There wasn't much of the present U.S.A. mapped in the geographies back on November 20, 1850, when the first train steamed forth on what today is part of The Milwaukee Road.

Many of our mighty cities of the west and northwest were then mere outposts. And eleven years were to pass before the war between the States began.

The little five-mile railroad of 1850 has grown into an 11,000-mile transcontinental transportation system. Through wars and rumors of wars, depressions and years of great development and prosperity, The Milwaukee Road has written its share of American history.

Today all that our free America means is being challenged. And we of The Milwaukee Road, in concert with the rest of the nation, are helping to fling back that challenge.

We are being called on to move more and more freight and passengers every day. We are keeping vital war traffic flowing uninterruptedly over our long supply line from the east and middle west to Washington and Oregon ports—and through the Omaha and Kansas City gateways to California and Texas ports.

Our friends and patrons—both passengers and shippers—are co-operating to the limit. They, as well as we, know the urgency of the situation and the importance of the job we all have to do.
Maintaining Present Capacity of the Railroads

The time is rapidly approaching when the railroads must be enabled to get new equipment in greater volume than has been possible since Pearl Harbor, if present transportation capacity is to be maintained. Traffic currently is taxing railroad capacity about to the limit, and most competent observers agree that the traffic peak has not been reached.

If additions to railroad equipment supply are not possible under war conditions, sufficient new units to replace those worn out in service certainly must be made available if present capacity is to be unimpaired. For that reason the fact that at the beginning of July the railroads had 3,750 fewer serviceable freight cars than a year ago, although the bad order ratio still was at the low level of 2.8 per cent, is highly significant. In this connection, it is important to note also how greatly actual deliveries of new equipment since Pearl Harbor have been below all railroad estimates as to the number of new engines and cars reasonably needed to meet all requirements of the war traffic load.

At the beginning of 1942 the railroads set up a conservation program for the first war year calling for 1,528 new locomotives in that year and for 161,000 new freight cars. The War Production Board authorized the necessary materials for construction of only 1,226 new engines, and because of war interferences with construction, only 712 were actually completed and delivered. It was possible to install in service only 62,009 new freight cars instead of the 161,000 called for by the railroad management program. The railroads asked for 80,000 new freight cars in 1943, but WPB authorized materials for construction of only 20,000 in the first half of the year and only 2,000 of that number had been completed at the beginning of June.

The Railroad Load in Two Wars

In the first year of the present war the railroads transported a tonnage of war freight more than three and a half times as great as the war tonnage transported in the first year of World War 1. More than four times as many troops were moved by rail in the first year of the present war as in the first year of World War 1.

War Department reports show that in the first year of the present war the railroads transported 41,200,000 tons of war freight. In the first year of World War 1 they transported only 11,200,000 tons of war freight. In the initial year of the other war they moved 2,700,000 troops. In the first year of the present war they moved 11,600,000 troops. The transportation task in this war not only has been handled with freedom from the congestion and confusion experienced during World War 1, but it is all the more creditable to the railroads when it is considered that the current job is being performed with fewer cars, both passenger and freight, than were in service during World War 1.

Freight Revenues and Federal Income Taxes

Federal income taxes of the railroads in the 12 months ending with June 30, 1943, alone amounted to 1 billion 150 million dollars, or 708 million dollars more than in the preceding 12 months. Other taxes also were greater than in the preceding 12 month period. Increase in federal income taxes alone, therefore, absorbed more than half of the increase in gross revenues that accrued to the railroads through the fact that they so greatly increased their performance of transportation service for the public.

Increase in the freight revenues of the railroads amounted to only 29 per cent. Increase in their federal income taxes amounted to 200 per cent.

Comparative Safety Records of the Railroads

Despite several disastrous railroad accidents in recent months, comparisons of safety records show that, when the tremendous increase in traffic volume is considered, the railroad record is relatively as good or better than in pre-war years of lighter traffic. The railroads last year handled 43 per cent more freight traffic, and 73 per cent more passenger traffic than in 1929. Yet 3 fewer passengers lost their lives on trains in 1942 than in 1929, and 487 fewer employees were killed in accidents than in 1929. The volume of passenger traffic thus far in 1943 has been almost twice as great as in the corresponding period of 1942, and an increased number of accidents to passengers naturally was to be expected. The number of accidents, either to passengers or employees, however, has not been out of line with the increase in traffic volume.

Land Grant Rates and Rate Reductions

Land grant rate reductions of the government's military traffic now are amounting to approximately $20,000,-000 a month, or enough in one year to equal more than twice the value of all the lands granted to the railroads, at the time of the grant. The present situation with respect to land grant rate reductions imposes undue and growing strain on western railroads in particular, beside creating a condition under which many shippers find it impossible to deal with the government on equal terms.
Parents Receive Their Son’s Congressional Medal

Mother Who Accepts Son’s Guadalcanal Medal Is Commissioned in Spars

THE Congressional Medal of Honor, the nation’s highest award to heroes, has been posthumously bestowed upon Douglas A. Munro, U. S. Coast Guard signalman first class, son of James Munro, chief operator at our Cle Elum, Wash., electrical substation, and himself a former Coast Division trolley crew employee. President Roosevelt presented the medal to Mr. and Mrs. Munro, whose son was killed on Sept. 27, 1942 while leading a fleet of 10 boats to the rescue of 500 Marines trapped by Japanese gunfire at Guadalcanal.

Although the award was made on May 27 of this year, the fact was not made known to the Milwaukee Magazine until late in September when the Coast Guard announced the commissioning of Mrs. Munro as a lieutenant (junior grade) in the Spars, the Women’s Reserve of the Coast Guard. She had joined that branch of the service a few hours after the presentation of her son’s medal. She is quoted as having said at the time of her induction: “We are a Coast Guard family, through Doug. He loved his service. I am very happy to be eligible to serve in it.” A framed painting of her son was presented to her by the Coast Guard following the induction ceremony.

Lieutenant Munro was one of 75 Spars raised from cadet to officer status in a graduation ceremony held at the U. S. Coast Guard Academy, New London, Conn., in which Mrs. James Forrestal, wife of the Under Secretary of the Navy, participated. She was assigned to duty in Seattle, Wash., on Oct. 1.

Lieutenant Munro is a sister of Lt. Col. Francis Tjioyery, Fairey of the Royal Irish Fusiliers of Canada and Minister of Technical Education for British Columbia.

In addition to his work with the road, James Munro is a captain in the Washington State Guard Reserve.

Distinction Is Unique

Douglas Munro is the only Coast Guardsman, living or dead, to receive the Congressional Medal of Honor in this war, and only the second in the history of the Coast Guard. The story of his heroism was told in this citation by the President:

“For extraordinary heroism and conspicuous gallantry in action above and beyond the call of duty as officer-in-charge of a group of Higgins boats, engaged in the evacuation of a battalion of Marines trapped by enemy Japanese forces at Point Cruz, Guadalcanal, on Sept. 27, 1942.

“After making preliminary plans for the evacuation of nearly 500 beleaguered Marines, Munro, under constant risk of his life, daringly led five of his small craft toward the shore. As he closed the beach, he signalled the others to land, and then in order to draw the enemy’s fire and protect the heavily loaded boats, he valiantly placed his craft with its two small guns as a shield between the beachhead and the Japanese.

“When the perilous task of evacuation was nearly completed, Munro was killed by enemy fire, but his crew, two of whom were wounded, carried...
on until the last boat had landed and cleared the beach.

"By his outstanding leadership, expert planning and dauntless devotion to duty, he and his courageous comrades undoubtedly saved the lives of many who otherwise would have perished. He gallantly gave up his life in defense of his country."

National Dignitaries Witness Presentation

After the presentation and reading of the citation, the President chatted informally with Mr. and Mrs. Munro and their daughter, Mrs. Patricia Sheehan.

The following is a list of those who were guests at the White House for the presentation of the medal:

- Rear Admiral Wilson Brown, U.S.N., Naval Aide to the President.
- Frank Knox, Secretary of the Navy.
- Henry Morgenthau, Secretary of the Treasury.
- Rear Admiral L. T. Chalker, U.S.C.G.
- Rear Admiral Frank J. Gorman, U.S.C.G.
- Rear Admiral Robert Donohue, U.S.C.G.
- Captain Ellis Reed Hill, U.S.C.G.
- James D. Fox, U.S.C.G. (Machine Fox, a close friend of Douglas Munro, was with him at the time of his death).

A somewhat detailed recounting of the boy's deeds of valor, as told by his commanding officer, appeared in the February, 1943, issue of the Milwaukee Magazine. Look Magazine for June 1, 1943 carried a thrilling account of his heroism, together with an artist's conception of the action off Guadalcanal in which he was killed.

The Milwaukee Road family pays tribute to Mr. and Mrs. Munro and to their brave son who gave his life for his country.

Cannon and Kennedy of Passenger Department Are Hospitalized

W. J. Cannon, assistant passenger traffic manager, and Frank Kennedy, travel promotion agent, both of Chicago, have been hospitalized recently and will likely be away from their offices for several months.

Mr. Cannon, who, in years of service, is among the oldest passenger traffic men in the country, has been in the Alexian Brothers Hospital in Chicago since early October, primarily for the purpose of rest and recuperation.

Frank Kennedy, a veteran of the first World War, is in the Veteran's Hospital in Tucson, Ariz., for a period of convalescence which will likely extend through the winter months. Mr. Kennedy was gassed and wounded several times during the last war and has received the Order of the Purple Heart and a number of other citations for his war service. Recently Mr. Kennedy has been instructor in the passenger traffic department's personnel school in Chicago, the story of which appeared in the July issue of the Milwaukee Magazine.
here are the Reasons why:

The demands of this expanding war have reached a stage where conservation of critical resources on the home front is imperative.

Our fighting men look to the great army of civilians for the equipment needed to gain a smashing victory. Our armies have begun rolling; their momentum is growing terrific, but how soon it will become completely overwhelming depends largely on whether we can supply enough manpower, fuel, material and equipment to keep up the unprecedented production pace.

The need for general conservation of these resources has become so urgent that the national government, through the industries of the country, is conducting a broad program calling for immediate, voluntary conservation by the public and by industry. As individuals and as representatives of one of the greatest transportation agencies, employees of the Milwaukee Road can help greatly in furthering this campaign.

Important savings can and must be made in critical resources through careful use of:

- Coal
- Oil
- Gas
- Electricity
- Water
- Communications
- Transportation

Although the savings in a single household, in a single office or roundhouse, for example, may seem insignificant, the possible aggregate saving nationally is tremendous. There will be a direct conservation of manpower, fuel, material and equipment, all of which are the life blood of war production, the stuff that early victory must be made of.

For example, it is estimated that a 10 per cent reduction in domestic and commercial use of coal for heating would save over 20,000,000 tons annually; a 10 per cent reduction in domestic and commercial use of electricity would save over 4,000,000 tons of coal or its equivalent, and more than 75,000,000 lamp bulbs; a 10 per cent reduction in the use of manufactured gas would save over 1,500,000 barrels of fuel oil. In addition to these direct savings (many of which are interrelated) vast quantities of other critical materials, as well as manpower, would be released.

There is no shortage of capacity for generating electric power and therefore no need for conserving electricity as such. There is, however, a shortage of the tungsten consumed in light bulbs, which is badly needed for radar sets and the like. There is also a tight situation in the fuels (mostly coal and oil) used for making about 65 per cent of all the electricity consumed. The real reasons for conserving electricity then, are to save such critical resources as fuels, scarce materials, and the manpower and equipment needed for producing and transporting them.

Each individual on the railroad is asked to do some serious thinking on the subject of how he, as an individual and as a user of railroad equipment and materials, can help in this great conservation program and thereby hasten military victory.

We must all beware the mistake of assuming that the saving of critical resources is somebody else's business. A stenographer, for example, might say to herself: "Why should I be concerned with the saving of coal for the railroad? That's the fireman's concern." But is it the fireman's concern solely? By the mere shutting off of a radiator before the office gets so hot that the windows have to be opened wide, she can save coal and manpower. By honestly thinking about this matter of conservation, we can discover a thousand ways in which we can effect the saving of
Ways of Saving COAL and FUEL OIL

Insulate walls and ceilings.
Install weather stripping.
Install storm doors and windows.
Calk cracks to prevent heat leaks.
Don't heat unused rooms.
Draw drapes at night.
Keep windows closed.
Keep temperature down.
Remove radiator covers.
Follow approved firing practices.
Use hot water sparingly.
Keep fireplace damper closed.

Ways of Saving GAS

In cooking:
Use a low blue flame.
Cook vegetables in less water.
Prepare more one-dish meals, and cook whole meals in oven whenever oven is to be used at all.
Keep burners clean.
Place utensil over burner before lighting the gas.
Turn the gas off before removing utensil from burner.

Ways of Saving ELECTRICITY

Lighting:
Turn off all lights not actually needed.
Turn off fans, radios and other electrical appliances when not needed.
Keep lamp bulbs, reflectors and fixtures clean.
When large bulbs burn out and replacement is necessary, use smaller ones if they will give the required illumination.

Refrigeration:
Don't keep temperature too low.
Never leave door open.
Let foods cool before placing in refrigerator.
Reset temperature control to normal after quick freezing.
Defrost regularly.
Turn off refrigerator prior to departure for any great length of time.

Ways of Saving WATER

Repair leaky faucets and other plumbing fixtures. (A single faulty faucet running in a thin stream may waste up to 400 gallons of water a day.)
If possible, take showers instead of deep tub baths.
Don't draw a gallon of water to get a cool drink.

Ways of Saving COMMUNICATION FACILITIES

Long Distance Telephone Calls:
Do not make unnecessary calls to distant and var-busy centers.
Limit conversations to shortest possible time.
Avoid calling between the hours of 7 and 10 p.m., the time when service men are usually free to telephone.

Local Telephone Service:
Avoid calling "Information" if the number is listed in the telephone directory.
Develop habits of correct and courteous usage which make for the most effective employment of telephone facilities.

Ways of Saving TRANSPORTATION FACILITIES

Freight Car Conservation:
Speed up turn-around time on cars.
Encourage prompt loading and unloading.
Foster the closest scrutiny in the cleaning out of cars.
Observe greater care in bracing and loading of cars to minimize damage to lading.
Speed up the repairing of cars.
Load cars more heavily.
Increase efficiency in freight house handling.

Automobile Conservation:
Drive under 35.
Keep tires properly inflated.
Have tires and car inspected often.
Share your car.

"My son says he doesn't want to get married."
"Yeah! Just wait until the wrong girl comes along."

November, 1943
There's "Gold" in Adams County, N. D.

Wheat, the kind of gold which a hungry, war-wearied world must have, cascaded from Adams County, N. D., during the late summer and early fall.

Hettinger, county seat, and location of the road's largest agency in Adams County, is again a very prosperous little city, thanks to the flood of northern spring wheat which has swept in upon it this harvest season.

This is the second consecutive year that this area of North Dakota has produced a heavy wheat crop. This year it is estimated that the crop will amount to 2,000,000 bushels. From September, 1942 to September, 1943, there have been 1,320,000 bushels, or 800 carloads, moved from Adams County via the Milwaukee Road. At present there are about 1,000,000 bushels in storage in the county.

Storage Bins Filled to Overflowing

The aggregate production of all cereals this year exceeded all records in Adams County. In Hettinger, despite the four elevators, flour mill and many immense storage sheds built for the purpose of containing the excess wheat production over normal years, the incoming grain trucks could not be unloaded until after many hours, and sometimes days, of waiting. In some instances it was necessary to dump the wheat in the fields where it was threshed, there to await some provision for its storage.

It is interesting to note that on Sept. 1, it was estimated that the nation's 1943 wheat crop would be in the neighborhood of 835,000,000 bushels. By comparison, Adams County's contribution to the national bread box seems small—but Adams County is a very small part of the nation. Acreage considered, that bit of North Dakota has done a remarkable job.

Adams County and the surrounding region is also noted for its heavy production of butter, eggs and hogs.

And, just in passing, it is well worth mentioning that the hard-working citizens of Adams County dug down into their pockets and came up with enough money during the Third War Loan Drive to oversubscribe their quota by exactly $114,384.50. Their total purchases amounted to $330,584.50.
**"What" is so important about Dec. 10?" you ask.**

No, the date of Christmas hasn't been moved up. That is one of the very few things which hasn't changed. The old "Do Your Christmas Shopping Early" plea hasn't changed either—except that this year it means a great deal more than it ever did before, and this year it is made more specific by a deadline before which Christmas mailing must be done.

The deadline for the sending of Christmas cards and packages (both U. S. Mail and Railway Express parcels) is Dec. 10.

For us on the Milwaukee Road the reason for the setting of a mailing deadline should be obvious. There's a manpower shortage for one thing; there's a limit to the amount of railroad equipment available for hauling the tremendous load of Christmas mail and Express that is anticipated; and there is the desire on the part of the government, the railroads and the Railway Express Company to get Aunt Sophie's Yuletide cake to you sometime before Easter, and all in one piece.

**Time! Speed! Manpower! Equipment! Careful Handling! . . . These are the things which today stand as a challenge to our railroad and to all others. They are the hurdles which the railroads must clear if they are to do an efficient job of handling the Christmas rush in addition to the war traffic and the record holiday travel of furloughed service men and women that is expected.**

The railroads will do their best, but the only way they can successfully do the job expected of them is through the cooperation of the public.

As railroaders we must observe the Dec. 10 deadline. It is of the greatest importance. And as railroaders we should impress upon every last soul of our acquaintance the need for doing likewise. Mail and Express which has not been sent before Dec. 10 likely cannot be delivered by Christmas Day.

Of course, if we are smart and the people we want to send gifts to are reasonable, the shopping we do this year is going to be on a decidedly reduced scale. War cannot rob us of the desire for Christmas giving, but it does set limitations on lavishness. It also sets a deadline for mailing.

By the way, did we mention that deadline date? It's Dec. 10!

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**Friendship**

The happiest business in the world
Is that of making friends,
And no investment on the street
Pays larger dividends.

For life is more than stocks and bonds
And love that rates per cent.
And he who gives in friendship's name
Shall reap as he has spent.

Life is a great investment
And no man lives in vain
Who guards a hundred friendships
As a miser guards his gain.

