herbert A. Brown, demurrage clerk at Crane, Ind., since February, 1945, returned to the Terre Haute freight house early in April. The employes at Crane say they are going to miss "Brownie" and that Crane's loss is Agent Boyd's gain.

John Schumacher, versatile yard clerk at Crane, is strutting around these days like a spring chicken. After considerable undercover work it was discovered that John's agility was due to the fact that in the not too distant future he will become a grandfather.

Cashier Bob Hayes, Crane, was away for a time, due to Mrs. Hayes undergoing a serious operation. She returned from the hospital late in March and we are glad to hear that she is getting along nicely.



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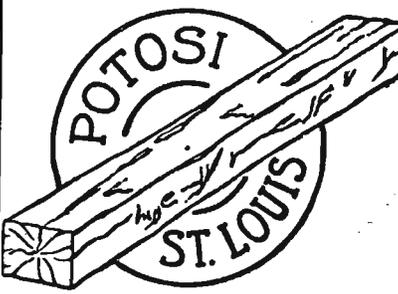
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George Lundwall of the Terre Haute freight house, and wife, are spending a 30-day leave of absence with their son in Florida.

John Miller of the freight house at Terre Haute welcomed home his son, Otto, early in April. Otto spent nearly four years with the armed forces in the European Theater.

Wendell Clark, recently released from military service, has returned to work at the Terre Haute freight house. While serving in France he was awarded the Bronze Star for unusual courage.

**Faithorn District**

*Berniece Sparks, Correspondent  
Faithorn, Ill.*

The pensioned employes of the Faithorn district were honored at a banquet in Crete on Mar. 18. Among the guests of honor were J. H. McDonall, former trainmaster and retired engineer; Joe Hanauer, retired engineer; E. A. Rollert, retired agent; and George Cooley, retired roundhouse foreman. Also in attendance were General Car Accountant E. J. Knoll, Car Distributor Harry Cameron, Chicago terminals; Chief Clerk William Bishop, Bensenville yard; Leslie Kincaid and William Wind of Chicago, Agent A. L. West of Manhattan, Agent J. T. Gerkey of Chicago Heights, Agent and Mrs. H. H. Longcor of Joliet and employes from North Harvey, Chicago Heights and Faithorn. The oldest employe in years of service present was E. J. Knoll, who began his affiliation with the Milwaukee in February, 1902. The employe having the least seniority was Operator L. E. Sargent, who had worked just 30 days. The guests of honor were presented with pen and pencil sets, as a token of appreciation from the employes. Trainmaster R. L. Hicks and the members of the committee who arranged the banquet are to be commended for making it a success. A committee has been appointed to arrange for future banquets.

We are very glad to see Switchman J. R. Manwaring back on the job after an absence of three and a half years, during which he served with the Coast Guard. Joel is the son of Section Foreman J. C. Manwaring of Faithorn. Congratulations to Switchman and Mrs. J. L. Hub, who are the parents of a girl born on Mar. 6.

Superintendent A. T. Berg is confined to the hospital at this time. Here's wishing him a speedy recovery.

**West Clinton Area**

*Earl H. Lehmann, Correspondent*

Oiler F. J. Hunnicut and wife were called to Tennessee in the latter part of March on account of the death of his brother. We wish to extend our sympathy.

Conductor O. S. Hadden is happy these days; reason—Hannigan is fagging for him again.

See Operator C. A. Parr for lessons in carpentry.

Robert Morris is back from the navy and working again at the roundhouse. We're glad to see you again, Bob. Carpenter Homer McMillian is getting ready to take the pension on June 1.

F. G. McGinn of Austin, Minn., is the new trainmaster on the Terre Haute Division. We hope he and his family like Indiana and we also wish him success in his new assignment.

Operators A. R. Gee and Joe Wright are still on the sick list. We hope they will soon be out again.

Brakeman Robert Vestal has returned from the navy. We welcome him home.

Brakeman Carl Richards, who has purchased property on the main highway here, will soon move into his new home.

Labor Foreman George Holloway has been seriously ill in a hospital at Urbana, Ill., for some time.

