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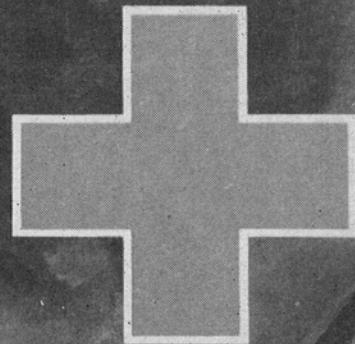
# The MILWAUKEE MAGAZINE

Published by the

CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD

MARCH, 1944

WAR FUND





## *We can't all wear wings*

**WE** know how you feel, young fellow—that stout heart of yours is breaking because you can't be up there in those army bombers.

But shucks, what of it? You couldn't help it that the medicos turned you down. You wanted to fight for your country.

Well, what else do you think you're doing now? You're fighting—even though your uniform is a railroad trackman's overalls.

Every time men of your courage and character come in and apply for work that will help shorten the war,

we of The Milwaukee Road learn anew what it is that makes this nation invincible.

Out on the rolling prairies, on the endless plains of the Dakotas, or in the rugged mountains of Montana or Washington, the sound of heavy war trains rolling over your stretch of track is like the roar of a bomber to your ears.

You don't wear wings. But we thought the country you're serving ought to know about you. And we can tell you that over 5,000 men and women of The Milwaukee Road in

the armed services consider you their kind of man.

*"They should not have taken a railroad man for the Army unless he, himself, clamored for military service. He is in as fine a military place as he can ever occupy when he is helping run the railroads." Colonel J. Monroe Johnson, Interstate Commerce Commission.*

## **THE MILWAUKEE ROAD**

11,000-MILE SUPPLY LINE FOR WAR AND HOME FRONTS  
Michael Sol Collection

## *"Your Red Cross Is at His Side"*

AGAIN we have the privilege of showing by our gifts that we appreciate, and will back to the limit, the wonderful work the American Red Cross is doing for the men and women in our armed forces.

During the month of March the Red Cross will undertake to raise a \$200,000,000 War Fund to carry on its essential services in this country and in about 50 other areas throughout the world.

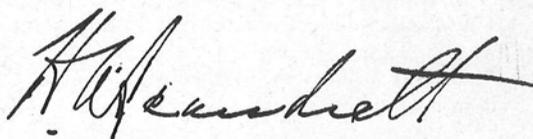
This is the largest sum ever called for by the Red Cross—last year the amount was \$125,000,000—and it represents the increased activity of our fighting forces and the greater demands upon this fine organization for the aid and comfort it provides for our people in uniform wherever they may be.

Whenever our troops land on foreign soil, Red Cross units go with them. As fast as the Army advances they advance and establish bases for their useful operations.

The activities of the Red Cross in this country are well known—in obtaining blood plasma, preparing surgical dressings, comfort kits for fighters and packages for prisoners. All this in addition to supplying the forces abroad with canteen service, emergency assistance, providing clubs for lonesome boys, and working in hospitals, to mention but a few of their many helpful services.

Vast sums of money are required to finance the work of the thousands of Red Cross workers, and that's where all of us at home come in. We make possible all these services that brighten life for the fighting men, cheer the wounded and sick, and supply the blood plasma which has saved the lives of many who, under conditions in World War I, could not have survived.

Surely there is no cause that is closer to our hearts nor one that has a stronger claim on our purse. All Milwaukee Road people will be given an opportunity to contribute and I know our response to the appeal will be prompt and generous.





# THE HANDY MEN

## of the Army and Navy

*Travel information  
cheerfully given, lost articles found,  
and military law enforced.*

*Meet the Army and Navy's handy men—  
the military police and the shore patrol.*

**T**HE military police and the shore patrolmen, seen on every hand in our stations and on our trains these days, have come to be so much a part of the railroad family that it would seem to be about time for us to get better acquainted. So, if you care to know your occupational cousin, the stalwart embodiment of military authority, the khaki-clad conductor and his naval counterpart, here's your introduction.