Then give the world a welcome
Each day, whate'er it sends,
And may no circumstance dissolve
The partnership of friends.

—Joseph J. Kotas,
Telegrapher and Dispatcher,
Star Lake, Wis.

"Did she let you kiss her?"
"Oh, no. She isn't that kind."
"She was to me."

A drunk ambled up to the ticket office and bought a ticket.

"You'd better sober up a little before you get on the train," warned the clerk.

The drunk drew himself up with dignity.

"Missus, lister," he said. "I've only had tee martoonies and I'm not as much under the influence of inkahol as some thinkle may peep, and the drunker I stand here the longer I get."

November, 1943
When Ensign E. R. Smith, former instrument man in the engineering department on the Iowa Division, left for service with the Sea Bees, Division Engineer R. A. Whiteford was on hand to bid him farewell from the Marion, Ia., station. Ensign Smith is taking his preliminary training at Williamsburg, Va.

Pvt. William Bowers

Pvt. William Bowers, son of Switchman Jesse Bowers employed at the Western Avenue freight yard, Chicago, is a member of the Military Police and is stationed at Camp Custer, Mich.

Pvt. Elroy L. Carlson

Pvt. Elroy L. Carlson, with an engineers battalion at Camp White, Ore., was formerly a B&B carpenter in the Twin City Terminals.

Sgt. Marvin J. Kurzeika

Sgt. Marvin J. Kurzeika, former B&B foreman in the Twin City Terminals, is now with an engineering outfit connected with the 95th Infantry at Fort Belvoir, Va.

Corpsman Robert L. Race

Corpsman Robert L. Race, son of Engineer Louis F. Race of Fond du Lac, Wis., has received his silver wings as an aerial engineer at Selman Field, Monroe, La. He enlisted in the Air Corps more than a year ago.

Ensign Robert Mason

Ensign Robert Mason was in our engineering department for about three and a half years prior to joining the Navy in February, 1943, his last position having been that of instrumentman in Minneapolis. He is now personnel and legal officer with a Naval Construction Battalion at Camp Endicott, Davisville, R. I.

Ens. Robert Mason

Ens. Robert Mason and Division Engineer R. A. Whiteford.

Sgt. Gordon T. DeVange

Sgt. Gordon T. DeVange, son of Max DeVange, machinist in the Minneapolis shops, is with the Air Corps ground force at Spence Field, Ga. He came back to Minneapolis on furlough in early October and was married while home.

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Roy Cheney, U.S.N.

Roy Cheney, formerly a B&B foreman on the D&I Division, is somewhere in the South Pacific area with the Navy's Sea Bees. He was a veteran employee of the road at the time he entered the Navy last year.

Paul Card, U.S.N.

For two years before joining the Navy, Paul Card was a locomotive fireman at Sioux City, la., but he is now putting his mechanical knowledge to use as a motor machinist's mate—which makes him a first class petty officer. His whereabouts are not known at present. Special Officer George Card, of our police department, is his brother.

Sgt. James L. Casey

Sgt. James L. Casey and Corp. Richard E. Casey

Corpsman Richard E. Casey

James A. Casey, boilermaker at Othello, Wash., has two sons in the Army. They are 1st Sgt. James L. Casey and Corp. Richard E. Casey, who have been overseas for 19 months, serving in the same company of a division which has been in New Guinea for six months. The balance of the time has been spent in Australia.
Simon Ciganek, a carman at the shops in Milwaukee, has four sons who are serving their country in the Army. They are: Pvt. Paul P. Ciganek, with an Infantry outfit at Camp Phillips, Kans. Pvt. Simon Ciganek, Jr., with an engineering unit stationed at Camp Young, Indio, Calif. Corp. Mike Ciganek, somewhere in North Africa with a tank division. Corp. Joseph E. Ciganek, a radio operator stationed somewhere in Greenland.

Aviation Cadet Donald Heinrich

Aviation Cadet Donald G. Heinrich, son of B. O. Heinrich, inspector of telegraph, Milwaukee, and himself a former employee of the signal department, has entered the war training course at the University of Colorado.

Howard Brooks, U.S.N.

Howard D. Brooks, with the Navy at Camp Peterson, Farragut, Ida., is the son of D. B. Brooks, our agent at Elbridge, Ia. Howard is the third generation of the Brooks family to serve the nation in time of war. Agent D. B. Brooks was with an engineering unit in World War I, and is a member of the Sons of the American Revolution. Howard’s grandfather, Basil Brooks, saw active service in the Civil War.

Pvt. John T. Malek

Pvt. John T. Malek, former telegrapher on the I&SM Division, is now with the Army Air Corps at Salt Lake City, Utah.

November, 1943
ACTIVITIES IN GENERAL

By J. E. Dede
Public Relations Representative
Marion, la.

Old Line Club

The September meeting of the Old Line Area Club was held in Tietz's Hall, Horicon, Wis., with 36 members present. Of this number 14 were from points out in the area of the club, which indicates this group is willing to sacrifice one or two gas coupons to get together once a month and discuss their problems, and enjoy an evening with one another.

This club is not only meeting as a social group, but doing the things a good Service Club should do—taking part in community affairs. At this meeting Mrs. R. H. Poten spoke about the work of the Home Service Club of Horicon, a group which mails boxes of essential articles each month to all the men and women in the armed forces from Horicon, Wis. The various civic, fraternal and church organizations finance this work by each donating $1.00 a month. The Old Line Club voted to contribute $2.15, of which $2.00 was given and the $2.15 carried over. This $10.00 places the Old Line Club at top of the donor list.

R. H. Poten spoke about the work of the Home Service Club of Horicon, Wis., with 36 members present. Of this number 14 were from points out in the area of the club, which indicates this group is willing to sacrifice one or two gas coupons to get together once a month and discuss their problems, and enjoy an evening with one another.

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Austin Area Club

Sixty-nine employes and four guests attended the Sept. 20 meeting of the Austin Area Club. The visitors were C. M. Leighton of the Hormel Co., Frank T. Hardy, past president of the Junior Chamber of Commerce, and two boys on the entertainment program, namely Jack Graves, past Golden Gloves champion, and Donald Nelson.

After the general business meeting a well stag party was put on by the entertainment committee. Mr. Graves and Mr. Nelson boxed three two-minute rounds, and two reels of pictures were shown by Al Seeman. Following the pictures a very nice lunch was served, and Bingo and cards were played.

La Crosse Club

The La Crosse Club held their September meeting in the advertising room of the Heileman Brewing Co. with 72 members present, which would indicate that the chairman, John Elliott, and his committee are providing entertaining meetings.

The committee each month has some outstanding speaker. For this meeting H. Hersheimer of the La Crosse Historical Society was the speaker, his topic concerned the early history of the Milwaukee Road in La Crosse and the difficulties the Milwaukee Road had in establishing itself in this vicinity. His talk also included the early struggles with other railroads. He gave quite a bit of information on river traffic in days gone by. His talk was very well received, and after the talk he presented photographs showing early railroad equipment and activities in this vicinity.

After the meeting the balance of the evening was spent playing cards, with lunch and beer served at the tables.

Ottumwa Club

Since Pearl Harbor this club has devoted its entire time to entertaining the service men in Ottumwa or those in transit or taking part in some drive that is connected with the war effort. Over 3,000 copies of magazines have been distributed to men in the armed forces or troop trains. All money collected by this club has been spent in worthwhile activities for the armed forces. Monthly news letters are written by Miss Katherine Gohmann and sent to all the employes from Ottumwa; it is a task within itself to gather all the news of a month and consolidate it into one letter. Cookies are made by the women for the U.S.O. cookie jar.

This club is asked to take part in every civic activity within the city or county of Ottumwa. The officers and committee members have attended many civic meetings, both city and county. It would be a rather hard task to pick out any one civic club in any city that is making its presence more definitely felt. At every meeting it has a request for help from some organization.

The old saying, "By their actions ye shall know them" certainly applies to these employes and their club.

Milwaukee Hiawatha Club—Unit No. 9

Three hundred people attended the combination meeting and party held by Unit No. 9 of the Milwaukee Hiawatha Club on Oct. 9 in Stanton's Green Mill Gardens. Jos. W. Lofy, active chairman of this very active group, presided at the meeting, and interesting talks were delivered by A. G. Dupuis, assistant public relations officer, Chicago, and Richard Falk, public relations director of the Falk Corporation, Milwaukee.

Following the meeting, the Falk Talent Club provided an hour's entertainment. The remainder of the evening was spent in dancing and singing, during which time refreshments were served.

BRIEFLY NOTED

The Mississippi Palisades Club started off the fall and winter session in high gear, with more than 100 men attending the September meeting. They have organized their first bowling team, captained by Bud Dupuis. This team may not be the best, but it's the loudest. What say we have a little match between Marion and Perry, after the team has hit its stride? It should be good.
The Albert Lea Area Club. Although the area of this club covers a large territory, their record of holding meetings is wonderful, not having missed one all year.

The Mason City Club. At its meeting on Oct. 15, the club met at the home of Mrs. D. F. Pfaff. The program consisted of a short explanation of the work done by the Service Club during the past year, a special feature being the report on the Girls' Club. The meeting was closed with a group of songs by the members.

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with a fine response on the part of club members and the committee in charge are well pleased with the results thus far obtained.

The J. H. Foster Club has sent out membership cards to all Milwaukee employees from Minneapolis who are now in the service, the cards being good for the duration. The club is planning a grand home coming party when "Johnny Comes Marching Home" and the honorary membership cards bear the endorsement that the card will admit the holder to the homecoming party.

We think this is a fine idea and one that will be greatly appreciated by the servicemen and women, all of whom are eagerly looking forward to the blessed day of victory.

Mt. Tacoma Club Becomes Active Again

The Mt. Tacoma Club recently held their first meeting of the year in the Milwaukee Women's Club rooms over the passenger station. The meeting was well attended and presided over by Chairman Louis Simmons of the Tacoma store department.

Piano selections, violin and accordion solos, and some professional singing, provided entertainment.

L. Wylle, superintendent, favored the club with an interesting talk on the size, mileage and other important aspects of the Milwaukee road.

R. A. Grimmel, agent at Tacoma, spoke on freight, passenger and dock facilities and told a very interesting story about Russian refugee youngsters traveling around on Russian boats.

F. J. Alleman, former retired agent at Tacoma, who has never failed to attend a Service Club meeting, also gave an interesting talk on freight conditions.

Lester Ellis, chief clerk to the superintendent, was elected vice chairman.

Coffee and doughnuts were served, following the meeting, and everyone went home happy and feeling assured that at the meeting next month the club rooms would be filled, with a program to come.

San Diego Bound

Well, it turned out that Daisy had to go to San Diego, right away. Daisy Dinglefoot, if you please, had a husband in the Navy. Yes, yes, I know. You're going to ask me why, but don't be silly; that entire problem rests in the lap of one Joe Dinglefoot, fireman 2/c, U.S.N. Dinglefoot isn't his name, of course. Joe truly has a funnier problem for Joe. But we are getting away from Joe, who now had to have a round-trip ticket to San Diego, plus a lower berth. The lower berth was essential—we can't have our stewards top-heavy on the curve, can we?

Ensued the complicated business of looking up the price of the coach ticket to Portland, the intermediate ticket from Portland to Los Angeles and the coach ticket from Los Angeles to San Diego; and oh, oh! don't forget the tax.

Daisy heard the price.

Daisy shed a tear.

In all my contacts with Daisy, it was the only time her face wasn't in a full smile, complete with dimples—and the teeth.

Daisy said, suddenly, "What d'ye think, Pop?" Well, great Scott! I hadn't seen Pop. Pop was a surprise, but definitely, I crazed the personal neck around and over Daisy, and sure enough, there was Pop, a more or less robust lad of about 20 short winters, weighing all of 188 pounds, complete with his ration book, suspenders and "A" card.

Up to now Pop had not spoken but it wouldn't be long. Pop was scratching his head and struggling diligently with a recalcitrant Adam's apple. I waited. Daisy waited. Pop shifted his tobacco cud from left hand to right twice more up and down on the Adam's apple and then Pop cleared his throat.

Pop Dissents

"Hete it comes" thinks I. But no, not yet. Pop hadn't finished shaking the dandruff around, but he got around to it. Two more scratches between the ears one pull at the nose, and he made it.

"Sounds high", said Pop, and relaxed, leaving Daisy to take up the burden of the negotiations, running now toward a stalemate. How much with a berth for one night only, and how much with a berth for two nights, and no days? Sad news for Daisy. Pop got crowed into a corner for a consultation. Pop listened with his hand on his wallet, and shook his head.

Daisy finally rolled up to the window again, opened up with the teeth, and said, "We'll be back in two weeks. Pop has a payday, and maybe I'll hear from Joe".

Two weeks isn't long, so early one morning Daisy overflowed at the window, all complete with smile, dimples, and a roll of bills.

This time the reservations, the price, and the cash in hand all got together. Pop sighed happily, two brakemen and a porter boosted her on the train, the conductor wired ahead for a helper engine from Napavine, and I saw her no more.

But wait, that is not all. How time does fly! Yesterday Daisy showed up at the window. Daisy had help filling in the window. Yes, that's right, a baby. A baby with its mother's round face and dimples, but not quite so many teeth. A foxy diplomat, that's me. Never ask the mother if "it" is a boy or a girl. "What's the baby's name", said I. "Joe Dinglefoot" said Daisy, and we want to go to San Diego".

You can't beat the Navy.

Two frogs fell into a tub of cream and, since they had not yet learned to swim, they both were in a miserable predicament.

The one frog was a pessimist . . . and what else could be expected of a pessimist? He blivered around and lost heart. "Poor me!" he whined, "I'm done for. I'm merely all through. No use trying. I can never get out of this mess of cream. Besides, I have to die anyway," And he sank to the bottom and stayed there, a very dead frog.

The second frog was just as frightened and just as ignorant of swimming. But he was an optimist!

"What," he cried,—to die here? Nothing doing. Let me out of here!" And he began to flounder around, paddling to and fro as only a frog can . . . and lo and behold! To his utter surprise the cream, churned about so violently, turned to butter, and Frog No. 2 hopped out on dry land . . . a very live frog.
BEARING little resemblance to the regular standard Pullman sleeping car, but providing most of its conveniences and comforts, a new type of sleeping car is soon to make its appearance on American railroads.

The new sleeper, the first of its kind to be built in this country, has been designed for the exclusive use of those in military service and will be used in the handling of troops on long overnight trips. It was previewed in Washington recently by Maj. Gen. Charles P. Gross, chief of the Army Transportation Corps, and other officers of this branch of the service and met with their hearty approval. Also inspecting the car were railroad and Pullman officials.

Twelve hundred of these new troop sleepers, shorter and lighter than the regular Pullman sleeping car but with accommodations nevertheless for 30 men each, are expected to be placed in service by the end of this year. They will augment the present supply of sleeping cars, which have been carrying about two-thirds of all large troop movements.

Three Deep

Embodying a special triple-deck berth arrangement, the troop sleepers will be operated by the Pullman Company under arrangements approved by the Army Transportation Corps and the nation's railroads, acting through the Association of American Railroads. There will be a separate Pullman bed for every soldier with a full complement of sheets and pillow cases which will be changed nightly. Other facilities likewise will be in keeping with established Pullman practices.

The cross-wise arrangement of the berths is similar to the designs developed by the Pullman Company just before the war. The berths are grouped in sections on one side of the car with the aisle running along the side instead of down the center. While the upper berth is fixed and may be used at any time, the middle and lower berths fold into exceptionally long and comfortable seats for day time use. Gun racks are provided for each group of berths, which in itself is expected to prove of great convenience.

Embody Many Special Features

The cars are of steel construction with heavily reinforced ends and are designed for full interchangeability with all other cars. They are equipped with high speed swing motion trucks for riding comfort.

The cars have end doors similar to standard railway passenger equipment but no vestibules. They are also equipped with wide doors on each side of the center of the car with trap doors and steps to facilitate loading and unloading. There are 10 windows on each side of the car, each window having roll shades and wire mesh screens.

Exhaust ventilators in the roof and inlet ventilators in the side are expected to provide proper ventilation. Other equipment includes four wash stands—two at each end of the car—hot and cold water, two separate enclosed toilets, and a drinking water cooler at one end of the car.
Private Almost Sings for Mrs. Roosevelt

Private Roy Schattnik, who was employed in our accounting department in Chicago before the Army took him off to an island in the Southwest Pacific, recently addressed the following to J. A. Strohmeier, our freight auditor’s office correspondent for the Magazine:

“Received the Milwaukee Magazine and was glad to get it. There was a lot of news in it the last month. It’s good to read about the people you worked with.

I’m doing some singing out here. You know, when I was back in the States I sang in operettas and was president of our choir. Since here I sang a solo for the officers and also for the enlisted men. Was also asked to sing for Eleanor Roosevelt but she did not stay long enough to see the show. I was personally thanked and complimented by the commanding general. Also sang at the Red Cross Club.”

They’re Getting Bigger and Bigger

This one tells its own story:

“For the last few months I have been receiving our Magazine and find myself looking forward with a great deal of interest for each new issue. A former rodman in the engineering department on the D&I Division, I first scan each issue for news of past acquaintances, then carefully reread it for the general news of the railroad.

“On our island ‘way out here somewhere in the Pacific we do have a railroad, but a rather tiny one with a three-foot gauge. It is a common saying among us that it is time to go home when these engines and box cars start looking like S-2’s, Hiawathas, and 50-foot boxes. Well, the cars and engines are getting larger every day!”

“Sincerely yours,

“Ens. Charles G. Harris, U. S. N. R.”

Milwaukee Road Men Can Railroad Anywhere

The following letter was recently received by the Milwaukee Road Victory Club of Chicago from Capt. Van S. Brokaw, formerly employed in the road’s engineering department in Chicago. He was in North Africa at the time with an engineering outfit.

“I want to thank you for the Camels; they have all followed me from MacDill Field to North Africa.

“Such things seem to tide the boys over the rough spots, since they cannot buy, beg or steal smokes beyond the ration limit, and sometimes the limit has been small.

“Have run into a few Milwaukee men, mostly line men; they can railroad even in North Africa, if you give them a chance.