The season has arrived for the boys to talk about the big ones that didn't get away. General Yardmaster M. L. Hewitt



H. M. Craigmile, retired Chicago terminals engineer, and G. A. R. Merriman, retired switchman, pictured down in Florida with the one that didn't get away.

has a cabin on the river, fully equipped with everything it takes for fishing and loafing.

Bill Clerk Harry Kneeland, Latta, dropped in for a short visit early in April. We are always glad to see Harry.

Sympathy is extended to Conductor Fred Gallatin in the death of his mother in March.

**CHICAGO TERMINALS**

**Western Avenue**

*T. A. Finan, Correspondent*

We regret to announce the deaths of Yardmaster N. C. Stangeland and Switchman Leonard Miller. Our sympathy is extended to their bereaved families.

Jim McDonald and Jack Ratliff are still on the sick list.

Milton "Heinie" Lange, retired chief clerk, is visiting in Chicago after hibernating at his place in Wisconsin.

The newly formed Hiawatha Post of the Legion is in full swing and is open to all returning vets.

Agent George Campbell of Western Avenue is visiting his mother in New York.

Frank Murphy spent Easter in Philadelphia, visiting his sister.

Ed "Junior" Janusek and Richard Willmer are both leaving the ranks of single men early in May.

Congratulations to Bea Bishop and Red Guthrie on their recent marriage.

**Sleeping and Dining Car  
Department**

*W. R. Jones, Correspondent*

Here we are again! Not much in the way of news, with the exception that Superintendent B. J. Schilling is on the road to recovery, after a serious illness, and by the time that this bit of good news goes to press we hope he will be back on the job. We are also very glad to see T. J. Crowley back after his siege, full of "pep."

We are glad to see Stanley Goscinski back from service and on his old job in the commissary.

We wish to welcome James Nolan, Jr., who was transferred here from J. L. Brown's office.

A letter of condolence was sent to the families of J. E. Miller, cook, who passed away suddenly at Manilla on Mar. 15, and J. F. Martin, veteran porter, who passed away on Mar. 24 after a long illness.

## ROCKY MOUNTAIN DIVISION

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

If there is any other time of year when there is more work to do in the house and out of it than in spring, I'd like to know when it is, unless it's summer, fall or winter. But there is one thing about spring: You can either do the work or let it alone. If you do it everything will look swell and if you don't someone will come along and say, "It looks fine to me," so there you are. Everything is looking swell right now around this division and all the lilacs are budding—getting ready to be frosted as usual—and they always bloom, at that.

Of interest to our division was the wedding on March 21 of Operator Leo D. Koffler of Lewiston and Miss Helena Lane of Belgrade, which occurred in Lewiston, where Mr. Koffler is working as second trick operator. Mrs. Koffler is the daughter of Emmett Lane of Belgrade. The Rocky Mountain Division extends best wishes to this young couple. Leo is well known here, having worked in several places on the division, including Three Forks and Belgrade.

Mrs. Charles Adams has returned home from a session at the hospital in Butte; also, Mrs. Spencer Heim has returned home after some time spent in the Bozeman Hospital. Mrs. John Smeltzer has been a patient at St. James in Butte, for some time, following a major operation. She is now much improved.

Engineer and Mrs. Haffner have returned after several months spent in California.

The death of Mrs. Isabella Dickenson, mother of Eben Dickenson of this place, occurred on April 6 in Townsend, where she had been ill for some time. Mrs. Dickenson was well known and we regret to write of her death. Surviving her are her son, Eben, a conductor on this division, and a daughter in Wisconsin; also, several grandchildren. Sympathy is extended to this family.

Brakeman and Mrs. John Lane are visit-

Pvt. Robert Michaels, rodman in the engineering department at Miles City, Mont., is the son of Mrs. Kathryn Michaels and a nephew of Machinist Frank Smith. Bob has been in Manila, Yokohama, Aomoria and Hirosaki and at the present time is a Diesel engineer at Otaru with the Engineer Corps.