Considering the business-like armament that adorns the M. P.'s and S. P.'s, it may be well to explain at the outset that their disposition is considerably more gentle and their function a great deal more beneficent than we, the impressed civilians, may believe.

While the book contains no record of these men displaying backwardness in an emergency, it is a fact that their work includes a great deal more than putting the fear of G. I. wrath into the occasional serviceman who looks too deeply and too often into his cup, or the temporarily free spirit who wanders off the reservation and neglects to wander back.

Capt. O. A. Wallace, officer in charge of railway military police working out of Chicago, put the thing pretty well in a nutshell when he said:

"You might say that our job in the stations and on the trains is to facilitate movement. Of course," he went on to say, "we have to straighten a fellow out now and then, but

we haven't had to throw one of them behind bars yet. We help them with their train connections and other travel problems, too. We look at it this way: there's a war to be won and it won't be won by men missing their trains, over-staying their leave, and getting themselves into other kinds of trouble. We keep 'em out of trouble and moving."

There are many other tasks that fall to these Army and Navy handy men. According to Lt. Herman J. Badger, officer in charge of the 18-man contingent of military police in the Chicago Union Station, they also serve as veritable lost and found agencies and advisers in personal tangles of truly intriguing variety. Although Lt. Badger failed to mention it, probably out of a desire to spare the good name of the corps, it is not an unheard of thing for these hard-fisted gentry to assume for brief periods the care of infants belonging to the wives of traveling servicemen.

### **Military Police a New Branch of Service**

It was not until shortly before the outbreak of the present war that a



The M. P.'s didn't really have any business with Joe Louis when he passed through the Chicago Union Station in early February, but the act demonstrates the fact that even the world's heavyweight champion can be "stopped" when the military police take over. The picture was taken at the Hiawatha train shed gate just before he boarded the train for Minneapolis, where he was to referee a boxing match. The M. P.'s, l. to r., are: Pvt. Stanley Binicki, Sgt. Harold Rudd, Corp. Anthony Capilupo, and Lt. Herman Bader. (Chicago Daily News photo)

military police branch of the Army of the United States was created. During the last World War there were military police, as many a veteran of that go-round will recall with discomfort, but they were men who, for the most part, were taken from the ranks of other branches, given a police detail for a time, and then returned to their regular duties.

Today the situation is different. When you encounter an M. P., you may be sure that he got that way for a good reason. Not only is he a

member of a regular branch of the service, but he has been carefully chosen for character and for his physical and mental qualifications.

While a military policeman need not necessarily be a large man, he must be strong and capable of taking care of himself—and others. He must have a keen, resourceful mind that will enable him to meet trying circumstances, and he must possess a native intellect and disposition that will incline him to the use of his wits rather than force.

Military police receive the same basic training as all Army men, plus specialized training in police work. They need the basic training given all soldiers so that, if needed, they can be used as regular fighting troops in combat areas.

All Army installations and units have military police contingents attached to them. In addition, the M. P.'s are charged with many special assignments, such as the policing of railway stations and trains.

The task of transferring prisoners of war to the United States from overseas falls to a special branch of the military police known as the military escort guard. It is the military police who act as occupational troops in those areas of Italy, for example, where the Allied Military Government has arranged for the establishment of self-governing units.

### The Shore Patrol Differs— Naturally

As some nautical wag has pointed out, American soldiers and sailors are allies, after all. But they have been known to differ, and one respect in which the two services are different is with regard to their police branches. They are different, and yet they are similar.

In the first place, having a smaller personnel, the Navy requires fewer police than the Army. However, the men selected for shore patrol duty must not only possess qualifications similar to those of the military police, but they must have had at least four years of police service in civilian life.

According to Lt. Commander Carl G. Stockholm of the Ninth Naval District, which comprises the 13 central states and is the largest naval district in the world, there are only 610 shore patrolmen regularly assigned to that district, but they do their work with such efficiency that no additional men are required.

One of the reasons why relatively small units of S. P.'s and M. P.'s are able to perform their multitudinous duties with such absolute efficiency is that civilian authorities and city police have given them a great deal of cooperation. All of their facilities have been placed at the disposal of

the military police and shore patrol when need has arisen.