“Thanks again for the smokes—this is the land of Fatima, the cigarettes whose package picture blends in with the street scenes here.

“I’m enclosing an Algerian cinq franc note on the Banque de Algerie—it’s good for 10 cents in honest money. Buy yourself a beer.

“My best regards to the boys of the old Co. F., 108th Engineers, who might still be around Fullerton Avenue—Ted Cajowski, my old 1st sergeant, for one.”

Captain Mayer Wins Air Medal

It was recently learned through a press service dispatch that Capt. Robert Mayer, formerly employed in our shops in Milwaukee, was one of five American airmen who had reached the safety of Free China after a 16-day march from the Tung Ting lake area where they made a forced landing. The band was led out by Chinese guerilla fighters who protected them from Japanese patrols in the area.

The men were found within an hour after their plane had come down. They marched all night the first night, holding hands to stay on a narrow path through rice fields.

“We had hardly rounded the first hill before the Japanese patrol arrived and started shooting it out with our rear guard,” the men were quoted as saying. “The guerillas held the Japanese off 15 minutes until we got out of sight.” The pilots said the Japanese had stripped the countryside of food.

In reply to a letter from the editor of the Milwaukee Magazine, Mrs. Emil Stippich of Wauwatosa, Wis., mother of Capt. Mayer, wrote:

“My son is a fighter pilot flying a P-40, (he was obviously in a bomber, however, at the time of the forced landing in China) since September, 1942. He was employed by the Milwaukee Road in its freight car shops in Milwaukee for about one year, leaving in August, 1940, to join the Army Air Corps.

“About a month ago,” the hero’s mother continued, “we received the following notice: ‘Capt. Robert F. Mayer has received the Air Medal for extraordinary achievement in aerial flight. The —— Air Force has been stationed in China, Burma and India and the flights in that area are beset with added danger of operation.’

Mrs. Stippich explained that her son is now stationed somewhere in India as an instructor of Chinese flyers.

Husband (answering telephone): “I don’t know. Call the weather bureau.”

Pretty young wife: “Who was that?”

Husband: “Some sailor, I guess. He asked if the coast was clear.”

Then there was the Negro who argued that the moon was more beneficial to mankind than the sun because “de sun shines by day when we don’t need de light, but de moon shines by night when dat light most certainly am needed.”
OVER THE TOP IN MEMBERSHIP!

Membership Honor Roll

It is with pleasure that the General Governing Board announces that the chapters named below have shown an increase in their membership over membership of Dec. 31, 1942.

<table>
<thead>
<tr>
<th>Chapter</th>
<th>1943</th>
<th>1942</th>
<th>Increase over Dec. 31, 1942</th>
</tr>
</thead>
<tbody>
<tr>
<td>Aberdeen, S. D.</td>
<td>1,081</td>
<td>1,015</td>
<td>66</td>
</tr>
<tr>
<td>Beloit, Wis.</td>
<td>230</td>
<td>228</td>
<td>2</td>
</tr>
<tr>
<td>Black Hills (Rapid City, S. D.)</td>
<td>217</td>
<td>212</td>
<td>5</td>
</tr>
<tr>
<td>Council Bluffs, Ia.</td>
<td>75</td>
<td>76</td>
<td>19</td>
</tr>
<tr>
<td>Davenport, Ia.</td>
<td>228</td>
<td>220</td>
<td>8</td>
</tr>
<tr>
<td>Great Falls, Mont.</td>
<td>61</td>
<td>42</td>
<td>19</td>
</tr>
<tr>
<td>Hamilton, Mont.</td>
<td>148</td>
<td>76</td>
<td>72</td>
</tr>
<tr>
<td>Iron Mountain, Mich.</td>
<td>109</td>
<td>96</td>
<td>13</td>
</tr>
<tr>
<td>Janesville, Wis.</td>
<td>389</td>
<td>355</td>
<td>34</td>
</tr>
<tr>
<td>Kansas City, Mo.</td>
<td>249</td>
<td>240</td>
<td>9</td>
</tr>
<tr>
<td>La Crosse, Wis.</td>
<td>388</td>
<td>383</td>
<td>5</td>
</tr>
<tr>
<td>Madison, S. D.</td>
<td>168</td>
<td>155</td>
<td>13</td>
</tr>
<tr>
<td>Madison, Wis.</td>
<td>228</td>
<td>220</td>
<td>8</td>
</tr>
<tr>
<td>Malden, Wash.</td>
<td>71</td>
<td>68</td>
<td>3</td>
</tr>
<tr>
<td>Marion, Ia.</td>
<td>252</td>
<td>244</td>
<td>8</td>
</tr>
<tr>
<td>Marmarth, N. D.</td>
<td>79</td>
<td>75</td>
<td>4</td>
</tr>
<tr>
<td>Marquette, Ia.</td>
<td>179</td>
<td>111</td>
<td>67</td>
</tr>
<tr>
<td>Merrill, Wis.</td>
<td>54</td>
<td>43</td>
<td>11</td>
</tr>
<tr>
<td>Milbank, S. D.</td>
<td>147</td>
<td>140</td>
<td>7</td>
</tr>
<tr>
<td>Milwaukee, Wis.</td>
<td>1,083</td>
<td>884</td>
<td>199</td>
</tr>
<tr>
<td>Macon, S. D.</td>
<td>231</td>
<td>206</td>
<td>25</td>
</tr>
<tr>
<td>Montevideo, Minn.</td>
<td>286</td>
<td>265</td>
<td>21</td>
</tr>
<tr>
<td>New Lisbon, Wis.</td>
<td>128</td>
<td>123</td>
<td>5</td>
</tr>
<tr>
<td>Oshkosh, Wash.</td>
<td>132</td>
<td>127</td>
<td>5</td>
</tr>
<tr>
<td>Ottumwa, la.</td>
<td>593</td>
<td>549</td>
<td>44</td>
</tr>
<tr>
<td>Perry, Ia.</td>
<td>346</td>
<td>320</td>
<td>26</td>
</tr>
<tr>
<td>St. Bernice, Ind.</td>
<td>217</td>
<td>192</td>
<td>25</td>
</tr>
<tr>
<td>St. Maria, Ia.</td>
<td>44</td>
<td>39</td>
<td>5</td>
</tr>
<tr>
<td>St. Paul, Minn.</td>
<td>390</td>
<td>397</td>
<td>7</td>
</tr>
<tr>
<td>Sanborn, Ia.</td>
<td>145</td>
<td>130</td>
<td>15</td>
</tr>
<tr>
<td>Seattle, Wash.</td>
<td>219</td>
<td>216</td>
<td>3</td>
</tr>
<tr>
<td>Sioux City, S. D.</td>
<td>502</td>
<td>550</td>
<td>48</td>
</tr>
<tr>
<td>Sioux Falls, S. D.</td>
<td>164</td>
<td>163</td>
<td>1</td>
</tr>
<tr>
<td>Spokane, Wash.</td>
<td>216</td>
<td>212</td>
<td>4</td>
</tr>
<tr>
<td>Three Forks, Mont.</td>
<td>115</td>
<td>107</td>
<td>8</td>
</tr>
<tr>
<td>Tomah, Wis.</td>
<td>428</td>
<td>417</td>
<td>11</td>
</tr>
<tr>
<td>Wausau, Wis.</td>
<td>149</td>
<td>140</td>
<td>9</td>
</tr>
</tbody>
</table>

Total Membership: 1943: 1,016, 1942: 950, Increase: 66

We deeply appreciate the support and cooperation given the Women's Club by the employees of the railroad and the women members of their families, and wish to take this opportunity of extending our thanks to all of you.

General Governing Board.

Montevideo Chapter

Lillian Schmidtler, Historian

Regular meeting was held Oct. 1, Mrs. M. P. Ayars, president, presiding. Red Cross Chairman reported 49 hours of work. Welfare Chairman reported no welfare necessary. Safety First Chairman gave a paper on the things "not to do" in case of burns and frost bite.

It was decided to start a Canteen for men in service going through on trains 15 and 16. Buying Committee appointed was Mrs. Helgerson, Mrs. Meyers, Mrs. Nemitz. The first week's opening was in charge of our club. Other organizations have also given their time and help. Refreshments were served by Mrs. Moe and Mrs. Noord.

Wausau Chapter

Mrs. Albert Kasten, Historian

Our club met Sept. 13. At this meeting we had the honor of having our General Secretary, Miss Lindskog, as our guest. She gave us an interesting talk on what other clubs she has visited and are doing.

Ottumwa Chapter

K. M. Goodmann, Historian

The second of this season's series of noonday luncheons was held Oct. 1, followed by our regular monthly meeting. A discussion on the subject of contributing to the Community Chest and the United Service Organization, designed as the Ottumwa War Chest Fund, resulted in a motion to make a donation of $10 to this fund; also, to contribute $5 to the "Buddy Boxes", to help finance the sending of a Christmas box to each and every Wapello County serviceman in this country, as well as abroad.

Mrs. M. L. McNerney, chairman of the Red Cross committee, reported 352 hours' service to the Red Cross and other war activities by members during September.

Beloit Chapter

Mrs. Jas. Thompson, Historian

The first fall meeting of Beloit Chapter was held Tuesday, Sept. 17, in the Beloit Savings Bank Community room, with Miss Eta Lindskog, Secretary General, of Chicago as guest. Mrs. Willard McIntyre presided in the absence of Mrs. Ruck, our president, who was unable to be present because of illness.

A very appetizing pot luck dinner was enjoyed preceding the meeting at one long table which was beautifully decorated with flowers. Reports of officers and chairmen were given, following which Miss Lindskog told of the work of other chapters and complimented Beloit Chapter on its fine record.

We are happy to report that we have gone over the top in membership with a total of 290 members, also that our members are furnishing a great deal of assistance in Red Cross work.

Mason City Chapter

Mrs. R. E. Sizer, Historian

On Sept. 7 our chapter held its first Fall meeting. Committees reported work done during the Summer. Mrs. John Balfanz reports we are furnishing two service kits a month and have made hospital gowns, convalescent gowns, slippers, infants' and children's clothes, and surgical dressings. Mrs. Robert McInnios was elected corresponding secretary. Penny march was held with Mrs. Earl A.
Anderson at the piano. Bridge was played and refreshments served by Mrs. N. F. Van Mannen, Mrs. C. C. Smola and Mrs. R. E. Sizer.

October meeting was held on the 5th at 7:30 P.M. Mrs. O. T. Anderson was appointed chairman of Red Cross sewing. On October 19 a benefit card party to raise funds for the Canteen was held in the clubroom. Refreshments were served by Mmes. F. J. McDonald, Vern Schuh and Paul Hurley. Cards were played.

We are sorry to report the passing away on Sept. 18 of Mrs. Sadie Hendrickson, widow of Engineer Esten Hendrickson. Mrs. Hendrickson was a charter member of our chapter and a faithful worker in the club.

Malden Chapter

Mrs. John D. House, Historian

At our July meet we had a 1:30 o'clock pot-lunch dinner for our members and husbands to take the place of our annual picnic which we have always held at a near-by lake. About 25 attended. The afternoon was spent playing bridges, prizes being awarded. Door prize went to Mrs. P. D. Wood. We also had pot-lunch dinners at our August and September meetings. At our September meeting we bought a baby bond to help put over the Third War Loan in our community. At each meeting we also have current events.

During the summer we spent $4.19 for Good Cheer (flowers and cards), made eight personal calls and reached 13 families. Mrs. Chet Miller is Good Cheer Chairman, Mrs. Charles Hawkins, Treasurer, reported balance of $62.87.

Our club was saddened by the news of the drowning of the husbands of two of our members—Mr. Ferrell and Mr. Blackshire. Our club extends their families our heartfelt sympathy. Mr. Ferrell was an engineer and Mr. Blackshire a fireman.

Madison, Wis., Chapter

Mrs. Kenneth Kunz, Historian

Our chapter met Oct. 7, a beautiful day for our fall luncheon, which was a Victory Pot-Luck Luncheon. Forty members were present and new members were honored at the luncheon. A business meeting was held at 2 o'clock, with Mrs. O. S. Kline, president, presiding. Introduction of new members was followed by群 seen singing which was enjoyed by every one.

Reports were read. Recording Secretary, Mrs. Bob Hurlburt, read the minutes of June meeting. Treasurer, Mrs. I. Kenney, gave her report, followed by Mrs. Joe McNulty, Renting Club Rooms chairman. Sunshine chairman, Mrs. A. C. Welke reported making five phone calls and sending seven good-cheer cards and spending $3 for flowers during September. Mrs. C. Mahaffey, membership chairman, reported 113 contributing members and 112 voting members.

A nominating committee was appointed as follows: Mrs. T. Fitzpatrick, Mrs. G. M. Gleason and Mrs. Fred Banham. Mrs. W. Rayston won the surprise package, and Charles Taylor won the bank dollar. The committee for the luncheon was Mrs. Sam Smith, chairman, Mmes.; E. Kington, O. S. Kline, I. Kenney, C. Mahaffey, J. J. Leitz, C. A. Parkin, L. Kraut and K. H. Kunz. A social hour followed.

Milwaukee Chapter

Mrs. Donald McKenna, Historian

The fall season of our club opened on Sept. 20, Mrs. J. F. McMahon presiding as president. Program for the evening was: Business meeting followed by refreshments and cards; also many activities are planned for the coming season.

Red Cross Unit: These meetings are still held on Tuesdays from 2 to 9 P.M. More ladies are needed to assist with making surgical dressings and knitting. If you are not busy on that day a special appeal is being made to you to join either of these classes so that we can hit a new record this season. Further details from Mrs. Ross, Red Cross Chairman, whose September report is: 1,170 surgical dressings, surgical hours 315, workers 56. Knitting report: 12 tabular scarfs, one watch cap, two pr. trigger mitts and one pr. gloves, total 650 hours. Sunshine Chairman reports two sympathy cards sent.

Miles City Chapter

Mrs. C. E. Rehm, Historian

Although Miles City Chapter took its usual summer vacation, members kept on with their many phases of welfare and war work. Five Nurse’s Aides gave 240 hours during June and July, from January to August, 94 members did 4,040 hours of surgical dressings and a few women made 31 garments and gave 112 hours to Red Cross sewing. Sept. 1, membership committee reported 362 paid-up members. The highlight of the September meeting was the talk on Accident Prevention by H. J. McMahon, District Safety Engineer. A donation of $25 was voted to the Custer County War Honor Roll Fund.

October meeting was opened by our president, Mrs. Hein. All reports showed the club was not neglecting any of its numerous activities. Mrs. W. H. Fellows, chairman of Welfare, reported helping four families and sending seven letters. Mrs. Wm. James, Sunshine Chairman, made 193 phone calls, sent 41 cards and contacted 27 families; Mrs. H. C. Brishine, Red Cross Chairman, gave another interesting report. She said: “Not only have 61 members done 1,270 hours of Red Cross work this year, but we have five Nurse’s Aides and over 100 in surgical dressings. Mrs. Dave Hagert is Vice-Chairman of Custer County Wat Finance Committee for the year. In the Third War Bond Sale Drive 38 workers helped in the canvass and eight sold bonds and stamps at a booth in Penny’s store.”

Mrs. Martin Eastwood, chairman of Ways and Means, recommended a rummage sale Oct. 18, to raise money for our Christmas giving. This was accepted. It was voted to send Christmas cards to all Milwaukee boys and employees in the armed services and baskets to a few of the older retired Milwaukee families. Mrs. Spear, program chairman, had a very interesting article, “Railroads Can Take It,” read by Mrs. Wickersham. A lovely lunch was served by Mrs. Eli Pedors, Mrs. Sam Leo and Mrs. Pete Leo. The White Elephant Sale, the big fun and money making event of the year, took the place of any other planned entertainment. Mrs. McKinley Gilmore, the energetic auctioneer, raised $125.60 by tempting us with unrationed “white elephants.”

The officers will entertain the club with an original play directed by Mrs. Frank Wolfe at our November meeting, to increase the funds for Christmas activities.

Deer Lodge Chapter

Mrs. J. E. Pears, Historian

We started off on Sept. 17 after the summer vacation with 14 members present, a smaller crowd than usual, but those present seemed all enthused to get back to work. Mmes. Healy, Collins and Benach served a delightful dessert lunch. Our Canteen service is still going strong, serving anywhere from 50 to 150 every day. During the inclement winter months we will have to serve entirely in the Club House. To avoid confusion, as train No. 13 arrives during our meeting time, we will try evening meetings commencing in October.

Our kitchen stove—a used one when we got it—is worn out. A motion was made that Mrs. Kiernmrow, chairman of house purchasing committee and Mrs.
Collins, Canteen chairman, try and find another stove if it could be purchased with our means—as the crews of Canteen workers urgently need it. Our surgical dressings work has been handicapped by lack of material. New material has arrived and we are again working.

Milbank Chapter

Mrs. Gerald Gardner, Historian

The fall season was opened by singing patriotic songs, led by Mrs. Geo. Phelan, accompanied by Mrs. Ernest Hansen, on Wednesday, Sept. 29. We were pleased to note club motto that had been printed on a large placard, and hung on the clubroom wall, where all may see it easily. Some of us missed the Service Plaque which formerly hung in that space, but were told it now hangs in the depot waiting room, where passengers may see it. Five more names have been added since spring, and they now number 31.

We are happy to know our club topped last year's membership and has received a prize for so doing. It would be nice if more members turned out for meetings, as we now number 50 voting members. Sept. 14 meeting was enjoyed by 16 members with a trip to Viroqua. Con. Shutter and Engr. Frosh welcomed us with a big smile. A fine one o'clock chicken dinner with all the trimmings, not forgetting the beautiful flowers, table and house decorations, and corsages for each member, was appreciated at home of Mr. and Mrs. Weise. Reports were given. Our bond was reported purchased. A surprise box of candy was sent us by Agent Boyle, a tribute to us for remembering him with flowers, ice cream, cake, and candy, and a U.S.O. bus trip home completed a splendid day.

Sparta-Unit Tomah Chapter

Mrs. W. J. Hovey, Chairman

Regardless of hot weather Sparta Unit found little time for vacation, each member having a Victory garden and doing her own canning. Still 15 ladies and 10 of our men found time to beautify our depot lawn with two huge flower beds containing 15 varieties of beautiful plants donated by members and designed by Mrs. Geo. Kiefer. Six newly planted benches and a lawn mower were supplied by Supt. Whalen, which completed the fine job.