Men of the Miles City shops, all back on the job again after their release from the armed forces. In the front row, left to right: Carl Martin, Joe Takanaka, Dan Takanaka, R. C. Reece and Ed M. Kenney. Second row: James Riley, Phillip Lancaster, Gus Pavelis, Keith Trout, Dan Tedesco, Claude Lackner, Ted Nelson, A. L. Running, Anton J. Martin, Alexander Graff, A. C. Anderson and Fred Fulks.

ing their children in San Francisco and Portland. Their youngest son, Charles, has just returned from the South Pacific, where he had been for some time.

Trainmen returned from service are Carpenter and Bouquette. Glad to see them back. Bernard Carpenter will reside here with his wife and child. He was one of the first men to join Uncle Sam's forces.

Engineer McGrath has returned from a visit with home folks in the East. Mrs. McGrath remained in Minneapolis, where she is taking medical treatment.

Conductor and Mrs. E. C. Heier have returned from a winter spent in California.

## TWIN CITY TERMINALS

### St. Paul Freight House

*Allen C. Rothmund, Correspondent*

We lost two good "old timers" when death took Engineer J. A. Bloyer and Yard Clerk Neal Ryan.

For Heaven's sake, Ray Sheehan, when will the taxi be back in operation? The "poor thing" is riding the street cars.

The new people in the office: Miss Hennesy and Mrs. Effe Manheim.

I thought I was about to save a life the other day. This is the story: As you know, our office is situated on the river bank and one noon, as I was leaving the office, I saw a blind man heading for the river. He was carrying a white cane but was minus a dog. I rushed up to him and said: "You are getting near to the river bank—better be careful." He answered: "Son, don't worry about me, I just came down to see the river. I'm blind but I can take care of myself." How do they do it?

All you old-time Milwaukee Road vets,

don't forget the dates, Aug. 28 and 29, at Milwaukee, Wis. The Hiawatha band will play for us—we hope.

## St. Paul Traffic Department

*Brooksie Luth, Correspondent*

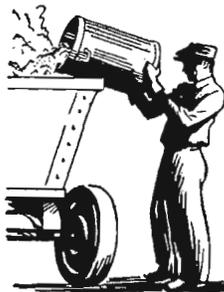
When I got a news tip from General Agent Ollie Anderson of the passenger department, I asked Stu "Custodian of Military Information" Olson for additional data on the subject and I'm going to quote Stu's notes verbatim. Here's Stu's account:

"Persian Lamb Returns to Service': On Apr. 1 Frank Engebretson returned from the wars to the St. Paul city ticket office, where he was assigned to the reservation clerk's position. Frank went more than half-way around the world during his army career—Ft. Snelling to Teheran, Iran—and estimating a mile for a Camel, we think he can smoke for quite awhile. Frank ended his army service as a first 'loolie.' Welcome to the roundhouse, Frank."

Our good friend, Carl Eckman, the former reservation clerk, is now a "steno" for Assistant General Passenger Agent Larson at Minneapolis.

We were all glad that the devastating storm that struck Hawaii did no harm to "our family" there—Lt. Col. Robert Burns, his wife and little Jimmy. There were many tense moments until that "safe" wire came.

While we're on the subject of the Burns family, let's talk about their younger son, Gene, who is doing very interesting work. Gene is supervisor of boys' cases for the Ramsey County probation office and has charge of youngsters who need help to straighten out their lives. Gene has been making speeches to various civic groups and is making a name for himself as a "speechifier" and as a young man who is



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### South Minneapolis Locomotive and Store Departments

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

Shop Superintendent G. Blyberg writes to the office from Tucumcari, N. M., that he wouldn't trade one county in Minnesota for the whole state of Texas. I guess it was safe to let him have that vacation, if California doesn't take any better than Texas.

Night Baseball Park at Southtown is illuminated by floodlights, high on the steel towers at the north and south ends of the main yard. It should step up egg production in the neighborhood and bring down the price.

Some day Bertha Berge is going to cry "wolf, wolf" without response. Remember that buzzer which was installed for her protection at the Junction? Now when it goes into action it's merely an indication that the trainmaster is wanted on the telephone. Kind of like removing the caffeine from coffee, isn't it?

Of course you know, by now, that Paul Bridenstine has returned to Savanna and was replaced on Apr. 1 by Trainmaster A. P. Houle of St. Paul, former local chairman of the B.R.T.