It may occur to us to wonder why the civilian authorities are not charged with the whole job now being done by the M. P.'s and the S. P.'s since men on leave are subject to civil law. There are a number of reasons, and perhaps the first of them is that the task would be so large as to over-tax existing personnel. Besides that, it is an interesting and rather amusing fact that there is a strong sentiment among servicemen which favors the settling of their extra-legal affairs with men in the uniform of their own service. Of course, that doesn't prevent a shore patrolman giving a soldier a hand (or the back of it on rare occasions) or a military policeman from extending the same courtesy to a sailor, marine or coast guardsman. Jurisdiction is interchangeable, although whenever possible each confines his function pretty well to the boys of his own service.

### The Railroads Enter the Picture

It was not until the summer of 1942 that the conductors in khaki and navy blue first stepped aboard our trains and gave the customers the thrill that is engendered by a quiet show of strength and absolute authority. These M. P.'s and S. P.'s were needed for a great many reasons, and



These M. P.'s aren't all on duty at the same time, but comprise the contingent detailed to the Chicago Union Station for around-the-clock duty. The shore patrolmen are the two who were on duty at the time the picture was made. L. to r., standing: Pfc. Pat A. Prokop, Pfc. M. V. Anderson, Pvt. Morton Miller, Pfc. Horace Wyman, Pfc. Joseph Maguire, Pfc. Clarence Sanderson, Pvt. James Harper, Pfc. Floyd Welcher, Pvt. Don G. Peterson, Pfc. Angelo Taranto, Pfc. John Rawelchak, Pfc. Edgar D. Sheffield and 1st Sgt. Richard Campbell. Seated: Peter Trumpick, S. P. "S" 3/c, Corp. W. G. Capelle, Sgt. Harold Rudd, Lt. Herman J. Bader, Sgt. Lawrence Schetter, Corp. Anthony Capilupo, and Thomas Morgan, S. P. "S" 2/c. These men are under the jurisdiction of Col. C. J. Otjen, commander of District 3, 6th Service Command, and under the immediate supervision of Lt. Col. A. O. Hurja, district provost marshal.

March, 1944



This is a familiar sight on most of our trains these days. While Conductor Joseph Kneeborn, on the Chippewa, looks at the sergeant's ticket, Corp. H. M. Siebenaller, M. P., checks his papers, and John Dailey, S. P. "S" 2/c, looks on. With a team like this there isn't much chance of anything going wrong.

not all of them disciplinary. The mere fact that servicemen were traveling in great numbers multiplied the need for military supervision.

At the outset, the M. P.'s and S. P.'s were needed only on the eastbound and westbound Olympian. As time went on, need developed on other trains, and now practically all of our trains carry the minimum complement of two M. P.'s, two S. P.'s, or one of each. Unless specially detailed, these men are not required in troop movements.

Our experience with regard to the need for police on trains was common to that of other roads. Since the bulk of our servicemen travelers at that time were soldiers, the Army was called upon for help, with the result that the adjutant general issued an order which made possible the placing of military police on trains whenever requested by either the commanding officers of the various service commands or the proper officers of the railroads concerned. As need arose, similar action was taken by the Navy Department, and the two services were coordinated with that of the railroads, the men being given special training for train detail.

The adjutant general defined the duties of military police as follows:

- (1) To maintain good order and conduct in the cars.
- (2) To protect the property of the United States and of all persons, including the owners and operators of the railway equipment, from damage by military personnel.
- (3) To cooperate with railway

officials in the protection of property and to enforce observance of proper railway and civil regulations.

#### Length of Runs Varies

The length of the runs assigned to these men varies as between territories and as between the Army and Navy preferences; it would be virtually impossible to give a complete picture of this flexible arrangement, but let it suffice to say that, for the most part, runs are between terminals and points of considerable population. The military police are scheduled so that they never stay over night at the far terminus of their run, but always pick up a return trip shortly after arrival—that is, provided no emergency has arisen in the meanwhile.