Mrs. Wm. Hovey wishes to express her sincere thanks for this fine cooperation, and is happy to report the splendid return of our harvest—250 bouquets of flowers were donated to our U.S.O. and Camp McCoy Hospital. Leads of flowers (and a decorating committee) were also furnished by our members for opening day of our new U.S.O. building on Sept. 19. On Sept. 7 our flower committee paid tribute to Supt. Whalen with six huge bouquets to be distributed on office desks, ticket office, and lunch room of La Crosse Depot. Our Sparta ticket, freight, and express offices have also enjoyed many flowers from our depot flower beds. The Summer's job was a great pleasure to us all.

Sept. 9 meeting was enjoyed by 16 members with a trip to Viroqua. Con. Shutter and Engr. Frosh welcomed us with a big smile. A fine one o'clock chicken dinner with all the trimmings, not forgetting the beautiful flowers, table and house decorations, and corsages for each member, was appreciated at home of Mr. and Mrs. Weise. Reports were given. Our bond was reported purchased. A surprise box of candy was sent us by Agent Boyle, a tribute to us for remembering him with flowers, ice cream, cake, and candy, and a U.S.O. bus trip home completed a splendid day.
Trans-Missouri Division

East End

Doris H. Anderson
Correspondent
Care of Agent
Mobridge, S. D.

Due to the heavy business, a set of dispatchers is being put on at Lewistown, Mont., and our chief dispatcher, N. J. Welch, is being transferred there. We are going to miss the Welches but wish them luck in their new home. H. R. Winship of Miles City is our chief dispatcher.

Conductor L. W. Clark has been promoted to assistant trainmaster effective Oct. 1.

Engineer and Mrs. Walter Byington received the sad news that their son Lieut. Keith Byington was missing in action since Aug. 17. It is believed that his heavy bomber squadron participated in the raid over Berlin. Keith is a graduate of the Mobridge high school and worked as roundhouse clerk at Mobridge and Harlowton for three years. He received his wings and commission as second lieutenant in the Air Corps Intelligence Service and is now attending the University of Wyoming at Laramie.

Lt. Keith Byington, reported missing in action since Aug. 17. It is believed that he participated in the Berlin air raid of that date.

Chicago General Offices

Auditor of Overcharge Claims Office

Marie Hodson, Correspondent

As outlined in the October issue, this month we intend to feature an entirely new cast of characters. Were it not for that, we would certainly mention that Jimmey Smagg spent the afternoon of Sept. 24 with us and recounted some of his experiences with the Engineers at Fort Belvoir. Of course, we’d better not mention this, nor that “Gee Gee” Smith has been transferred to Oklahoma A & M College at Stillwater, close to his pal Howard Atherton, who is now stationed at Camp Gruber. As these two names have heretofore figured prominently in office news we will have to exclude this item, too, and also the information concerning Jim Lynch, who is attending an advanced radio course at Portland, Maine. As no one is interested in Pete Walton’s flying trip to Denver to see Lt. Ray Walton we’ll skip that, and the fact that A. V. Gallagher is soothed with holiday plans for our service men, is just another subject that is taboo.

Of real interest, however, is the $250 donated by the Milwaukee Road Woman’s club to supply Christmas cheer for our boys in service. This brings up the question of financing the Christmas program and you know what that means—just a little something extra in the collection box to insure a remembrance for every Milwaukee soldier and sailor.

Perhaps, considering the nature of the announcement, we may at this time insert the name of Goodstein, also once featured in the monthly broadcast. If you are still on the beam, the Harold Goodsteins are happy to introduce Steven Goodstein, seven and a half pounds of fun, who arrived at the Lutheran Deaconess Hospital on Sept. 18.

In the last few weeks, news from Goranson’s Alleys has been more encouraging. The Copper Country Five, Weseman, Lutsch,Aff,Moehr and Lindmark, has slipped back into it’s old stride and is taking all comers. Aff is doing well, too with his chickens, which he says are good for six or seven eggs every day.

Visitors last month included Warren Yommer, who feels that he is pretty lucky to be stationed at Navy Pier, and Bob Dillon, now attending radio school at the University of Chicago. Those delicious meals, so well touted by Jimmy Lynch during his sojourn at the U. of C., are certainly living up to their reputation, says Bob, and give tme cooking some serious competition.

Romance and uniforms seem to go hand in hand. Pete Walton acquired a new daughter when L. Ray Walton and Miss Virginia Gathemann of Chicago were married at Lowry Field. Now comes word that Pilot Leslie Shelton of the Air Transport Service, became a benedict way back in March, the lucky girl being that beautiful blonde from Monomie. Evidently Merrill “Swede” Lindgren doesn’t believe in long engagements either, for on Oct. 15, he and Miss Edna Loebrock were married at Ruston, La., and spent a two day honeymoon at Shreveport. Fashion note: The bride wore a black street dress with ice blue accessories, and for the traditional “something borrowed” held your breath, her sister-in-law’s NYLON wedding hose.

Purchasing Department

Lurena Whidden, Correspondent

About the best news we have this month is the report that Clarence W. Anderson is much a two day honeymoon. We hope that Andy will continue to improve rapidly, and that he will soon feel better. We hope that Andy will continue to improve rapidly, and that he will soon feel better. We hope that Andy will continue to improve rapidly, and that he will soon feel better. We hope that Andy will continue to improve rapidly, and that he will soon feel better. We hope that Andy will continue to improve rapidly.

Four new girls have been added to the office staff since our last write-up. They are: Leona Johnneck from Lake George, Anita Becker, now living in Bensenville while her husband is at war, and Kathryn Karsten and Dorothy Hess from Edina. The proportion of Eligibles is increasing.
Office of Auditor of Passenger and Station Accounts

Bill Tidke
Correspondent

Several of our service men dropped in to say "Hello," namely, Pfc. Charlie Gooding, Pvt. Hamlin, Ed. Wright and Bob Klein. Bob's now a bombardier and due to be shipped out. Ed. Rhynor reports their Liberators have been christened "Nucky No. 1 Maru."

The Association of Passenger Rate Men held their annual banquet recently and from all reports it was a huge success. Part of the success was due to the fine accompaniment of Ralph Kloetz to the "Bar-Sho Singers."

Betty Loomis has returned to work after an appendectomy. The Girls Basketball Team won third place in their league and received a trophy for sportsmanship. Now they are going out for basketball.

We're organizing a basketball team among the fellows and so far only two have signed up. How about a few more of you guys? War�quire is a little closer to us again with the news that popular Charlie Baker was reported "missing in action." We're hoping for better news soon. This should be one of the breaks in their league and received a trophy for sportsmanship. Now they are going out for basketball.

Pfc. Sandy is enthusiastic about the Air Corps and wants to be an aerial gunner.

Pvt. Bob Reiter, Camp Claiborne, La., is still learning to be an A. A. clerk. The school trains men for all kinds of positions on railroads and has its own complete shops and yards. Bob has gained 24 pounds since entering the Army, but says he looks as "skinny as ever." He was chosen captain of the first basketball team and, anticipating our reaction, writes, "That is about the only time I move faster than a snail."

Pfc. Don Russo is in Oregon on desert training and, while he is learning to sleep in any position, he's still cool, enjoys himself, and has bought a home in Los Angeles after much searching. It is rumored that the house is in the Hollywood section, but no letter has come to confirm that.

Pvt. Sandy Miller stopped by on his way home for his first furlough and we had an interesting conversation with him. He had been at Camp Crowley for 10 weeks and expected to go overseas soon. Sandy is enthusiastic about the Air Corps and wants to be an aerial gunner.

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Bob Nordin, F. C. 3/C, has been moved to Pacific Beach, Wash., "just about the last outpost of civilization," He gets every 60th letter. It seems there are 100 lions in front of the Art Institute. He found out that they couldn't get the beds upstairs because of a narrow turn. They then tried the windows—no "soap"—too small. What arrangements he made we don't know, but he got through the tax bracket and now he is still owed the Washington Boys eight cents.

Lots of sore muscles, but the gang cleared the station of mud and a hurry. Jimmy Nolan of the transportation dept. is in a dither again. As previously reported, he has built a new house with the profits of his hogs. Well, moving day came along and all went well until he found out that they couldn't get the beds upstairs because of a narrow turn. They then tried the windows—no "soap"—too small. What arrangements he made we don't know, but he got through the tax bracket and now he is still owed the Washington Boys eight cents.

After Clyde Deacon, R. M. 3/C, returned to his base and the crew of his B. P. C. boat assembled for embarkation, he at long last suffered a serious case of tonsillitis and has been hospitalized at San Diego several weeks. To make matters worse, his ship left port without him. His letter of Oct. 8 advised us that after a consultation, the naval doctors proscribed his to be the largest tonsils they had ever seen and from personal observation we believe it. His mother, Mrs. Clarence Deacon, and sister, Lucille, went to San Diego to visit him on Oct. 10. It is possible that he and the troublesome tonsils have parted company.

Betty Vande Velden, one of our Deer­field queens, would like to know at what hour the Chicago police stations close. For her information, the city office feeds the two lions in front of the Art Institute locks the stations on his way home.

Passenger Traffic Department

E. R. Will, Correspondent

Several of our service men dropped in to say "Hello," namely, Drangsholt, Bill Hamling, Ed. Wright and Bob Klein. Bob's now a bombardier and due to be shipped out. Ed. Rhynor reports their Liberators have been christened "Nucky No. 1 Maru."

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### Number of Traffic Tips Reported by Traffic Tip Supervisors During September, 1943

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<th>Division</th>
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<th>No. of Employees</th>
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<td>23</td>
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<td><strong>Iowa &amp; S. Minnesota</strong></td>
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<tr>
<td><strong>Hastings &amp; Dakota</strong></td>
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<td><strong>Madison Division</strong></td>
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<td><strong>Chicago Terminal</strong></td>
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<td><strong>Milwaukee Division</strong></td>
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<td><strong>Superior Division</strong></td>
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<td><strong>Chicago General</strong></td>
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<tr>
<td><strong>Grand Total</strong></td>
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#### TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF SEPTEMBER, 1943, AS REPORTED BY DIVISION OFFICES

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<th>Location</th>
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<td><strong>Chicago Terminals</strong></td>
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### TOTALS

**493** **271** **2.5**
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<th>Location</th>
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<th>Name</th>
<th>Department or Occupation</th>
<th>Location</th>
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<td>Bloomfield, Ralph</td>
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<td>Wife of clerk</td>
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<td>Frazel, James L.</td>
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<td>Sec. Foreman</td>
<td>Delmont, S.D.</td>
<td>1</td>
<td>Schaefler, Frank</td>
<td>Conductor</td>
<td>Des Moines, Ia.</td>
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<td>Ball, G.</td>
<td>Time Keeper</td>
<td>Sioux Falls, S.D.</td>
<td>1</td>
<td>Schuler, A.C.</td>
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<td>Bannister, J. R.</td>
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<td>Sioux Falls, S.D.</td>
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<td>Schuster, J. H.</td>
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<td>Berry, D. R.</td>
<td>Sten- Clerk</td>
<td>Marion, Iowa</td>
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<td>Bush, W.</td>
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<td>Farrell, M. A.</td>
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<td>Mech. Maint.</td>
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| Milwaukee Division     |                          |                   |                       |                         |                         |                   |                       |
|Milwaukee Terminals and Shops |                      |                   |                       |                         |                         |                   |                       |
| Milwaukee Division     |                          |                   |                       |                         |                         |                   |                       |
## Retirements

The following employees' applications for retirement were recorded in September, 1943.

### Chicago General Office
- DeMars, P. O. D. Dining Car Steward. Chicago, Ill.
- Douglas, F. E. City Freight Agent. Chicago, Ill.

### Chicago Terminals
- Burke, J. D. Train Director. Chicago, Ill.
- Koontz, F. E. Switchman. Chicago, Ill.
- North, W. F. Crossingman. Chicago, Ill.
- Shaw, Albert E. Machinist. Bensenville, Ill.

### Coast Division
- Benjamin, C. M. Locomotive Engineer. Tacoma, Wash.
- Deacon, H. W. Engineer. Tacoma, Wash.
- French, Geo. Telegrapher. Seattle, Wash.
- Johnson, C. A. Locomotive Engineer. Tacoma, Wash.
- Warrington, G. T. Locomotive Engineer. Tacoma, Wash.

### Dubuque and Illinois Division
- Craterly, Chas. B. Brakeman. Chicago, Ill.
- Farquhar, F. W. Locomotive Engineer. Savanna, Ill.
- Hyle, John W. Section Foreman. Lead River, Ill.
- O'Rourke, J. W. Brakeman. Dubuque, Iowa.
- Smith, R. Car Inspector. Nahant, Iowa

### Hastings and Dakota Division
- Ferguson, John. Loco. Engineer. Minneapolis, Minn.
- Letts, H. W. Bridge and Road. Montevideo, Minn.

### Idaho Division

### Iowa Division
- Agnew, Wm. N. Conductor....Perry, Iowa

### Iowa and Dakota Division
- Payne, Glen H. Loco. Engineer. Sioux City, Iowa.
- Pippinger, Wm. J. Conductor. Mason City, Iowa

### Iowa and Southern Minnesota
- Stoves, Guy E. Agent Operator. Houston, Minn.

### Kansas City Division
- Allen, S. A. Telegrapher. Kansas City, Mo.
- Chapin, E. Carpenter Foreman. La Crosse, Wis.

### Madison Division

### Milwaukee Terminals
- Tarmann, T. J. Cabinetmaker. Milwaukee, Wis.

### Rocky Mountain Division

### Superior Division
- Darrold, P. C. Carman. Terre Haute, Ind.
- Padgett, Ohio. Section Foreman. Terre Haute, Ind.

### Trans-Missouri Division
- Griggs, F. M. Coal Dock Loco. Engineer. Bismarck, N. D.
- Thomas, W. B. Coal Dock Loco. Engineer. Bismarck, N. D.

### Twin City Terminals
- Cutting, F. W. Carman Helper. Minneapolis, Minn.
- Mainszer, L. F. Conductor. Minneapolis, Minn.
(Continued from page 21)

Sept. 21 advising that he had broken his arm on July 10 and had to have some bone remo- tion. He expects to go to the General Hospital soon.

P. F. C. Warren Gearhart writes that upon his return to camp (basted) from lur­ ring to Texas, he is to find $31 and subscription for the Chicago Tribune as a gift from the Victory Club. He enjoyed riding through the country and was not too chary and thinks it is a great train. In closing he admonishes us to buy more War Bonds and Stamps, or Tojo laughs.

The Industrial Soft Ball League's final standing places our own Milwaukee team in third place, for which they received a beautiful trophy. Emile Dovochick and Louise Leisten are members of this team.

The Victory Club sent Christmas cheering boxes to all our men serving overseas, consist­ ing of fruit cake, jelly, cookies, crackers, nuts, book or cigarettes. The other men serving in the States will be remembered also at a later date. It is hard to conceive how the men, do so much without asking for a little and to offset the additional Christmas expense, we should feel our duty to make a contribution, so that the club can continue with its mission.

Auditor of Expenditure's Office

Our latest Army inductees were Harry Pajak of the tax bureau and Kenneth Roed of the timekeeping bureau. The best of luck to them and happy landings! We almost broke even this month, though, as Gordon Mead was given a medical dis­charge after nine months service and is back with the road.

Larry Botson visited friends at the office on his furlough recently. It certainly looks as if that early rising and indiatown cap, Pa., agrees with him. . . . A V-Mail letter from Corp. Otto Heimann in England has a happy and also a disappointing note . . . he's with the 8th Air Force in Tommynland but he doesn't hear from enough of his old railroad friends. We have his address handy in case he care to write to Old Otts . . . Bill Rick, now aviation cadet at Knox College, visited Chicago recently. Willie didn't have a chance to get to the office but wants to say hello to everyone through the Magazine.

By the way, all of these boys and many others praise the Victory Club and say it is swell to get little gifts every once in a while. So—don't forget to give your bit every payday so the boys can have just that.

Jessie Douglas is seriously ill at home. We all sincerely hope for her complete recovery—and soon.

We certainly are happy to offer con­ gratulations and best wishes from all of us. There was a brand new arrival this morning at the home of Walt Ducret, interline. Her name is Diane Grace.

A few years ago an office boy A. F. O. C., was made Senior Vice Commander, Sixth District, American Legion, at an installa­ tion entertainment. The highlight of the evening was without question when Monty had his turn at the "mike".

Congratulations are in order for our staff members Ray G. Hay, traveling time inspector, Ray is filling the vacancy created by Carl Lundell's retire­ ment last June, and has been appointed traveling time inspector at the Grand Trunk Railway in Canada. In 1929 he entered the employ of the freight auditor's office, and worked as interline, rate and review clerk until the accident. The police ambulance took him to Alexian Brothers Hospital, where it was found he had broken his left wrist and both legs. He was removed from the hospital for one year. The driver who hit him was married the next day and moved to another part of the city. When he was located a year later and appeared in court, he enlisted in the Army.

Walter, who recently made application for retirement, was born in England 77 years ago. First came to America as a young man, and for four years was an employee of the Grand Trunk Railway in Canada. He came to Chicago in 1899, and at once started to work for Agent N. W. Pierce, Union Street, and remained there until Oct. 11, 1914, when he entered the employ of another general office in Chicago. He is able to walk with difficulty and will get little gifts every once in a while. But don't forget to give your bit every payday so the boys can have just that.

The freight auditor's office is having a beautiful office for several weeks. On Nov. 6, 1911, Walter H. Sebron, review, was hit on the way home from work, by a young man driving so fast he could not avoid the accident. The police ambulance took him to Alexian Brothers Hospital, where it was found he had broken his left wrist and both legs. He was removed from the hospital for one year. The driver who hit him was married the next day and moved to another part of the city. When he was located a year later and appeared in court, he enlisted in the Army.