Ivy Hancer, formerly employed in the trainmaster's office at Southtown, has returned to work for our company, this time in the office of the assistant general storekeeper.

Another feminine addition to J. V. Anderson's office personnel is Grace Sederholm, who previously worked in the office of the assistant passenger agent, Rand Tower. Grace's "hubby" is radio engineering out in Manila.

While we slaves stay at our posts, that lucky George Ward reverses the order of the birds and goes south in the spring, to Hot Springs, Ark.

District Safety Engineer M. L. Medinger announces the birth of his first grandchild, Mary Kay, daughter of Bob Medinger, born on Mar. 24. Before serving as a staff sergeant with the Air Force in Italy Bob worked as a yard clerk at St. Paul. He is now taking training as a meat cutter.

Not to be outdone, Lt. George Beghul tells us of the arrival of a granddaughter, Kathleen Terry Patterson, on Apr. 11—eight pounds and 13 ounces, if you please. Kathleen's daddy is Machinist Helper Howard Patterson of Minneapolis shops.

Genial Eddie Kerrott, Minneapolis roundhouse, who has been hospitalized, is reported making splendid progress. We're hoping he will be back on the job, to read this copy of the Magazine.

Gleanings from the W-4 department inform us that Electrician Art Brundage is no longer a single man. The well known words were said at Joyce Memorial Church and, miracle of miracles, he found an apartment and had it ready to move into two weeks before the wedding.

Some of the boys back from the wars: St. Paul Machinist Helper John

F. Boogren; Machinist Helper George E. Anderson, Minneapolis roundhouse; Boilermaker Helper Ralph Morse, Pipefitter Helper Thomas A. Shand and Machinist Helper Arthur R. Nelsen. Tracy Page has also been discharged from the navy but to date has not returned to his job. We also have an occasional "guzinta"—Edward A. Brennan, Minneapolis roundhouse employe joined up on Apr. 15.

Following a serious illness, George Meyers passed away on Apr. 15. George had been employed at the terminal since 1910, serving a number of years as chief caller.

Lt. Joseph R. Pavlik, who was seriously wounded on Sept. 26, 1944, in the battle of the Neid River, France, is still confined to McCloskey General Hospital at Temple, Tex. During vacations from St. Paul-Cretin Military High School and the University of Minnesota, Lieutenant Pavlik worked as a carpenter in the B&B department at the Twin City Terminals. After his recuperation he expects to resume the study of mechanical engineering.



### South Minneapolis Car Dept. and Coach Yard

*Orlie M. Smythe, Correspondent*

Welcome to the following employes, discharged from military service, on their return to the Milwaukee Road: Robert J. Pfeifer, who returned on Mar. 18, following two years' service with the 3rd Infantry Battalion in France and Germany; Rodger Lyngen, who returned on Mar. 29, from two years of army service; and Orville T. Granaas, who returned on Apr. 2, following three years' service in the army.

Laborer Victor Bjorkland, Minneapolis shops, who was 62 years of age, died suddenly on Apr. 10, due to a heart condition. Sympathy is offered to his family.

Vacations: Machine Operator Anton Johnson is on a trip to New York; Helper John O. Anderson is bound for Detroit, Mich., and a bowling tournament in New York City; Welder Victor E. Nelson will sail from New York for Goteberg, Sweden, to visit his mother, whom he has not seen for 36 years.

**BACK ON THE JOB.** William O. Jensen, who enlisted in the army in February of 1943, served with the Air Corps in Texas and later with the Infantry in Louisiana and Virginia. He was released on Feb. 19 with the rank of corporal and resumed work as a fireman at Cedar Rapids, Ia., on Mar 7.



## IOWA DIVISION

### Council Bluffs Terminal

*Agnes Christiansen, Correspondent  
Car Foreman's Office*

Mrs. Hans Hansen, widow of a retired car inspector, passed away on Feb. 12. Our sympathy is extended to the family.

We are pleased to report that Paul Renteria, who has been ill for 90 days, sectioned back to work on the section on Mar. 16.

On Mar. 23 Carman Helper Richard Milner was married to Miss Rosalie Nahach. We all extend our best wishes to the newlyweds.