Shore patrolmen, on the other hand, are frequently detailed to a given run, and, upon completing it, are assigned to street patrol duty for a day or more, and then return or go on to another point within their naval district, as ordered.

The military police regularly serve a total of 146 trains inbound and outbound from all stations in Chicago. The shore patrolmen of the Ninth Naval District traveled 2,579,401 miles during January of this year.

Whenever you come upon servicemen wearing the M. P. or S. P. brassard, you may be sure you are looking at fellows of considerable capability and versatility. They are the men with the very obliging disposition who represent, at the same time, the teeth in the military law.

They are the Army and the Navy's handy men.

## Length of the Average Soldier's Railroad Journey

Average length of the soldier's railroad trip in this war is approximately 850 miles, according to a statement made recently by Col. E. C. R. Lasher, deputy chief of the Traffic Control Division of the Army Transportation Corps. He also stated that in the first 20 months of the present war the railroads have moved more than two and a half times as many troops in special trains and special cars as they hauled in similar movements during all of World War I. In addition to that, of course, has been the movement of Navy and Marine Corps personnel, and a good many thousand prisoners of war.

### "Service Running Smoothly," Passenger Finds

The following letter which H. D. Welch, Chicago manager of the Twin Harbors Lumber Co. of Aberdeen and Seattle, Wash., addressed on Feb. 17 to A. A. Wilson, assistant general freight agent in Chicago, is one of those little things which make wartime railroading more of a pleasure than it otherwise would be:

"I desire to express my appreciation to you for your personal interest in my recent trip to the west coast and your courtesy to me in arranging for my reservation back from Seattle on the Olympian.

"Considering the difficulties under which the railroads are now operating, I was much surprised to find the service on this train running so smoothly. I had a comfortable trip and desire particularly to commend the excellent service in the dining car and the courteous and pleasant attitude of the dining car steward. My compliments to you and to the Milwaukee Railroad."

### Face Powder for a Cow

The French have suffered impoverishment at the hands of the Nazis to the extent that landowners will exchange a full-grown calf for a box of face powder!

Through the underground, a letter has reached America which provided this news. It also stated that when a friend of the writer had a baby he gave her his family's last safety pin.

From the Pacific area comes a report that the Japs have a formula for "delicious" bread. It's made of 60 per cent flour and 40 per cent "edible earth" dug in Manchuria.

## William J. Cannon

William J. Cannon, assistant passenger traffic manager, died on Feb. 17 following an illness which had kept him from his office in Chicago since last September. He was 81 years of age and had been in service 62 years, all of which time was spent in the passenger department.

Mr. Cannon entered our employ in 1882 as a clerk in the office of A. V. H. Carpenter, general passenger and ticket agent, whose office was in Milwaukee. He was promoted to the rank of chief rate clerk in 1890 when the general offices were moved to Chicago. In 1906 he became assistant general passenger agent, and in November, 1936 was appointed general passenger agent. In February, 1938 he was promoted to assistant passenger traffic manager, which position he held at the time of his death.

Mr. Cannon was widely known in railroad traffic circles throughout the United States. Interment was at Milwaukee.

## Passenger Commends Our Service

*In ordinary times there are few things more pleasing to a railroad man than evidence of satisfaction from shippers and passengers. In times like these, when the rendering of satisfactory service is much more difficult, such gestures on the part of our customers are particularly gratifying. For that reason, the following letter from Ralph E. Smith, general sales manager of the cereal department of the Ralston Purina Company, St. Louis, Mo., to H. A. Scandrett, dated Feb. 4, 1944, seems well worth quoting:*

"Recently I rode from Chicago to Seattle on one of your trains. It was one of the most pleasant travel experiences I have had in recent months. This applies to short or long distance trips I have made.

"Apparently you folks are building your post-war program by your present day action. It was refreshing to me to see the attitude of all train employes on your road. Your dining room steward and waiters seemed still aware of the fact that they are fundamentally *servicing* people.