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On Oct. 4, going home from work, Bertha Ohlstedt, interline, was hit by a woman driver at Central Avenue and Huron St., who called to her that she would call her car and return with help. She did not return. Bertha was taken to Lorretto Hos­ pital, Chicago, and examination showed a triple fracture of leg. We are informed she is recovering rapidly and talks of getting back to work soon.

On the following morning, Oct. 5, a hit and run driver struck Dorothy Wrobley, at Fullerton and Elston Ave., knocking her to the pavement causing bruises and head injury. Fellow employees told John Orlow, review, and he remained with her during first aid treatment and then took her home. Latest reports are that she is well on the way to recovery.

Telephone call Oct. 12, to John Kreiter, estimated earnings bureau, informed him that Irene Krakovski, his bureau, had been taken to the hospital at 5 o'clock that morning, severely ill. No further information to date. All of our best wishes to all of them for complete recovery.

Fred Bartels, head clerk switching bu­ reau, celebrated his 25th anniversary as a Milwaukee Road employe on July 8, and on Oct. 12, Columbus Day, he and Mrs. Bartels celebrated their silver wedding. 60 relatives and friends called to extend felicitations, among them Pastor W. J. Kamnitz, Dalton, Ill.; a brother of the bride, who had performed her wedding cere­ mony.

Employees in the Armed Forces

Andy Duff's address has been changed to 89 Postmaster, New York, Lea Slocket, a few years ago an office boy A. F. O. C. claims office, and later a clerk who spent much time in freight car equipment, is now working with the statistical bureau in the Army Air Corps which he entered last Janu­ ary. Looked great. A. S. Larry Plucinski, wrote to your friend Dick Kane from Farr­ rugous Naval Training Station, N. J., where he likes the scenery and the Navy eats, he still has a hankering to see the old gang.

L. P. Edward, A. A. Artillery, Corona, Calif., was a visitor Oct. 6. Two sons of Wm. Nikola, H. C. sta­ tistical bureau are in the Army Air Corps, Robert, at Blythe, Calif., and Wm. Jr. who has had six hours preliminary fly­ ing, is now receiving special training at Syracuse, N. Y. University. Pvt. Art Rosen­ fein, is now at Camp Ellis, Ill.; Pvt. Danny Rowe, Army Chemical Divn., Camp Butner, N. C. was a visitor for a few minutes Sept. 17. S. C. Eimer Kaltenhousen, was in from Camp Farragut Naval Station Oct. 6. Same old noisy Eimer, and promises us a Jap in a cage when he gets started.

Letters received from Pfc. Vern Noel­ ting, South Pacific sends greetings to all. Also a fine letter telling about boot train­ ing at Camp Butner, N. C. from Don Klos. Another letter from Pvt. Roy Schattnick, South Pacific, Roy was a singer in oper­ ettas and his church choir, and has been active in Army entertainments, for which he has been complimented by his Com­ manding General. He is still in the Mobile Accounting Unit. M. P. Mich Deene, a visi­ tor from Mt. Carmel, Ill., expects to be transferred to Camp Ellis, near Peoria, to serve as a war prisoner guard. Edward, son of Otto Reinert, special accountant, review, is now a corporal.

The British barmaid was a flirt, and when the corporal went out to buy a paper she pursed her lips invitingly and leaned over the bar toward the shy looking private.

Putting his finger against his head, she whispered: "Now's your chance, dar­ ling." The private looked around the empty room.

"So it is," he remarked; and promptly drank the corporal's beer.
Coast Division

Seattle Local Freight Office and Marine Dept.

P. W. Rasmussen
Assistant General Manager

Local Freight Office

We regret to report the passing of David McEwen, retired chief line messenger, at the Milwaukee Road Lines West. Mr. McEwen died at his Seattle home after a lingering illness. He was 81 years old, first entering the employ of the Milwaukeee at Elroy, Wis., and where he retired in 1936 had more than 50 years of service. Our sympathies go out to his widow, Mrs. Marion McEwen, Mr. McEwen and Gist Gomble who has been in Denver for some time, has recently returned to his old position in the car service division, which is under the supervision of Leo F. Kord.

Miss Lois Stretton, statistical clerk, has taken time off to attend the University of Washington and has been succeeded by Edna Mac Henderson, who was formerly in the car service division.

O. S. auditor, taxation auditor, died very suddenly on Sept. 16 at Providence Hospital in Seattle. His body was taken to Lewistown, Mont., for burial. Miss Porter arrived from the east just after her husband passed away. Our sympathies to the bereaved wife and family.

Mrs. Helen McGovern, daughter of Leo L. McGovern, chief clerk to the division superintendent at Austin, Minn., has recently been employed in the local freight office in the statistical department.

Wm. M. Woodard, chief import and export clerk, has left to take over the duties of chief clerk to the agent at Beverly, Wash. His position has been taken over by Miss Helen Hasslinger.

Jewel M. McDonald, reclaim clerk in the local freight office, has joined the Seabees as storekeeper 3rd class and left on Sept. 24 for Camp Peary, Williamsburg, Va., where he will undergo training. His position was taken over by Grace Rasmussen who for the past six months has been the booking clerk.

The following new employees have been added to our station roll since last reporting:

Charlene Wilmoth, Louise Sprague, Patricia Howe, A. W. Gartrell, Marion Anderson, Edna M. Hudgens, and Pauline Jones, all on the bill room, and Betty Dyer in the cashier’s office.

Our marine department, under the supervision of Port Captain Harry E. Wilson, is experiencing the heaviest business in the history of the large operations on the Puget Sound.

Seattle General Offices

J. M. Wilhelm
Correspondent, General Claim Department

Rails in the Armed Forces

Major A. L. Sedgwick has some sort of a new assignment in North Africa. He, of course, was not permitted to divulge the nature of his new job but he has a jeep assigned to him and has been seeing a lot of that local terrain abroad the famed mechanical bronco. How well he understands that Curtis Buford, son of W. J., former general manager of Lines West, has been promoted to captain in the Army Railroad Military Service.

Jack Oliver, mentioned in my previous articles, was in Seattle last week on a furlough and paid your correspondent a visit. He is looking fine and you should have seen the smile on proud Papa Frank’s face. Jack has been studying foreign languages for some time now and will probably be spreading the good will of the U.S.A. overseas one of these days.

CONGRATULATIONS: To Harry Ehmer, appointed chief clerk to DFA J. R. Reagan, Spokane.

To Clarence Wilson, diversion clerk, vice Harry Ehmer.

To Mrs. Eloise Herron, assistant chief clerk in general office’s office, vice Clarence Wilson.

John Guinotte, assistant engineer, has always been noted for his conscientious efforts in the company’s behalf, but he certainly deserves some commendation for the example he set last month. He was stricken with an appendicitis attack and his appendix ruptured before he could be operated on, creating very serious complications. In spite of the strain of such an ordeal, Mr. Guinotte was back to work two and one-half weeks after his operation which is a remarkable display of stamina.

ON THE HOME FRONT: With the long and ever-reaching arm of the draft board coming closer and closer, “By” Lotterman, attorney-farmer, was overheard to remark that it would probably be his turn soon to go, and he was going to get more than his quota of Nips because it would break his heart to have those “Sons of Heaven ?????” invade and occupy the Pacific Northwest as they did the Philippines, especially when his garden has been so productive this year and his larder will be empty in a short time. “By” would feel terrible if his efforts at gardening and canning were to result in feeding those animals.

Sept. 24 the Milwaukee Puget Sound Service Club No. 31 started off their winter season with a bang under the leadership of Chairman F. W. Rasmussen. New officers were elected and a very interesting program is being planned for the new chairman, none other than John Andrews of our freight claim department. Incidentally they are sending out 44 individual wallets to all the employees now in the armed forces with their own initials and military insignia on each one, also a Merry Christmas, best wishes and God’s protection. These wallets are of excellent quality and I know they will be greatly appreciated by the boys. A very thoughtful gesture, indeed.

Supt. of Transportation N. A. Meyer is pressing George Jesel for top honors on after-dinner speaking. It was reported to your correspondent last month he gave a fine talk at the Everett Rotary Club and a few days later on Transportation Day at our Victoria Square, gave an excellent account of the job being done by the railroads in the war effort today. Incidentally, Mr. Meyer is contesting H&D Div. of a Mr. Keenan’s claim of being the youngest employee carry a 40-year furlong. Mr. Meyer entered the service of the Rd. at the age of 12 years, 10 months and 12 days. He has a train dispatcher’s date of May 13, 1907, against Jimmy’s of Nov. 30, 1910, and he is still a youngster. So much for Jimmy by four months. Harrumph!!!!

Seattle is known the world over as the home of the Flying Fortress, and in keeping with the fighting spirit which builds and sends far and wide these winged messengers of death to the enemy, the Seattle Milwaukee employees whooped it up during the Third War Loan Drive and not only continued with their regular payroll bond deductions but made it possible for the assistant treasurer in our general offices to sell $50,100 worth of bonds. Out here we are making this war very costly, not only in expediting war materials over our rails, but also in investing our own funds in America’s future.

I recently met our new export and import agent, L. J. Kidd. Mr. Kidd has been with the company since 1915, having had a good deal of trade experience during that time, and it is said the management could not have made a better choice for a successor to F. O. Finn. During our brief visit, the subject of pictures came up and Mr. Kidd showed me his new Coast Guard pass, but as Coast Guard pass pictures go, he wasn’t very anxious to have a reproduction of same in the Magazine.

Miss Carolyn Janeck (see August issue) has been Mrs. Robert S. Harvard officially since Aug. 28. She is surely one happy girl these days and is in fine fettle to handle her new position—that of secretary to J. O. McLyver and L. J. Kidd.

Tacoma

R. R. Theile
Assistant Agent’s Office
Tacoma, Wash.

Dave McEwen, formerly chief lieutenant of the Coast Division, passed away Oct. 3, at Seattle.

We extend our sincerest sympathy to the survivors.

Harry Adams, former passenger conductor on this division, died in September. He had made his home in the city all his life and for many years had been in the railroad service. We send our sympathies to the survivors.

Horace A. Turner, former chief superintendent on the Tacoma Division, passed away in August, after a long illness. He had retired in May, 1940. His wife died a few months before his retirement and he did not recover by her side.

The boys at Van Asselt had quite a bit of excitement the other evening when a train suddenly came to a stop at that station, the doors of the forward coaches opened, and a naval policeman tumbled to the ground from the train. The officer was Chief Water Tender, Nathaniel Anderson of Snotomish, Wash. He had been shot by Glenn Carriker, a seaman, who with other prisoners was being escorted back to Seattle from Portland by two petty officers. The killer was captured after an hour and a half of search in the swamp near the station.

The force at the local passenger station feels all swelled up over the proposed remodeling of the passenger station which will throw nearly the entire main line into a waiting room. The ticket office and the lunch room will be enlarged, the porter’s room will be used for bunking in, all the existing unoccupied or waiting room will be moved out, and the baggage room will take up part of the room thus made available. A two-story building near the station has been secured for use of porters and waiters. The remodeling of the present passenger station will accommodate more than 300 passengers, plus an equal number of sleeping car passengers, and will fill a long felt want.

A letter from Pearl Cowling, former
switch clerk now in Uncle Sam's Army down in Louisiana, has been received and is on this same boat. Some nostalgia at every pore. However, he will be over the worst of it by the time this is printed and if he is reading this letter he intimates that he might be, he won't miss home cooking either; so cheer up, Pearl, it might be worse.

Mrs. Elizabeth Crawford has become personal secretary to Agent Ray Grummel; she has had wide experience as assistant credit manager for Scheinfeld's, the largest furniture store on the coast.

While sealing cars at Tacoma freight office, a crossing towerman discovered flames at the far end of Bridge 77282. Hurrying to the bridge he found a pilot burning, and also some of the timbers underneath the bridge. He tried to put the fire out, but finally it was done by personal inspection.

A. H. Glebb, warehouseman recently, was going to arrive in Tacoma that evening from Idaho.

Miss Alta Slater is a new expense clerk to the store department as a "laborette". She is doing the work first rate and is proving a general favorite with the staff (she is Laborette Number One in that department).

The new Terminal Hotel at the yards is filled to overflowing with roomers and Manager McCorny is feeling good at the prospect, since he has a waiting list for rooms. People are standing in line for meals; the meals are good, too, as we found by personal inspection.

While sealing cars at Tacoma freight house recently, A. H. Glebb, warehouseman, discovered flames at the far end of Bridge 77282. Hurrying to the bridge he found a pilot burning, and also some of the timbers underneath the bridge. He tried to put the fire out, but finally he called the city fire department. No doubt Glebb's prompt action prevented a heavy loss to the company.

During the recent Third War Loan Drive, Mrs. Peter LaChapelle, wife of an engaging clerk in the office personally and bought seven $100 bonds for seven of their grandchildren to present to them as Christmas presents. They intend to purchase two more before Christmas, as they expect the family to be increased by two more grandchildren by that time, and as soon as they arrive and have been baptized, bonds will be purchased for them in their own names. This is quite a fine gesture on the part of Mr. and Mrs. Peter LaChapelle, and the grandchildren are very fortunate in having such fine grandparents.

Mr. Buechler has returned from his vacation and admits having had a wonderful time and a lot of rest. He spent a week at Hot Springs and another week at Aberdeen, S. D.

The sugar beet season is on and sugar beets are coming from all directions. Indications are that there will be a good crop this season. The cabbage crop was also good, and the perishable freight inspector, Larry Danielsen, has seen all the cabbage he wants to see for some time.

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port that they both reported back in tip-top shape.

Congratulations are in order for Robert Bach, former division clerk who was recently commissioned a second lieutenant in the Medical Corps at Louisville Ky., and for Frank Corcoran, Jr., former tracing clerk, who has recently transferred from the Armored Division of the Army to the Air Force.

In the morning mail, we were glad to receive a letter from S/Sgt. Milton G. Kutz, former bill clerk now serving with the 4th Chinese Civilian Construction group in India, telling us that he is well and “We get enough to eat, a bed to sleep in every night, and don’t have to dodge any lead, not yet anyway, outside of the few air raids we’ve had—and the Japs are lousy bombers.” Milly says “Our headquarters are on a large tea estate; the main source of the world’s tea comes from this area. About the only other thing the natives raise is rice. There are no green vegetables here and everything we eat comes from a can. We get a beer ration of 12 cans once a month, which doesn’t last very long. We live off it all week while the projector is working—but that isn’t often. Hope to be home some time this winter. We’ll be blowing our tops over want of a change”.

The letter addressed to “Mr. Douglas Sutton” in a woman’s beautiful handwriting started quite a furor, but all was straightened out with Mrs. Sutton and the office force when it was discovered that Emmett Keenan’s girl friend was acting as his private secretary. Emmett has been pretty busy these past few weeks; he says he has seen some sea duty and when it is all over he’ll give us a detailed account. Harry Holmes, GA, Denver, our former CFA, was a visitor here last month and dropped in the office to see all his old friends. Harry reported that there was talk of some of the railroads of even placing the old Carg Railway engine which has been pulling tourists up Pike’s Peak for so many years, into service, to help the war effort along.

Believe It or Not: A graduate from a prominent university herein—A. O. Deg., was recently successful in securing an appointment on the Federal Agricultural Advisory Board. In order to show his intimate knowledge of economics, he issued a bulletin to the farmers to take the shoes off their horses at night in order to save the wear on iron.

These two lines in Columnist Cedric Adams’ Corner of the Minneapolis Star Journal are so good, I have to share them with you:

In the Looking Glass

Alice Tobeherre Merrick
Correspondent
General Agent’s Office

Dynamic Frank Novell, APRO, Chicago, celebrated his 50th birthday day recently, and became a grandfather last month, and now he claims all he is waiting for is to be an honorary pallbearer, and then he’ll know he’s old (and Lt. Tobeherre, his son, is now working for Mrs. Ekman that morning). Organizer confusion reigned during the lunch hour recently, when the boys gathered around their noon meal, and it was discovered that Carl Ekman, steno, passenger dept., was biting into Ted Nelson’s (operator) sandwiches, and Ted was eating the sandwiches at Mrs. Ekman’s that morning. We’re surprised this mistake doesn’t happen more often than it does, but then, what’s the difference—a sandwich is a sandwich, no matter whose wife makes it up.

That long-legged bird called “the stock” has been flying around the headquarters lately, as we hear that Mr. and Mrs. Grant throttle and Mr. and Mrs. Emil Belduen have many a happy family in the past month. Congratulations to the happy parents!

A couple of issues ago we reported that Dennis J. Sullivan, former rate clerk here, had been promoted to TF & PA at Great Falls. The ink was hardly dry on that issue till we heard about ANOTHER promotion—this time as TF & PA at Spokane, so congratulations are again in order. We would appreciate it if Denny would tell us what type vitamin complexes he uses.

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DESSERT MANEUVERS have their problems for soldiers in training. Sgt. Reuben Johnson, son of Mr. and Mrs. Martin Johnson, 4914 Nicollet, Minneapolis, who is now in training out in Idaho, had his helmet full of water the other night preparatory to washing out a pair of socks. He had the socks soaking when suddenly it was announced that 15 per cent of the company had just been issued two-day passes. Reuben, quick as a flash, wrung out his socks, put them in his raincoat pocket to dry, and then, because it would have taken at least a half hour to go for more water, he had his pants soaked in the same helmet of water that he used for his sock-washing. “A two-day pass is more important than a little sock water on your face,” says the sergeant.

THIS PROBABLY harks back to the World War, but, to me, it’s still a laugh-provoking. A sergeant and a truck private were ordered “fatigues” before the commanding officer on charges of having kicked a colonel in the rear as he passed by. In explanation of his conduct, the sergeant stated that he had a very painful corn on his toe and in passing, the colonel had stepped on his foot. He explained that he had lost his head momentarily largely because of the pain. He was excused. It was the buck private’s turn next. Said he, “Well, I saw the colonel kick the colonel and I thought the war was over.”

The St. Paul Passenger Association held their annual banquet at the Ryan Hotel, Oct. 13, with approximately 60 in attendance.

NEWS FROM THE FRONT: General Agent’s Office—Lt. John L. Mahler, former rate clerk in this office, has a new address which I shall be glad to give to any one interested. Let’s drop him a line, so that he can pass on his address, and that goes for all of our other friends in the armed services. These boys are going to be plenty lonesome in the far off places during the holidays, and I think it would be a fine thing to see to it that everyone we know in the service has a cheerful word from us to help him over what might otherwise be a very lonesome experience...