Carman Fred Olson "batched" for six weeks recently while his wife visited in New Orleans, her former home. Fred enjoyed a surprise visit from his son, Lloyd, one week-end. Lloyd is attending Iowa University.

Carman Andy Thompson recently enjoyed a brief visit from his son, Elmer, GM2/c.

We lost a faithful employe when Holger Anderson of the car department resigned to study interior decorating under the GI Bill of Rights. His many friends all wish

**BACK ON THE JOB.** Elwood W. Paul returned to his old job as fireman at Cedar Rapids, Ia., on Jan. 16. Elwood is an ex-sergeant of the 532nd Amphibian Engineers and spent two years in the Asiatic-Pacific Theater—New Guinea, the Philippines and Korea. As mementos of his war record he brought back the Asiatic-Pacific Ribbon, four bronze stars, one arrowhead, the Philippine Liberation Ribbon, the Good Conduct Medal and the Victory Medal.



him success in his new vocation. Two new firemen hired recently are Robert Pratt and William Hansen. We extend a hearty welcome to both.

Your correspondent recently had a nice long letter from Beulah Whittington, former roundhouse clerk, in which she informed me of her election as city treasurer of her home town.

## Iowa Division—Middle, West and Des Moines

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

Several sons of Iowa Division employes have recently returned from overseas service and have been honorably discharged. Among those in the group were Capt. Edward Fuller, son of Conductor Harry Fuller; Sgt. James Nunn, whose father was Earl Nunn, an Iowa Division agent; Pfc. John Phleget, son of Traveling Engineer J. T. Phleger; Sgt. Keith Stapleton, son of Engineer Frank Stapleton; and T/5 LeRoy Koch, son of Engineer Gus Koch.

Paul Slater, son of Car Inspector P. Slater, was married at Holbrook, Ariz., on Mar. 27, to Shirley Hamman of Perry. Paul was in the merchant marine for more than three years.

Mrs. E. S. Buckley, Viola Ranes and Mrs. Ivan Wightman, members of the Chase and Alma Bowling Team, took part in the Iowa State Ladies Bowling Tournament in Keokuk on Feb. 9 and 10, and made such a good showing that they collected a good share of the prize money. The team will participate in the National Women's Bowling Tournament in Kansas City in May.

A daughter, born to Mr. and Mrs. Elmer Conner at Bucyrus, O., on Apr. 1, makes another grandchild in the family of I. E. Conner, retired conductor.

James Evitts, son of Caller C. E. Evitts of Perry and a former Milwaukee machinist, was recently given a Certificate of Service award for his work on the Manhattan Project, which had to do with the creation of the atomic bomb. James is general mechanic in the Bureau of Mines at Laramie, Wyo.

Engineer Calhoun, who, with his wife, spent the winter at McAllen, Tex., and Engineers Frank Keith and Earl Townley, who, with their wives, spent the winter in California, have all returned to work.

Bailey Eckman of Newark, O., brother of the Iowa Division correspondent, passed away during March.

Donald Rait, whose father was Engineer W. D. Rait, long time Iowa Division employe, was recently promoted to the rank of lieutenant colonel. He is with the army engineers and has been made project engineer in charge of flood control work in Pennsylvania. The present project includes a change of grade for 18 miles of the Pennsylvania Railroad.

James Jones, S2/c, whose father is employed at Perry roundhouse, was married at Cicero, Ill., on Mar. 17 to Thora Hurst.

Conductor Thomas Rellihan has been on the sick list for several weeks. He was in

Pvt. Kirby Anderson, section laborer at Spencer, Ia., was called to active duty with the Army Air Corps in June, 1944, and re-enlisted for one year in the regular army in November, 1945. On Christmas day Kirby had a little hard luck while skiing and fractured a collar bone, but has since been released from the hospital and is stationed at Greensboro, N. C., awaiting assignment to overseas duty.



Milford, Kans., for an operation.

Pvt. Richard Balsbaugh, one of the last firemen to be inducted into the service, was home during April on sick furlough.

B. H. Moore, retired engineer, was the honored guest at a church party the fore part of April. Mr. Moore has served as church clerk at the Presbyterian Church for 50 years and was presented with a gift of 50 silver dollars by the church people.