"With all the priorities to which we are exposed these days, it was interesting to me to see that you folks are aware of the fact that there need be no priority on courtesy. Unfortunately, that has not been my ex-

perience on all rail trips taken since the war emergency. Too many folks haven't been able to live above their nerves.

"Your engineer seemed to understand his business. As I recall, there was not one quick start or one bumpy stop in the whole trip. That was so outstanding as to be entirely different. I thoroughly enjoyed the trip by Milwaukee.

"It occurred to me that you might be interested in the reaction of one customer of your service."

*Mr. Scandrett replied, in part, as follows:*

"I am delighted to learn from your letter of February 4th that we took good care of you on your recent trip from Chicago to Seattle. We have put all possible emphasis on courteous, friendly service, and it is a great satisfaction to receive a letter such as yours. In cases of this kind I like to advise members of the crew of favorable comments and so I wish you would let me know the date you left Chicago for Seattle. In the meantime, I want to express my appreciation for your thoughtfulness in writing me."

## Appointments

### Traffic Department

Effective Feb. 1, 1944:

J. F. Wendland is appointed traveling freight and passenger agent, with headquarters at Milwaukee, Wis., succeeding E. A. Bornfleth, deceased.

### Operating Department

Effective Feb. 8, 1944:

G. F. Wilson is appointed trainmaster, Chicago Terminals, during the absence of W. G. Christiansen who has been granted a leave of absence.

The purchase of War Bonds is a way of saving for leaner years.

The  
**MILWAUKEE**  
Magazine

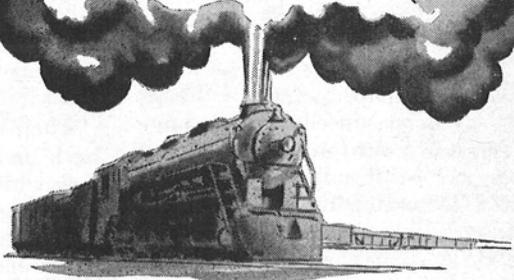
UNION STATION BUILDING, CHICAGO

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## Chicago Association of Commerce Bows to General Agent Schilling

In its annual report for 1943, the Chicago Association of Commerce paid particular compliment to the courtesy and skill of B. J. Schilling, general agent of the passenger department at Chicago, who served as chairman of the reception committee.

A full paragraph of the comprehensive report of the Association gave Mr. Schilling recognition in the following terms:

### "The Reception Committee Did Its Usual Good Work"

"An important contribution was made to every luncheon program by the reception committee and its reserve, of which Bernard J. Schilling was chairman. The unflinching courtesy of the members of this committee and their skill in managing the mechanics of the meetings have made the smoothness with which they are operated the subject of many favorable comments."

"Isn't Joe young to join the Army?"  
"Yes, but he's only going to join the Infantry."

# Food for **HEALTH HAPPINESS in 1944** VICTORY

**I**T'S victory gardens again in '44. The nation's food supply is dependent on what we do—every one of us—about producing some of the food we require.

Every tomato, every cabbage, every bean produced in our home garden or vacant lot or right of way patch will bring us a step closer to victory by easing the strain on our commercially grown supply of food. The O. P. A. has been able to lower the point values of certain canned foods from time to time because the wise victory gardeners of 1943 grew and preserved foods for their own use, thereby making larger supplies available to the markets. We cannot, however, depend on such ration point liberality after the 1944 harvest.

We may be approaching a food crisis this year. Moisture conditions throughout the country this winter have been far from favorable and commercial growers have expressed fear lest this year's crop production fall below last year's level. A good big victory garden, properly planted, properly nourished and carefully tended, is the most dependable hedge against that possibility.