Phantom Depot—Yeeoman 3/C John Carney, former steno, paid us a visit recently, while home on furlough from Farragut, Ida. John has just completed his “B” training, and is due to be stationed at Farragut indefinitely. He has been secretary to the Regimental Adjutant in recent weeks. John claims three things impressed him most at Farragut: That daily Idaho sunshine; those Idaho hills; and the multitude of men training there...

Service Flag has another star; that Fred Gruneswald, steno has joined the ranks of Uncle Sam. Fred was inducted at Ft. Snelling, Oct. 13, and now one of the 60,000 men at Camp Farragut, Ida.

South Minneapolis Locomotive and Store Stents.

Katherine McBride
Correspondent

Well, the store forces have got their iron for the year—pursuing a policy of long standing to swallow all stray nuts and bolts that don’t line up with inventory figure. Our appetites must have been exceedingly well-gauged this year, too, as the inventory was completely rechecked and approved by Observer Guy Macina by noon, Oct. 4, a speed record in inventories. He gives due credit to his fellow-sleuths, Alex Hendrickson, Bill Cusack, Bill Krakks and W. O. Parrott.

James Paul came via the stork-waves to live with Storekeeper Fred Delahanty, 21, and Machinist Otto Maaden boasts a baby girl.

Machinist Clem Centi is recuperating at Decaturian Hospital at this writing—opera tion.

Emil “Squeak” Baeyen must work as hard as he plays—was appointed main electrician at Minneapolis in September.

Local Horor Algers—Emmet P. Snee, newly appointed trainmaster, replacing John Malvin, who received his Oct. 5 marking with all his former efficiency.

Death recently claimed three retired employees—Engineer Jodocs Hall, Electrician Bill Haack, and Boilermaker Robert Dowd. To their families we extend deepest sympathy.

Two old friends finally got together—the Milwaukee Road and Alex H. Elmoquist of the Minnehaha National Bank. Elmoquist is now working for the locomotive department, and, despite the grumpy surroundings, manages to keep that white-collar look about him.

Now we know why Walter Anderson, division engineer’s chief clerk, accumulated all that avoirdupois through the years to go home on furlough from Farragut. Walter left the railroad in September to work as timekeeper with an Alaskan construction company up around White Horse. Paid a fare-

28
THE AMERICAN WAY

To gather with friends and strangers alike, to talk politics and vote as you please...that is the American way. But whether your ticket wins or loses, election day calls for an extra fine smoke...a Dutch Masters Cigar. That, too, is the American way.

DUTCH MASTERS CIGARS

Well visit to the shops, and left us feeling sad that our business dealings had come to an end.

What gives in the shop superintendent's office? Well, let Thelma Huff tell you all about a guy (warrior) and his gal (Marion White): (Note the "Hiawatha" metre! Always loyal to her own road!)

From the land of Minnesota,
From the land of many lakes,
Went a youth to serve his country,
Left his gal and pulled up stakes.

Think ye not he wanted glory,
Or a life of play—and ease,
And he didn't get it either,
But was sent up North to freeze!

Girl friend gets an inspiration,
Pondering o'er the things he'd need.
Buys him candy, bakes him cookies,
So he'd have a great big feed.

Still she's filled with consternation,
For there seemed to be a lack,
So on yarn she spent some money,
Bent her needless—bowed her back.

Now the poem can be ended,
For the climax you have guessed—
She knit the yarn into a sweater,
To warm his heart, if not his chest!

Thelma, by the way, is still turning out the khaki sweaters for Red Cross—but her newest role is straw boss to visiting traveling engineers. Just the other day she handed a broom to Howard Neelings and barked out orders while he meekly swept around her desk!

Summary of comments, good, bad and indifferent, about the change in this correspondent's picture—"Hmmm, doesn't look like the same girl! Must have had her face lifted—or her style!"

So you missed the Oct. 15 and Nov. 1 mailing dates for overseas servicemen! Tsk, Tsk, Tsk!! Well, there's still a chance that cards will arrive on time. Remember YOUR first Christmas away from home? Lonely, wasn't it?

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Two new sergeants in our ranks—Bob Reddick and Shel Stafford, both with the Air Force down Texas-way. She's had his fill of travel in the past couple of months—from Texas to Florida to Salt Lake City to Texas again via Los Angeles. His letters just breathe excitement—one of these lads who itches to get it over by going over.

Bill Creighton is working over a brainstorm of gigantic proportion—proposing to write a letter of general and scintillating content, with multitudinous copies, one each to be sent to the correspondent—less boys at Corp. Crogan's Greenland army base. Crogan mentioned how sad it was that some boys never got any mail. Any constructive ideas you might have about these letters would be gratefully accepted!

Marine George Beyers is on his way home for a 30-day stay as we go to press. George has been through the South Pacific, battling Japs, malaria, and a head injury which landed him in the Navy Hos-
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and

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Grain Doors
Railroad Cross Ties
Hardwood Lumber
Timbers

Western Avenue
T. A. Finan
Correspondent
Care of Yardmaster

About the middle of September, the government reported that Rocco Antonelli, former B&B carpenter, was missing in action. He enlisted in the Navy in December of 1941, and it was reported that his ship was blown up in the Mediterranean Sea. We all remember him as a grand fellow, and we're hoping he will come through all right.

This is a welcome to Erwin Mueller Jr., the newest addition to the division engineer's office.

Leo Corrierrri, former carman helper at Western Avenue coach yard, is reported to be missing in action in the North Africa Area.

Paul Roman of the car department was inducted into the Ship Repair Unit of the Navy on Sept. 11.

Al Swenson, Jr. of Galewood yard No. 1, returned to work on Sept. 20, after spending his summer in the north woods on account of illness sustained while in the Army.

Lillian L. Imbler, daughter of Switchman J. E. Imbler, enlisted in the WAVES, and is taking her training at Hunter College in New York. She says that she wants to be as good a sailor as her father was a soldier in the last war.

Pvt. R. J. Willmer, former switchman, is now attached to the A.A.F.T.F.S. at Sioux Falls, S. D.

Switchman Leon Hansen was inducted into the Army at Fort Custer, Mich., on Sept. 14.

Ralph Phillips, former switchman, now in the Navy, spent a furlough at his home in Franklin Park, after a year in the Aleutian Islands.

Fireman Walter Bloom is convalescing in Wesley Hospital after a serious operation.

We regret to report the death of Switchman E. E. Johnson. Ed was a former trainmaster in Chicago Terminals and on the Coast Division. Our sympathy to the bereaved family.

John Fowler, retired porter, passed away on Sept. 26.

Laundry Manager James J. Taylor, retired, has returned to the hospital due to a recurrence of his recent illness.

Galewood Freight Station

Louis J. Inopito
Correspondent
Freight Office

Word was received that Gerald M. Gonis was promoted to chief petty officer in the Navy. Jerry was employed in Trainmaster James Calligan's office until his enlistment.

Sgt. Dominick Zappia paid us another surprise visit while home on an emergency furlough to attend funeral services of his grandfather who passed away suddenly.

Pvt. Anthony Romano returned to tell his friends at Galewood many interesting experiences about how our boys forced the Japs to flee Kiska. Anthony is assigned to the ground crew in the Air Corps.

R. E. Mickelson, night car record clerk, enlisted in the Sea Bees in September.

Pvt. Bob Bohn, Jr., was transferred from Camp Custer, Mich., to San Diego, Calif.

Edward Bach, motorman on our platform, was inducted into the armed forces in September, and left for camp Oct. 12.

Mrs. Mae Graney has been home for the past two months recovering from a nervous condition, and from reports received is coming along fine. We hope to see her back soon.

Ted Borman, vacation relief clerk, has returned from Mannheim, where he spent most of the summer relieving clerks on vacation. He brought along a lot of tall tales that are mighty interesting. Nice going, brother.

Charlie Johnson, checker, while moving vital war materials fell and twisted his side and has been sidelined for the past few weeks recovering.

Bensenville

Howard Lawrence, Correspondent
Assistant Superintendent's Office

Staff Sgt. Leonard A. Baumgartner of Bensenville, who was killed in action Aug. 17 in the European area, was a former messenger boy in the Chicago Terminals. He was left waist gunner and assistant radio operator on a Flying Fortress and was the only member of his crew killed in the raid on a certain large German city on the date mentioned. The Purple Heart has been posthumously awarded to Sgt. Baumgartner. Lennie showed no hesitancy in fighting for what he thought was right.

Lt. Louis Bishop, a former employe in the Chicago Terminals, has recently announced his safe arrival in India.

Radio Tech. Ralph Poor, formerly employed in the Chicago Terminals, is reported as being at sea.

This correspondent, temporary captain of a Milwaukee Railroad bowling team at Bensenville with an average of approximately 850, is accepting challenges for home and home series, not being particular as to where they come from. Address him in care of the Asst. Supt. Terminals, Bensenville, Ill., or P. O. Box 285, Itasca, Ill.

Let's hear from some of you out of town bowlers.
NOTICE

D. W. Thompson, a locomotive engineer on the second district of the I&D Division, and whose address is Douglas Street, Sioux City, Ia., has asked the Milwaukee Magazine to assist him in locating a metal case which he lost during the latter part of June and which he has been unable to locate through other sources.

Mr. Thompson writes:

"In the latter part of June, 1943, my metal clothes box was placed in the wrong baggage car at Mitchell, S. D., and I believe it went east through Canton and Sanborn instead of coming to Sioux City."

The case, containing clothes and other personal effects, bears a name plate, but no address. Anyone who locates the case and returns it to Engineer Thompson will be rewarded.

I&D Division

Marquette-Sanborn

M. B. Hickey
Division Editor pro tem.
Superintendent’s Office
Mason City, Ia.

C. H. Bothmer, second operator at Calmar, has gone to Alaska. This move was primarily on account of his health but as he was leaving a railroad he naturally gravitated toward another, as railroad men do, and is now working for the Alaskan Railroad as agent-telegrapher. Lots of luck, Clyde.

The members of the division office wish to congratulate the Galen Meuwissen family of Salt Lake City on the arrival of Sandra Jean Meuwissen Oct. 6. Although some had the temerity to call Chief Dispatcher Meuwissen “Grandpa” he doesn’t look like one and informs us all that he still has his own teeth, which is more than we can say for some people.

H. F. Everts, conductor at Mason City, retired Oct. 8. He started to work in 1904. It would seem that he has earned a vacation and we wish him the best.

Don Zeller, son of A. J. Zeller, fireman at Mason City, was home on furlough the first part of October. He is in the Navy. After a brief illness, John Carmack Gillette, retired telegraph operator, who had been stationed at West Yards for a good many years prior to his retirement, died in a Sioux City hospital Oct. 16 of a cerebral hemorrhage. The body was sent to Leavenworth, Kansas, for burial.

Chief Machinist’s Mate Everett L. Hubbs, formerly fireman on this division and now in the Navy, recently spent a couple of days with his parents, Engineer and Mrs. Jim Hubbs. He is now at sea, probably in the South Pacific.

Verna Lafferty, switchman at Sioux City, is the proud daddy of a new boy, born Oct. 2. Karen Sabin, the very attractive 2½ year old daughter of Fireman Kenneth Sabin, recently was the victim of a very distressing accident when both hands were caught in the wringer of an electric washing machine. At this writing, the young lady is getting along fairly well, although a minor operation and some skin grafting will be necessary for a complete recovery.

Operator Jim Ressegieu of West Yard, whose health has not been good for some time, is spending a 60-day sick-leave in California.

Rocky Mountain Division

Main Line

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

First, on the news list is the appointment of C. V. Peterson, as assistant to the Superintendent at Butte. Everyone knows Vic Peterson and all are happy to see this promotion. We are glad, too, to learn of the appointment of Dana Matthews to transportation inspector with headquarters in Seattle. Dan is moving right up the ladder since we used to argue about anything and everything around this office.

Texas, indicates that he is starting in the livestock business by raising goats. Presumably Walt figures to start in at the bottom as a kid-slayer, then a goat-cuffer, next a calf-spanker, and finally a full blown cow-puncher. Just so he doesn’t wind up as a bull-thrower—that we couldn’t stand.

Staff Sgt. Kenneth Class, son of Conductor and Mrs. A. C. Class, was recently severely wounded in the African campaign. Latest reports indicate that he is getting along well.

A son was born to Fireman and Mrs. Henry I. Miller at Sioux City on Sept. 29.

Retired Switchman Clement J. Broderick will spend the winter in California. Mrs. Broderick will join Clem as soon as he can locate living quarters.

Miss Marie Kvidahl, daughter of Bob Kvidahl, head of the B & B department, is the new clerk at Sioux City roundhouse, taking the place of Max Cline, recently promoted to a new position in the division freight and passenger agent’s office at Sioux City.

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Retired Switchman Clement J. Broderick will spend the winter in California. Mrs. Broderick will join Clem as soon as he can locate living quarters.

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Chief Machinist’s Mate Everett L. Hubbs, formerly fireman on this division and now in the Navy, recently spent a couple of days with his parents, Engineer and Mrs. Jim Hubbs. He is now at sea, probably in the South Pacific.

Verna Lafferty, switchman at Sioux City, is the proud daddy of a new boy, born Oct. 2.

Karen Sabin, the very attractive 2½ year old daughter of Fireman Kenneth Sabin, recently was the victim of a very distressing accident when both hands were caught in the wringer of an electric washing machine. At this writing, the young lady is getting along fairly well, although a minor operation and some skin grafting will be necessary for a complete recovery.

Operator Jim Ressegieu of West Yard, whose health has not been good for some time, is spending a 60-day sick-leave in California.

Rocky Mountain Division

Main Line

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

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with him. Our best wishes to him.

Word comes from Butte that Boardman Voss is out of the hospital and walking around the street. He and Arden Jenkins, etc. or some one can get GFC to hire for a fireman or JW to take on as baken... glad he is feeling much better.

Engineer Guot and Mrs. Guot have gone to Rochester where Mrs. Guot will again go through the clinic. Stomatologist Annor Lamb and that nice Mrs. Lamb have moved from Eustis out to Avery... The Petersons have moved from Delano to Lowell.

Conductor William Donner has returned from the Mayo Clinic in Rochester. He is greatly improved in health, and we are all glad to see him back.

Conductor J. R. Hamilton, Jr. and Mrs. Hamilton have returned from Spokane, where they have been the past months on account of the illness of their little son, who is 18 months old.

Engineer J. J. Daniels, who for many years has worked in the east wing out of Three Forks, has retired on pension. He and Mrs. Daniels have moved to Seattle where they expect to stay for some time. Kimm, their son, is stationed near there. We wish him both the Mrs. and Mrs. Daniels very best of everything.

Conductor and Mrs. Heier have returned from Ohio where they stayed for a few weeks. Earnie sorted apples and did a few other little odd jobs while the Mrs. had lunch with Lewis Bromfield, the author, of all people, who owns the farm once belonging to Mrs. Heier's parents. By the way, the recent article in the Reader's Digest by Mr. Bromfield was written on and about this farm and the Charlie Scharck mentioned in it is Mrs. Heier's brother, such is fame. How do they get that way, I'd like to know?

Ralph Robertson, who was ticket agent for the Milwaukee at Hardlowton, died Oct. 6 at Billings. He was well known here, having lived a good many years in this town. His wife and child, as well as his father, survive him.

Charlie Schrack mentioned in it is Mike Welch, former chief dispatcher at Mobridge, S. D., has transferred to Lewistown. This is not a new place for Mike as he was a track dispatcher here in the old days and has always had a fond place in his heart for Lewistown. The track dispatchers are Fred White first, Howard Ullery second, Rex Koube third and A. M. Peterson relief. Welcome to you all.

J. L. (Jim) Lindbloom, conductor and for many years chairman of the B. of R. T., after many years of service, took his pension the first part of September. Jim and his good wife have moved to the west coast to make their home.

The death of O. S. (Ollie) Potter came as a shock to his many friends and fellow workers. Oliver was cashier at Lewistown for a number of years and had received an appointment as traveling auditor only a short time ago. The sympathy of the whole division is extended to his wife and family.

Geo. J. Beal, who has been agent at Hillger for a number of years, has bid in the agency at Winton and C. F. Pitman, former agent at Winnott, has bid in the agency at Grass Range. Good luck to you both in your new positions.

Mrs. A. M. Peterson is acting agent at Guarantee, while her husband is working as relief dispatcher at Lewistown.

Northern Montana Branch

Helen E. Matthews, Correspondent
Lewistown, Mont.

After a number of years Lewistown and the Northern Montana Branch again has a dispatcher's office. Due to the heavy increase in business both on the main line and on the branch, the management has again opened the office at Lewistown. This will relieve the Butte office and give the dispatchers better service.

M. J. (Mike) Welch, former chief dispatcher at Mobridge, S. D., has transferred to Lewistown. This is not a new place for Mike as he was a track dispatcher here in the old days and has always had a fond place in his heart for Lewistown. The track dispatchers are Fred White first, Howard Ullery second, Rex Koube third and A. M. Peterson relief. Welcome to you all.

Iowa Division

East End and Branches

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

Major J. J. Keith visited us recently during a much deserved furlough. Major Keith served as company surgeon at Marion for several years previous to his enlistment into the armed forces. Major Keith has seen considerable service in the Pacific from the beginning of things to the present time. Dr. Keith will be remembered as one of the doctors who served on the Metz Car for considerable time.

Retired Passenger Conductor Andy Schrader recently passed away. Funeral services were held in Cedar Rapids.

H. J. Peterson, formerly agent at Perry, Ia., is the new passenger agent at Cedar Rapids. Pete, before going to Perry, was...
Have you thought of the lads in service lately? During the past few weeks it has been brought home to me and, no doubt, to others that the boys in the armed forces are looking for letters from their fellow workers in addition to the letters that they are getting from home. I am basing my conclusion on the large number of letters that I have received even from those whom I did not know well, who have taken time out from a Big Job to drop me a line from far away places. Why not take a few minutes of your time and write to that fellow worker and tell him about the job and how things are going. He will enjoy it more than you think.