Conductor Walter Walrath, who was in the veteran's hospital at Minneapolis for medical treatment for several months, was released the fore part of April.

H. R. Johnson, who has been employed in the store department in Milwaukee for the last few years, returned in April to his former position as local storekeeper at Perry, when a reassignment of positions was made.

Conductor W. S. Delaney and wife and their son, Linn Doud, nearing Roseville, Ill., after a trip to Peoria, were injured when their car was struck by a truck driving out of a side road without making a stop. Their car was badly wrecked.

## H & D DIVISION

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

*(This material was prepared with the assistance of Martha Moehring, chief clerk to Assistant Superintendent J. W. Wolf, Montevideo, Minn.)*

On Saturday evening, Mar. 16, department supervisors on the H&D Division staged a farewell dinner party at the Alonzo Ward Hotel, Aberdeen, for L. W. Palmquist, departing acting superintendent, and welcomed back Superintendent F. R. Doud. The party featured an interesting talk by Sgt. Jerry Lundquist, son of Clarence Lundquist, former Aberdeen roundhouse foreman, now at St. Paul, who saw service in the Philippines and was in the Bataan death march and Japanese

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What the well-dressed soldier wore in World War I and World War II, as demonstrated by Conductor A. M. Wannebo, veteran of the 31st Railway Engineers in World War I, and his son, Pvt. Robert A. Wannebo, of Miles City, Mont. Bob is stationed at Ft. Ord, Calif.; this picture was taken on a recent furlough.

prison camps. He held our attention with a vivid first-hand story. Talks were made by Solicitor Dwight Campbell, Superintendent's Chief Clerk W. J. Kane, Chief Dispatcher V. P. Sohn, Freight and Passenger Agent F. W. Baker, Assistant Superintendent J. W. Wolf, Master Mechanic W. W. Henderson and Roadmaster E. F. Boettcher. Superintendent Doud presented the group's gift of a traveling bag and fittings to Mr. Palmquist with an appropriate farewell message and also gave a personal expression of his pleasure in returning to the H&D. Public Relations Officer Lisle Young acted as master of ceremonies.

In times like these there are still some lucky people who have lots of clothes. At least we know that Freight Agent Irv Feddern, Aberdeen, does, for he wore two suits, or portions of them, to L. W. Palmquist's dinner.

The division engineer's office regretfully announces the resignation of Stenographer Carrie Voet, whose "hubby," Daniel, has just returned from overseas.

Assistant Engineer Howard Kelly, Aberdeen, with the Milwaukee since May, 1939, left the service on Mar. 27 to take a position as assistant engineer with the Florida East Coast Railway at St. Augustine, Fla. The engineering department boys seem to get that "southern climate urge."

On Monday evening, Mar. 25, a few members of the Service Club competed in the sixth annual Aberdeen Olympics held at the local "Y", but because of being outnumbered and those who turned out being unable to enter some of the events, we made a poor showing. A fine trophy was awarded to the winner. Thanks to Roadmaster's Chief Clerk Jack Seiler's sharp shooting, we took first in the dart bowling and Lieutenant of Police Martin Silvernail's home runs won a third in the dart baseball. Due to the cribbage playing of John Kane, son of Superintendent's Chief Clerk W. J. Kane, we added five points, plus the same amount made by Jim Hagelin, division freight and passenger agent's chief clerk, in golf and your correspondent in the basketball free throws. We hope that future events will see our variously talented employees on hand to bring home the victor's spoils.

H&D Conductor Art Mertz is the proud papa of a baby boy, born on Apr. 4. Congratulations, Art!

Recently released from the armed service and back on the job as third trick operator at Bristol is R. F. Huger, whom we should be hearing from regularly now, because he has volunteered to assist in the Magazine work.

Car Foreman Morse at Aberdeen certainly has gone a long way toward providing employment for ex-servicemen. The new men are Richard E. Grandpre, former second lieutenant in the Army Air Corps, who saw four years and three months' service, was with the 8th Air Force in England and spent 22 months in a German prison camp. His battle stars and decorations are for the air offensive over Europe and he also has the American Defense Ribbon and the Purple Heart. Ferd S. Wipf was a sergeant in the 6th Infantry Division with five years' service, including two years in New Guinea, the Philippines and Hawaii. He has three battle stars, the Good Conduct Medal, American Defense Service Ribbon and the Philippine Liberation Ribbon with one bronze star. Joseph T. Labesky was technical sergeant in the Air Corps, with over three years' service, about two years in the European Theater, has two battle stars, the Distinguished Flying Cross, Air Medal with three Oak Leaf Clusters, the Purple Heart and a Unit Citation Ribbon. Michael J. Sanders was a corporal in the 503rd Parachute Infantry, with 34 months' service, 14 months overseas, and has four battle stars for the New Guinea, Mindoro, Corregidor, Negros and Philippine Island campaigns and also has the Bronze Star, Purple Heart and Presidential Citation. Holger P. Peterson, private first class, 13th Air Force, saw four years' service, three at New Caledonia, the New Hebrides, Guadalcanal, New Guinea, Moorebide and the Philippines. He has three battle stars. Robert F. Danback, AM2/c, with three years and seven months of service, 16 months at Pearl Harbor, has the American Theater, Asiatic-Pacific, Good Conduct and Victory Ribbons. Joe Ballard was a private in the medical detachment of the Air Corps, with eight months' service.

Former car department employe to return to the Milwaukee was John J. Breen, PM3/c, who was in the service for nearly three years and who was assigned to the USN hospital at Aiea Heights, Pearl Harbor, for 27 months. John has resumed work for us as carman helper.

Howard J. Wallis, son of Engineer C. R. Wallis of Mitchell, S. D., and brother of W. C. Wallis, regional public relations assistant in Cedar Rapids, Ia., has been appointed superintendent of the assembly and wiring shops of Bell Telephone Laboratories in New York. He also serves as equipment engineer in the development shops. Mr. Wallis' wife, by the way, is the daughter of Fred Diehl, Milwaukee Road locomotive engineer, of Rapid City, S. D.

The Milwaukee League's season at Aberdeen came to an end on April 10, and wearing the victor's smiles are Blake, Chambers, Graf, Austin and Mertz of the Pioneer team. Russell Blake had the high average of 164. The Pioneers copped most of the honors but, thanks to a very fair prize distribution arrangement, every team got in on some of the "lucre." The final standings of the teams were:

Teams	Won	Lost	Pct.
Pioneer	50	34	.595
Olympian	45	39	.536
Chippewa	42	42	.500
Hiawatha	40	44	.476
Sioux	38	46	.452
Arrow	37	47	.440

The first and second high games were Bill Mertz's 265 and Brown's 256. The prize "razzberry artist" was Carl Borgh, the life of the league and the Hiawatha's dynamite. The "hook" specialists were Lonn of the Olympians and Miller of the Chippewas. Top feminine bowler was Carlsson of the Olympians, with a 141 average. We will all miss the Wednesday bowling night but are looking forward to another season.

We take you now to Montevideo, Minn. W. H. Applegate's little note about lack of news made Martha Moehring feel so lachrymos-ey that she went out on the snoop and came back with some news for this issue.

A couple of girls are now working at the Montevideo office. After an all-man force for many years, at first it was a little hard to tone down the language but things have changed. Instead of the sulphur in the air, which once illuminated the office at night, they now find it necessary to turn on the electricity come twilight. The new additions are Martha and Maxine and they are holding their own around the place, thank you! Last Christmas there was a Christmas tree in the office and now there are flowers on the desk and the furniture is dusted. Yes, things have changed.

Pat Maloney, chief clerk for 16 years, is now train director. From a brisk walk Pat has now accelerated to a gallop. He has lost a little weight but nobody is alarmed because he still eats well.

Montevideo now has its own beanery, which is most convenient for the Rails and the office gang. Besides serving tasty meals 24 hours a day they get fancy now and then. They served a colossal dinner to the business men of Montevideo recently and Main Street is still talking about it. A group of editors was also entertained at dinner one night. After the dinner they viewed the operation of the CTC board and found out what the signal system is all about.