Funeral services were held at St. Augustin’s Church Sept. 28 for Willis J. O’Brien, 55, general attorney for the Milwaukee Road in Iowa. Mr. O’Brien had been associated with the law department of the Milwaukee Road for the past 27 years.

Mr. O’Brien attended the University of Iowa and while there became well-known as a football player. He played through the seasons of 1909, 10, and 11 without missing a minute of competition. Against Minnesota in 1911, he dropped a field goal from the 53-yard line and another from the 51-yard line. The 53-yard kick reportedly still stands as a state record. In his senior year at Iowa, he was named All-Big Ten and All-Western center on 10 out of 11 honored teams selected on each geographical basis.

He began the practice of law in Cedar Rapids as a member of the firm of Cook, Hughes, Sutherland, and O’Brien. The firm moved to Des Moines in 1922 and began practice under the name of Hughes, Taylor and O’Brien. In recent years the firm name was changed to Hughes, O’Brien and Hughes.

Cedar Rapids Terminal
Clifford R. Taylor, Correspondent

After about eight months in Uncle Sam’s Army, I have been released to return to work on the railroad, being placed in the Emergency R. C. L. of the Army. The E.R.C. is composed of men over 28 years of age, who have worked on an essential industry, and can return to same, and will be able to locate themselves in such an industry. However, they are not discharged from the Army and may be called back at any time.

It would be a big help if anyone that might have an item of interest would see that it is sent to me so that I may include it in our news for each month. C. m., everyone, let’s put Cedar Rapids on the map again, with our regular monthly news.

Geo. Crabbs, P.T.A. at Cedar Rapids, la., retired Sept. 30. All of us extend our best wishes for happiness to George and Mrs. Crabbs, during the many years to come.

S. C. Charles Zobl spent a 12-day leave with his parents, Switching Clerk Victor Zobl and wife. Charles has made several trips with convoys to various ports and has many interesting letters to tell. Upon conclusion of his leave, he returned to New Orleans, La., where he is attending school for several months.

Mrs. Seward Saylor left early in October for Los Angeles, where she will visit with her son, who is in the Navy. The young man was shipped to foreign waters, and Mrs. Saylor took this opportunity to visit him before he left this country.

We welcome H. J. Peterson, who has been agent at Perry for a number of years and has now been appointed city passenger agent, taking the place made vacant when George Crabb retired from this position. We understand that “Pete” is a bowler. Maybe we can stir up a little interest with his help. We also want to say right here that we will miss our old friend George too, and hope he will find time to drop around for an occasional visit with the old Milwaukeeites.

Pvt. Robert F. Burk, son of Rate Clerk C. G. Burk, spent a short furlough with his family the latter part of September. “Bob” is stationed at Fort Francis, E. Warren, Wyo., in the Quartermaster Corps but is expecting to be transferred in the near future.

Iowa Middle and West

News regarding the men and women in the armed service includes the promotion of William Gibson to the rank of lieutenant in the Infantry.

Aviation Student, Orlan Emerick, who has been leading the Aviation Cadet Band while stationed at Springfield, O., had his music broadcast over station WENR recently.

Delmar Noah of the Army Air Corp. was home for a visit at the Frank Stapleton home with his wife and son.

Pvt. Frank Hoes of the Air Corps was transferred from the Miami Beach field to a new location in Arkansas in September soon after returning to his base from a furlough spent at home.

Leo Smistom, photographic, was home on a furlough in September. Leo has participated in 61 bombing raids and was on hand when 13 Jap merchant vessels, a cruiser, and submarine were sunk.

Donald Baum, whose father was a conductor for many years before his death, was on the program dedicating a new service radio station in New Caledonia recently. Donald was a music instructor in Waterloo, la., when he enlisted.

Jack Shirley, son of Engineer James Shirley, received his wings and commission as second lieutenant during September.

Air Cadets Edward Fitzgerald has been made wing commander and president of the honor court of the student body at Uvalde, Tex., where he is in training.

Clarence Nicholson of the U. S. Navy drew the design for the yard decoration for his company at Camp Scott.

“Nick” did a lot of fine art work while in Perry High school and keeps in practice by illustrating his letters to his family and friends.

Francis Holdridge, son of Engineer Earl Holdridge who has been with the Marines in the South Pacific for 14 months, has

November, 1943
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Special policy issued to Railroad men.

A Travelers representative will give you full details, or address
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HARTFORD, CONN.

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Use EZO Dental Cushions
A Comforting Aid for Lower Plate Users
• Relieves sore spots on tender gums.
• Stops lower plate from falling and clicking.
• Prevents seeds from lodging under plate.
• Makes plate fit snugger.
• Helps you eat and become accustomed to new plate.
• Enables you to eat meat, tomatoes, peas, celery,
Is not a powder, is not a paste, will not stick to plate.
Send 50c for 10 EZO Dental Cushions
EZO PRODUCTS COMPANY
Box No. 9306, Dept. 85, Phila., Pa.

been advanced from sergeant to staff sergeant.
Joining the already large contingent of Perry girls in Washington, D. C., during the last month were Lorraine Homonickl and Virgina Robinson, who will work for the F. B. I.
Ruby Eckman of the Perry Dispatcher's office force had an unpleasant experience of having to find a new home in the middle of the night recently when the apartment building in which she lived, was destroyed by fire. Many papers covering war and service records of Milwaukee employees were burned.
Mildred Olson, daughter of Train Dispatcher Arthur Olson, graduated from the school of nursing at the University of Iowa in September and plans to join the U. S. Navy Nursing Corps.
Edward Jordan, who worked for many years in the Perry car department before his retirement, died in Perry Sept. 11.
Ira Hurless, retired engineer, died at his home in Perry on Oct. 14. He had been in poor health for some time.
A son was born to Brakeman Gilbert Smith and wife Oct. 12. He was named Billy Joe after his grandfather, William J. Smith.
Conductor Fred Vodenik was in an Excelsior Springs Hospital for an operation recently.

Milwaukee Shops

Davies Yard

D. O. Kitzke, Correspondent

This is your new correspondent, whose aim it will be to keep you supplied with up-to-the-minute news in an interesting and informative manner as my predecessor, Joe Steele. Joe has donned the Navy blue, and is busy carrying out his end of this war. Another absent face is that of Edward Nowakowski, who has exchanged his civilian clothes for the Army khaki. Their services will be missed, as both were very capable employees, and we all wish them the best of luck and a early reunion in Tokyo.

The bowling season, after three weeks of play, finds us in third place, only two games out, and with added exertion and a lot of luck, the probable champions—coach yard take notice.

Lt. Edward Starosta, son of Assistant Foreman Joe Starosta, who was on furlough from Camp Livingston, La., returned to Marquette University the end of October to take up nursing.

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Locomotive Department

Louis E. Bednar

In addition to serving Uncle Sam, T/Sgt. Ed A. Zimmermann, son of E. E. Zimmermann, chief clerk to shop superintendent, will on Nov. 6 at the Church of Reformationchrome Miss Irene Teska as life partner for better or for worse. Heartiest congratulations to the young couple. The junior Mr. Zimmermann, formerly of the roundhouse office, is now stationed at Ypsilanti, Mich.

Nick Nielsen, pipe shop foreman, has undergone a serious operation. However, at the present writing he is recuperating very nicely at home and is anxious to get back to the "halls".

And speaking of birthdays, we wish to congratulate James Meredith, WM. Boening, and Herman Koegel. These gentlemen just passed their 70th birthday; and Anton and John Foren from the wood mill visited the department. Best wishes and good health to you all.

Geo. Hafner, electrician helper, joined the Navy on Oct. 5.

We wish to welcome Miss Mary F. Anderson to the locomotive department family. Miss Anderson is taking the position of steno-clerk in Mr. Koop's office.

Did you hear how Mrs. John Gibbons, wife of clerk to Mr. Koop, office, used her need in winning a prize at a harvest festival held recently at Hales Corners. It seems she grew quite successful with his victory garden, so Mrs. Gibbons gathered some of the vegetables and using a summer squash as a base and adding some tomatoes, grapes and flowers formed a very attractive hat!

Car Department

Myrtle Zunker, Correspondent

Nice going, fellows, the way you backed this last War Loan drive. Don't let the end of the drive stop you; maybe you can afford an extra bond at regular intervals. Give it a try; you know, it's the best investment you will ever make.

Since the last issue our service flag has added five stars for Eugene Jacobs, Marco Czerwinski, Adam Czerwinski, Adam Czerwinski, and Clinton Vanderlinden. Good luck to all these brave soldiers.

The services limit their recruiting to men of certain ages, but there is another age to come. Says all the boys look good.

John Krolicki, carman: Pfc. Thaddeus—Army—Australia; Corp. Stanley—Marines—South Pacific; Sgt. Casimir—Army Engineers—Georgia.

George Lukach, carman: Daniel—Navy—Idaho; Peter—Army—Iceland; Louis—Air Corps—England.

Art Cliburn, trucksmith: Walter, Robert, and Roy—All Marine with service in the South Pacific. Roy is home on a 30-day furlough after having served 18 months on a lonely island in the Pacific.

Adam Czerwinski, carpenter laborer: John—Army—Fl. Sheridan; Walter—Army—Texas; Sigmund—Army—Mississippi.

Upholsterer Foreman Klindt reports that his son is now a corporal at Ft. Bliss. He tells of having seen a bull fight in Mexico City and paying $1.50 for a seat in the shade. Says he could have saved a quarter by sitting in the sun, those seats selling for $1.25.

Fred Jakobek, home on furlough from the Navy at Farragut, Ida., visited the boys. Stanley Graweicz was here, too, and proudly exhibited that additional stripe which makes him a sergeant. Stanley is with the Burlington Railway Battalion training at Fort Wayne. Ted Detock writes that he has been promoted to a sergeant, too. Carl Tanin is stationed at Camp Roberts, Calif. Our Milwaukee Road Railway Battalion has moved to Little Rock, Ark. Our students are getting along fine and Lt. Sig. Gralewicz and Ralph Midgley report the weather is a great improvement over New Orleans. These northerners just can't take that heat. Clint Vanderlinden is at Jefferson Barracks, Army Air Corps.

I have been asked by the boys in service to thank the men in the shops for their donations to the Victory Club. They are grateful for the surprise packages they received. Special thanks comes from Thaddeus Krolinski in Australia.

Carmen Bill Sloan's son, who writes such entertaining letters, surprised even himself by sending two copies of the paper, "Roundup", published by the Air Corps in Delhi, India. Certainly is interesting.

John Foren from the wood mill visited his brother Joe, a corporal at Bn. 8, Joe works in shop. He showed John the shops but John says their equipment doesn't compare in quality or quantity with ours. While there, he also saw Sgt. Red Tie and Frank Mepeta from our machine and blacksmith shops, respectively. Says all the boys look good.

Twenty-eight bands competed in the War Salvage Parade here in Milwaukee and we proudly report that the Hiawatha Band won first prize.

Asst. Painter Foreman Klubertanz, who has been off sick for several months, is trying to get the feel of the place again. Everyone is glad to see him and to know that his health is improving.

The department extends sympathy to the family of Leadman Joe Keller who passed away on Oct. 10. He will be missed by his family and friends.

How many of you saw the goggle one of the men was wearing while chipping concrete? A small piece of the concrete struck the right lens, smashing it to bits and the only injury the wearer suffered was a slight cut on his cheek, caused by the frame of the goggle when it was struck. Imagine what would have happened to his eye if he hadn't been wearing those goggles! Think of this case the next time you want to "take a chance" and "get by" without your goggles.
Time Is Our Business

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Always at Your Service

Milwaukee Division
Superintendent's Office and "C. & M."

Wiley Brockett, Correspondent
Superintendent's Office

Milwaukee, Wis.

There are several retirements to report this month:

Ernest O. Werner, section foreman at
Oakwood, on Sept. 1 after 41 years of service.

John P. Schmitz, train baggageman, on
Oct. 8, who has completed more than 40 years of service.

George F. Zickuhr, engineer, effective
Nov. 1 after 35 years of service.

Best wishes for good health and happiness is extended to them by all their friends and associates.

People who never "got plastered" before have had that experience since the remodeling work has begun in the corridor on the second floor of the depot. We can, at long last, see the end of what has been a protracted, dirty and, at times, nerve-wracking job, but all is forgotten as we look around us in our new offices, and our bosoms swell with pride in the new waiting rooms downstairs.

Here is an example of the far-reaching effects of the man-power shortage: Chief Dispatcher C. E. Larson left for a two weeks vacation; third trick C&M dispatcher, Leo Freidricks, relieved Mr. Larson; Bob Helton came off his job as third trick operator at Sturtevant to relieve Mr. Freidricks; Agent L. M. Oskins, Sturtevant, relieved Mr. Helton as operator; and Mrs. Oskins bravely filled in as agent. Wonder who filled in for Mrs. Oskins?

We are glad to have Millard Spoor back on his old job as agent at Roncalli after a long illness.

Conductor A. J. Proeben and family recently made a trip to Norfolk, Va., to visit son Kenneth, third class petty officer, aviation machinists mate, in the Navy.

Dispatcher and Mrs. O. C. Tabbert visited their son, Corp. Myron C. Tabbert, at Camp Blanding, Fla., recently. Corp. Tabbert is attached to the Machine Record Unit of 2nd Headquarter, and has been in military service for two and a half years.

It has been said—"Into everyone's life some rain must fall"—and it is with regret that we learn of the transfer of L. C. Brewster, assistant engineer, to the office of the division engineer at Los Angeles. Ike has been on the Milwaukee Division a long time and leaves a host of friends, who all wish him the best of everything in his new location. S. M. Dahl, division engineer's office, Milwaukee, has been named his successor.

The Railway Operating Battalion in which former Operator Claire B. Brunner is serving as staff sergeant, has been cited by General George S. Patton for exceptional speed and efficiency in operating Sicilian trains under fire. The commendation said that "opening of rail lines and organization of Italian railroad personnel were made so rapidly that rail service was immediately available in the port of Palermo when it opened on July 28, and service was maintained from that port in spite of bombing attacks and sabotage."

The battalion had steam up in a captured locomotive four hours after landing behind an assault wave at Licata, and that is fast going. The battalion had previously been cited for extremely meritorious service in the Tunisian campaign.

Don't forget—BONDS and BLOOD.

Bonds to buy the materials necessary to win the war, and blood to save the lives of those unfortunate enough to be injured while fighting for you and me. There is no such thing as "enough" where they are concerned. Do your part.

David McEwen, former chief lineman at Seattle passed away at his home in Seattle on Oct. 3.

Mr. McEwen entered the service of this company in 1886 and worked as lineman and asst. chief lineman on lines east and west and in charge of construction of the telegraph line west of Butte during the building of the extension. After completion of the Puget Sound Lines, he was appointed chief lineman of the lines west of Munich. He retired on Aug. 15, 1937, and spent the last six years of his life at his home in Seattle. He was 82 when he passed away.

DIESEL LOCOMOTIVES
for

PASSenger, Freight
AND SWITCHING SERVICE

IN SERVICE ON OVER 60 RAILROADS

ELECTRO-MOTIVE DIVISION
GENERAL MOTORS CORPORATION
LA GRANGE, ILLINOIS, U. S. A.

PREFERRED NON-CANCELABLE PROTECTION for RAILWAY EMPLOYEES

HEALTH — ACCIDENT — LIFE (Death from any cause)

HOSPITAL BENEFITS • NON-CANCELABLE POLICY
NO MEDICAL EXAMINATION REQUIRED

GOOD IF YOU LEAVE SERVICE ON PENSION OR OTHERWISE

EMPLOYEES MUTUAL BENEFIT ASSOCIATION
1457 Grand Avenue
St. Paul, Minn.
The Answer to Your Heating Problem

is a

WARM MORNING COAL HEATER

For Sale by Leading Coal Merchants and Retail Stores Everywhere

Distributed by

STERLING PRODUCTS CO., Inc.

121 No. Jefferson Street
Chicago, Illinois

Old Line

Hazel Whitty, Correspondent
Ticket Clerk, Horicon, Wis.

Corp. Robert L. Race, son of Engineer Louis F. Race, Fond du Lac, has received his wings as aCadet engineer at Salmon Field, La. He enlisted in the Air Corps 14 months ago.

Pvt. Franklin Lenz, formerly first man on section 13 at Waupun, now in camp at Indian Town Gap, Pa., paid the roadmasters a visit while on his 10-day furlough recently.

Charles E. Griebel, retired engineer, passed away of a heart attack at Fond du Lac enroute to his home in Oshkosh. He was born in Oshkosh, Aug. 26, 1875, and was a life long resident there. He started in engine service about 1905, having last held the Oshkosh switch engine job since the death of Engineer Lewis about six years ago. We extend sympathy to the survivors.

Sympathy is extended to Edward Coughlin, fireman, in the loss of his father, James Coughlin of Winnicoote. Mr. Coughlin was a wiper in the roundhouse there in 1891. He was also a brother to retired Enginemn M. J. Coughlin of Horicon.

Mr. and Mrs. Wilbert Johnson—trackman, Horicon, visited their daughter Mary in Janesville, Wis., who is as serving with the WAC's at Seymour, Ind.

Trackman and Mrs. Adelbert F. Lenz, Horicon, Wis., are rejoicing over the arrival of their first son Oct. 15. Two daughters, Carol and Mary Grace, complete the family circle.

All employees were grieved to learn of the death of Engineer Harry W. McEvoy on Oct. 6. His widow, a son, and a daughter survive. He had been in the employ of the company for over 30 years. Burial was at Oshkosh.

We are sorry to record the death of Edward Coughlin at Clinton Junction? Mr. Barrus was seriously injured recently in an automobile accident. The only report I have here states that Mr. Barrus will not be
CONTINENTAL SERVICE

The CONTINENTAL CASUALTY COMPANY is represented by several railroad men and women. Here are a few Continental representatives located on the Milwaukee System, who are ready, day or night, to serve you.