We're very happy whenever one of our former employes comes back from the armed services. It's so nice to shake hands with an old friend and put his name back on the payroll. Recent returnees in the operating department are Bob Hammel, Paul Paulson, J. B. McKeown, W. F. McKeown and two of the Natzels, Les and Wally. Welcome back, boys.

The division stork has made a number of visits too, and left little "bundles of possibility" at the homes of Clyde Adamson, Warren Harding and C. R. Gothe. Congratulations!

Three of our men recently resigned to take the pension and spend the summer fishing. They are Oscar Harstad, H. N. Helgerson and William Hendricks. Hope none of the big ones got away, fellows.

The signal crew will soon be pulling out for other pastures. We'll miss the smiles and the breezes of Si Sibell, Paul Mather, Bob Beltz and others and hope they won't forget to drop in on us when they can.

We are sorry to hear that Division Signal Supervisor Dave Mulcahy has had to take a rest at the Lake View Sanitarium in Wisconsin. We hope it won't be long before he's back among us.

After being bachelors for too long, Chief Dispatcher Mathis, Dispatcher Jesse Profit and Signal Maintainer Tom Hanlon have moved their families to Montevideo. Jesse and Tom are living in bunk cars but Bob found a real house.

Lloyd Williamson, formerly of the navy and now of the Milwaukee Road, brought in his brand-new bride not long ago and introduced us; she was formerly Miss Doris Bourne. They are now all settled in their own home and we wish them luck.

We're sorry to report that the Bill Weiland family of Milbank lost their new little son, Ronald, recently. Bill is roadmaster on the middle division.

Assistant Superintendent Wolf has just joined the Lions. We wonder if he will get foxy on us and join the Elks, too.

Brakeman W. E. Bloedorn was confined to the Northwestern Hospital, Minneapolis, recently, where he parted with his appendix. We wish him a speedy recovery.

Agent Carl Ruteberg, Big Stone City, S. D., passed away suddenly on Apr. 7. The division extends sympathy to the bereaved family.

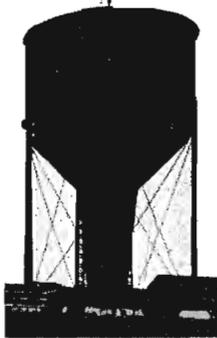
Brakeman James Todt has left us, having enlisted in the Air Corps. Happy landings, Jim.



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## “The railroad runs right through my store!”

*“WHAT I MEAN IS THIS: the railroad connects my store . . . and my business . . . with every other town and city in the whole country.*

*“That means I can give my customers the same kind of merchandise—the same up-to-the-minute goods—that folks in the big towns enjoy.*

*“So you see why I figure that the railroad is in partnership with me, and with every other local merchant.”*

Yes, throughout their whole exciting history, America's railroads have played

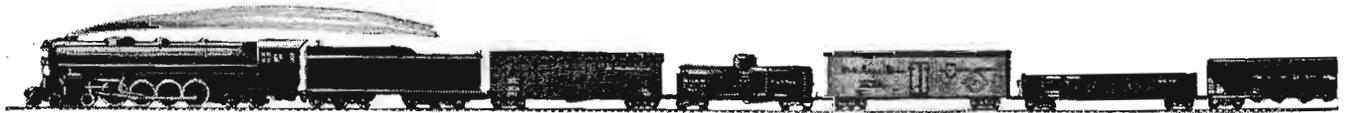
a big part in helping to develop community life and business.

Railroads are *local* business. They employ people wherever they run. They buy supplies in seven out of every eight counties of the U. S. They own property in every community they serve—and pay local taxes. In fact, as much as half the tax money received by many counties is paid by the railroads. And that can't be said of any other form of commercial transportation!

American railroads are working to im-

prove still further their essential service to the nation's people, to expand their partnership with the nation's business. The vast amount of new equipment required will be bought with railroad money, without federal, state, or municipal aid. For the railroads, like other local business, are self-supporting—neither asking nor expecting financial aid from other taxpayers. Safe, dependable, inexpensive—the railroads continue to be the backbone of America's transportation service.

## AMERICAN RAILROADS



IN PARTNERSHIP WITH ALL AMERICA