W. G. STELZER
910 South Michigan Avenue
Chicago, Illinois
Phone: Wabash 7272

W. R. BULLOCK
2325 W. Capitol Dr. Ph: Nat'l Bank
Hopkins 9737W
MILWAUKEE, WISCONSIN

L. J. LIGHTFIELD
407 Walworth St. 229 E. Wis. Ave.
Elkhorn, Wisconsin

L. J. EMOND
MIKILWAUKEE, WISCONSIN

F. L. STERLING
714 Alderson Avenue
Billings, Montana

HENRY W. NELSON
Box 783
Livingston, Montana

A. E. HANKINS
Box 1173
Spokane, Washington

R. A. WEGNER
1411 4th Avenue Bldg.
Seattle, Washington

C. N. EDMISTON
816 South M Street
Tacoma, Washington

ADDITIONAL HEALTH PROTECTION

"The Railroad Man's Company"

We are proud to serve "The Milwaukee Road" in supplying treated ties and structural timbers.

Office: 1118-44th Avenue, Seattle, Wash.

Plants: Eagle Harbor and West Seattle

back on the job for several months. Perhaps an accurate report will cut the months down to days; at least, we all hope so.

The news slip covering this period came from William Rick, warehouse foreman at Beloit, Wis. Uncle Bill states that, "When better blocking and stowing is insisted, blue prints covering same will be issued at the Beloit freight house."

That's the proper spirit, Willie.

Milwaukee Terminals

George A. Steens, Division Editor
Supervisor's Office

The Victory Committee in Milwaukee is again very busy arranging for Christmas packages for our boys in the armed forces, both at home and abroad, thanks to the generosity of the many employes located here. This entails an enormous amount of work, and it is a pleasure to see them busy getting the packages ready and lining things up so that they will be in the mails on time to reach the boys.

One of the biggest factors to contend with is having a complete list of all employes who are in the service, and then having the correct address for each and every one. We know that addresses are apt to change over night, and without much notice, and any assistance you can give the committee in the way of up-to-date addresses and employes entering the service will be appreciated by the chairman, Erwin Weber.

A lot of us around here are wondering what became of our congenial chief operator, Myrtle Pershing, as they miss her cheery "Hello" on the depot switch board. "Myrt" has transferred to the depot ticket office, and is doing a fine job with the inquiring public, who keep the phones in that department humming. Good luck, Myrt.

Muskego Yard

Grace Johnson, Correspondent

We had a guest recently—Marc Green, our editor—and after that, if this column doesn't take on new life, it isn't for lack of incentive. That visit seemed to have paved the way for Ed Cary finding his way up to Milwaukee. Everyone was surprised to see Ed and also very glad.

It's difficult to know what to put first because everything happening is important, but it seems to me that Ray Hummer being a brand new father should top the list. Ray and Mrs. Hummer ordered a little ray of sunshine and the stork obliged with Nancy Rae Hummer, and Ray was last seen rushing to his ration board to get a book for her. Not to be in the shadows Chief Oskosh (Ed Smith) tells us he started on a trip east as plain "Chief" but came back as "Chief Grandpa" to a baby boy born to his daughter.

Anthony Olson was in a few weeks ago to have his future wife's name added to his annual pass . . . good luck, fellow . . . two can live as cheaply as one but not for long. Received a nice letter from one of our old boys, "Mike Switch" Eugene Kolaiskis, for short who is down in New Orleans with a railroad battalion but has somehow turned out to be a full fledged baker. If we will write to him now and then, we can expect a cake 3 ft. long and 2 ft. wide when he is home on furlough. That's the kind of cakes he bakes and for an operating man that's some operating if I know anything about cakes. Another letter from Sgt. Stanley Jakubowski. He is still in Persia and in camp on the edge of a desert in more ways than one . . . no Milwaukee beer and with the Persian brew at $1.05 a bottle there isn't much one can do about it. Bill Campbell stopped in the office a few weeks ago. He is with the U. S. Coast Guard in the Intelligence Office at Chicago. Bill Stark tells us his boy has arrived safely in England and is hob-nobbing with royalty on the lawn tennis courts. Norbert Miller, train clerk, left for the Navy in September and we also said goodbye to George Stien, switchman, who's going to do his part to hurry "V" day for America. Dropped in at the Switchmen's Local annual dance and there was just long enough to wish I'd been there longer . . . those fellows really put on a dance and the Fred Astaire of the evening was a draw between Norvin Wolf and Nathan Hale. Of course, Al Harris from Humboldt was the L2 tower when it came to fancy walking. There was much to do about bars . . . of music and Don McKenna insist that the "sweet" in Sweet Adeline be held for more measures. I wonder if Don knows that two more measures and perhaps none could sing true notes. Everyone had fun.

Fowler Street Station

Nola Pontaress, Correspondent

Some wounded servicemen is surely going over the top when he gets some of Wanda Beards' blood. Wanda unloaded a pint at the blood bank Sept. 25.

Edy Nowicki has deserted the billing department and is now on the reclassifying desk . . . Barney Nowicki has been assigned to Minute Walter's old job, handling truck line accounts. The tracing desk job was assigned to Charlie Barth from Chestnut Street.

Due to the manpower shortage in the freight house, women are taking over the trucking jobs. Those recently hired are Lucille McGrath, Logie Wiedman, and Ade Streed and Mary Ann Sullivan.

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Doolan, who has been sick in the hospital for sometime, is now at home and is feeling much better.

New faces in the billing department are Phyllis Banaczycki and Al Baldkowski.

When the champion checker player at Chestnut Street, namely, Ted Wajtasik, goes to his farm in Antigo to sharpen his wits on checker playing, the champion checker player at Fowler Street, Frank Schlosser, goes to Lena, Wis. to practice.

We realize that Antigo has produced many good checker players, but none seem to measure up to those players from Lena.

Walter Heinan's son, Dr. Fred Heinan, has enlisted in the Navy and will hold the rank of Lieutenant junior grade. Fred worked in our office on the billing desk approximately ten years ago. Another son of Walter's, Bob, is in the Coast Guard.

Fred Beansiger's son, Clarence, has enlisted in the Navy and left for Great Lakes on Oct. 5. We wish the boys the best of luck when they return to their homes.

Vince Piraino came strutting into the office yesterday. Vince is studying civil engineering under the Army's Specialized Training Program at the University of New Hampshire at Durham, N. H.

Ed Sullivan's son, Dick, is studying engineering at Ohio College, Athens, O. Cadet Sullivan paid a visit to our office the other day and reported that he received straight "A" in his last exam.

Do any of our readers know of a former employee now in the armed forces who has not been receiving a copy of the Magazine regularly? If so, please advise name and address and we will arrange to have it sent to him.

Chestnut St., North Milwaukee, North Ave. and West Allis
Richard J. Steuer, Correspondent

For the past month or so, Chestnut Street laid claim to having the youngest billing force on the Milwaukee Road, bar none; to many, this might appear to be a rather bold statement, but can any correspondent stake a better claim when these facts are revealed? Our pretty candidates are both 18, fresh out of high school, and gaining valuable experience for themselves on their jobs. Of course, we refer to Bob Kowalski and Elizabeth Landecke, who handle the billing duties very capably.

Walter Demerath, car clerk at the Chestnut Street office for some 25 years, suffered a paralytic stroke, and is confined at the Milwaukee Hospital, where his condition is considered critical. His co-workers, as well as his many friends who compose the shipping public on and along the Beer Line, hope and pray that he will find himself on the road to recovery soon.

New names and new positions seem to have popped up during the past month or so, and it is almost a daily occurrence to find a new face among those present. Fred Robbins has been assigned to billing and expense duties, taking over where Betty Metzsch used to make her typewriter "sing". Fred brings with him a reputation of being a very good checker player, so it looks like the good old toe-to-toe battles will be a daily noon-hour specialty.

The post of general clerk, made vacant by the appointment of Charley Barth as racing clerk at Fowler Street, was assigned to Miss Betty Metschl. Even the perishable freight department has a new inspector in the district, Erv Wills, who returned to Milwaukee after handling the same duties at Austin, Minn. Frank Vail is rapidly becoming accustomed to handling the car clerk job, although we notice he has his hands full most of the time with the city phones and the yard phones, too.

Understand that Windy Harris, the old reliable from Western Avenue, down "Windy City" way, has been working the midnight shift for quite some time. Now he is working on the day shift, helping the Gibson switch crews handle the important government loads out of that district. Dalton Brooks, the Oconomowoc farmer, is still working the right spots. To round out this little article on the switchmen in our district, who have seldom been mentioned in the columns of the Magazine, we would like to

The IMPROVED
FAIR RAIL ANCHOR

A rail anchor of greatly improved efficiency in eliminating the creeping of rail.

TALLEYDALE MINE is located a few miles north of Terre Haute on the C. M. St. P. and P. Railroad, the billing point being West Clinton. Third Vein Coal in Indiana has long been known as a powerful, high-grade fuel, but one that contained a certain amount of free impurities. An immense washing and dry-cleaning plant at TALLEYDALE removes these impurities. With sizes to meet every need, this pure, high-grade coal is making a grand reputation for itself wherever it goes.

WALTER BLEDSOE & COMPANY

November, 1945
The ASH MAN could tell you who uses the Best Coal

GLENORDA
The Wonder Coal
ORIGINATING ON THE MILWAUKEE ROAD
8 So. Michigan Ave., Chicago

PROTECT YOUR FEET with
SAFETY FIRST SHOES
BUILT WITH PROTECTIVE STEEL TOE-BOXES
A wide range of styles available at thru your local storekeeper.

SAFETY FIRST SHOE COMPANY
Holliston, Massachusetts

Try GLENORDA the next time you order coal!

THE STORY OF TIMKEN BEARINGS ON THE NORTHERN PACIFIC

1. The Timken Locomotive was loaned to the Northern Pacific in 1931 to demonstrate the advantages of Timken Bearings.

2. The Northern Pacific purchased this locomotive in 1933.

3. This railroad from 1934 to date has put in service 102 locomotives of various types—all equipped with Timken Bearings on all axles.

THE TIMKEN ROLLER BEARING COMPANY, CANTON, OHIO

When the chimney belches black, sticky smoke, and several tubs of ashes are set out every week, it’s a certainty that GLENORDA—"The Wonder Coal" is NOT being used.

GLENORDA burns clean and hot and leaves only a fine white ash. No troublesome clinkers; easy on furnaces and grates; won’t crumble, less dust.

STERNLING-MIDLAND COAL CO.

No telling who uses the Wonder Coal, in Gambles, till you ask for GLENORDA.

2. The Northern Pacific
3. This railroad from 1934
1. The Timken Locomotive purchased this locomotive in 1931 to demonstrate the advantages of Timken Bearings.

PROTECT YOUR FEET with
SAFETY FIRST SHOES
BUILT WITH PROTECTIVE STEEL TOE-BOXES
A wide range of styles available at thru your local storekeeper.

SAFETY FIRST SHOE COMPANY
Holliston, Massachusetts

Miss Miriam Baughman was married to Walter E. Foehr, at an informal wedding in the First Lutheran church, it is an instrument man in our engineering department.

On Oct. 10, Sup't W. C. Givens and Mrs. Givens, attended to Quality Kinsman, Ohio, where they have been for some time. Miss Virginia Mae Jordan and their son Roarman on the previous Saturday afternoon in the First Methodist Church.

We have expected it for some time, but didn’t think it would happen—that is, the retirement of Chief Operator L. Koehly. We are going to miss him coming in and out in his quiet, unassuming way. His retirement was effective with Oct. 1, after 44 years of efficient and faithful service. He and Mrs. Koehly have moved back to their former home in Chillicothe, Mo.

Another to announce his retirement is John N. Melcher, boilermaker’s helper, West Yard roundhouse, who on Oct. 5 retired from active duty after 32 years of continuous service.

Charles N. Wright began his railroad career in 1900, with the Penn. RR. Not until 1911 did he join the ranks of the CM&PS employes and in Feb., 1913, he was given the position of 01S Clerk, freight house, Kansas City; he was later promoted to chief claim clerk, which position he held until his retirement on Sept. 25. His position has been assigned to Dean O. Berry.

The position of night operator at Rubio, recently put on, is being filled by Donald R. Carbaugh, former signal maintainer. Because of ill health, it was necessary for Mr. Carbaugh to change one of his work. Our good wishes to Mr. Carbaugh for a speedy return to good health.

Mary Christine is the name of the new daughter, who arrived in the home of Mr. and Mrs. Iver Carlson, Ottumwa, on Oct. 3.

Former Agent V. E. German, Dawn, has qualified for the position of train dispatcher and is employed in the dispatcher’s office during the vacation period. Acting agent at Dawn is Miss Doris Herring of Birmingham, Ala.

After many years as operator in the yard office at Coburg Wm. Lindsey has been assigned the position of telegrapher in the traffic department office of general south-western agent at Kansas City, which position was vacated through the death of Operator F. A. McCarthy, who had filled the position since Dec. 21, 1919. Mr. McCarthy entered the service of our railroad in 1908, left temporarily to attend school, and then re-entered our service in July, 1910. He was the founder of the Kansas City Telegraphers’ Club, organized to create sociability and helpfulness to all members of the telegraph trade. J. D. McCarthy, agent at Haskins and chairman of the

THE MILWAUKEE MAGAZINE
the East Division Service Club, is a brother.

Death came suddenly to Conductor Joseph F. Kemp at his home in Davenport on Sept. 30. He had entered the service of our company in August, 1894, was promoted to conductor in August of 1898 and at the time of his death was conductor on trains No. 3 and 6 operating between Davenport and Kansas City. He is survived by his wife and four children.

Word was received on Oct. 1 of the death of A. J. Schutte, Banning, Calif., former chief clerk in the office of freight agent at Kansas City. He was first employed on Oct. 15, 1917, in the cashier’s department; in 1929, he was assigned to the position of chief clerk and because of ill health was granted a leave of absence on Sept. 15, 1941. At the time of his death he was living in Banning at the Stillwell Rest Home. He was preceded in death by Mrs. Schutte on Oct. 27, 1941, who, before her marriage, was also an employee in the office of freight agent, Kansas City.

Pvt. Teddy W. Leonard, son of Engineer C. Leonard, has been in Alaska for some weeks. He entered the Army last March and is in the infantry. He has been awarded several medals as a sharp shooter.

Information has been received by Yard Clerk Wm. Haseltine of the hospitalization of former Yard Clerk Q. M. Haseltine, his son, because of having sustained a back injury. Quentin is in New Caledonia.

Richard Santee, seaman second class in the Seabees, spent a nine-day furlough with his parents, Mr. and Mrs. E. E. Santee, Ottumwa. He is stationed at Camp Endicott.

Having enlisted in the Seabees, Brake­man C. G. Albertson has been given a rating of petty officer, first class. He is now stationed at Janesville, Va. Other brake­men to enter military service were Howard E. Hall and Wm. Henry Crutcher of Kansas City; Garry H. Ebbert and Donald R. Harness of Ottumwa; Fireman R. H. Coulter of Kansas City entered the Coast Guard in September.

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

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

De Maris Larson and Joy Udseth are two of the young ladies recently hired as operators for the H&D Division. At the present time they are both working at Summit.

Recent appointments:
D. R. Geiser, agent, at Otley, S. D.;
S. B. Fonsness, agent at Groton, S. D.;
T. E. Thompson, agent, Odeesa, Minn.

The following former switchman, Harry Hickey, Kansas City, returned to San Francisco on Oct. 11, after spending a furlough in Kansas City with his wife. He had been on a sub­ chaser previous to getting a furlough.

Five of the “best riders” in the motorcycle division at Ft. Riley, Kan., were chosen to go to Wichita, Kan., to participate in a bond drive in September, one of them being Pvt. Richard Wyomore, son of Corp. R. W. Wyomore.

After spending a 15-day furlough in Ot­ tumwa with Engineer J. M. Wisussian, Pvt. and Mrs. Paul Wisussian returned to San Antonio, Tex., on Oct. 6, where he is a draftsman in third army headquarters.

Lt. H. H. Harvey had his son, Pfc. Har­ old, home for a few days on furlough in early October. He is stationed at the Marine Corps base at San Diego, Calif.

On Oct. 8 Engineer J. L. Jobe and wife departed for Camp Mackall, N. C., having received word of the illness of their son Benton E., a private in the glider infantry. Richard Santee, seaman second class in
It was reported in error in the last issue of the magazine that Sig was a brakeman. We are sorry for the mistake in the last issue of the magazine that Sig was a brakeman. We are sorry for the mistake.

One more operator has left for the armed forces. He is Keith Nystrom, working in the Madison yard prior to his induction into the Navy and, at the present time, he is on his 14 day furlough he is helping to relieve the Milwaukee critical shortage of operators by working at Aberdeen Yard.

Word has been received that Llewellyn Nemitz, son of Ed Nemitz, engineer, middle H&D Div. is working on the Air Corps.

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The friendly and cooperative assistance which you receive here at Mercantile is something you'll appreciate if you're buying a home. We offer Long Term FHA Loans, 10 year Conventional 1st Mortgage Loans and refinancing of original loans—all at current low interest rates. Drop in to see us today, or phone WAB 0438 for complete details. There will be no obligation on your part.

MERCANTILE NATIONAL BANK
of Chicago
541 WEST JACKSON BOULEVARD
MEMBER FEDERAL DEPOSIT INSURANCE CORPORATION

Investments in Better Living

Stop Corrosion inside and outside

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

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

MAGNUS METAL CORPORATION

Journal Bearings and Bronze Engine Castings

NEW YORK CHICAGO
UNTIL this war is won, saving minutes here may mean saving lives on distant battlefields — and the railroads are making minutes count.

For every minute of the day and night, they move a million and one-third tons of freight a distance of one mile — most of it military weapons and supplies and the raw materials, the food and fuel necessary to keep production going at top speed.

Every minute of the day and night, the railroads keep track of the movement of 2,000,000 freight cars — marshaling them where they’re needed — keeping them moving.

Every minute, day and night, fifteen new freight trains are made up and started on their runs somewhere in America.

Every minute of the day and night, railroad men — modern minutemen — are at work on the biggest job in transportation history — to meet the nation’s need.

Railroad work is essential work — war work.

DECEMBER 10 “CLOSING DATE” FOR CHRISTMAS PACKAGES. This year — when war traffic has first call on all shipping services — it is more important than ever to send your Christmas packages early.

Pack them adequately, wrap and tie them securely, address them right and get them started (to points in the United States and Canada) by December 10.