### Gardening Has Other Merits

Notwithstanding the serious and necessary aspects of the victory garden subject, most of us who raised them last year learned that they can be a lot of fun. Banded together in the common cause of the tomato and how to stake it (or why not to), city dwellers came out from behind their apartment numbers and got acquainted. As the growing season progressed, horticultural jealousy flowered all over the place, but in the end real friendliness prevailed, particularly after these new friends had found it necessary to present a united front to leaping aphids, the bean beetle, and the horrific cabbage worm. They

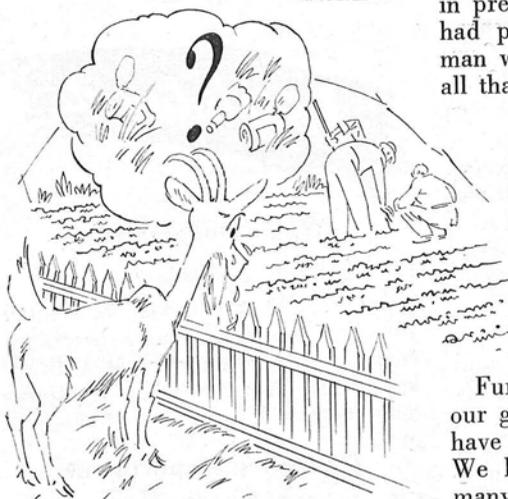


came to know how much community spirit could exist in their neighborhood.

There is something about a stiff back and hoe-calloused hands which makes all men neighbors. People who never turned a spade full of dirt in their lives fairly frolicked in back yards and vacant lots last year while preparing, planting and harvesting their victory gardens.

They really enjoyed themselves, making it clear to all passers-by that their garden plots were VICTORY GARDENS by the use of some of the fanciest signs and declarations of civic spirit that ever kept a vegetable company.

Mystified goats, looking over areas



previously ruled undisputedly by them, have been, perhaps, the only creatures entitled to any disappointment in the results. Those hills of rubbish where goats reigned and pests flourished covered good earth that needed only a face lifting and a baptism of sweat to produce the

luscious, vitamin-laden vegetables that made father want to come home nights instead of going bowling with the boys.

Many of last year's gardeners undertook the project with misgivings, but there is hardly a one of them now who would hesitate a minute to dispense gardening wisdom to any listener who might wander into argumentative range.

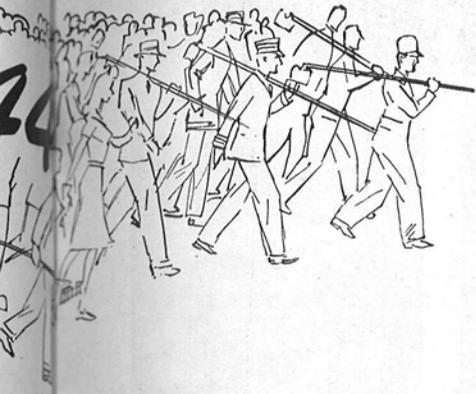
### Victory Garden Serves Self and Country

The beauty of the victory garden is that it is a real service to ourselves and our country, at the same time being good fun.

They say that about 20,000,000 home gardens were grown in 1943; these amateur plots produced something like 8,000,000 tons of food on a total of some 4,000,000 acres which in previous and less provident years had produced nothing at all. The man with the slide rule who figured all that out also came to the conclusion that that much food, had it been hauled from a point of production to the hungry people who needed it, would have filled about 400,000 freight cars, and that at a time when every freight car in the country was needed to keep our fighting forces supplied.

Furthermore, the food we raised in our gardens was food that we didn't have to buy with hard-earned cash. We have no way of knowing how many War Bonds have been stored away by victory gardeners as a result of what they saved, but we venture the guess that there are a good many War Bonds which grew right out there in the vegetable patch along with the peas and carrots and onions.

We went into the victory gardening business in the spirit of fun in



**Let's Make Our Plans**

This is not being written to tell you how to grow a garden—partly because there is insufficient space here for that undertaking, and partly because no victory gardener worthy of the name would respect the opinion of any one but an expert. It is not, however, too early for each of us to avail himself of whatever expert advice he can get and start making plans for his garden. The gardener who puts off buying seeds and plants may have to accept substitutes.

Many garden clubs were organized last year. More will be organized this year. The members of such clubs can have and do get a great deal of technical assistance from various sources, including the department of agriculture. If there is a garden club in your community, the smartest thing you can do is join it. If there is none, help organize one.

We have all had some great experiences learning how to garden suc-

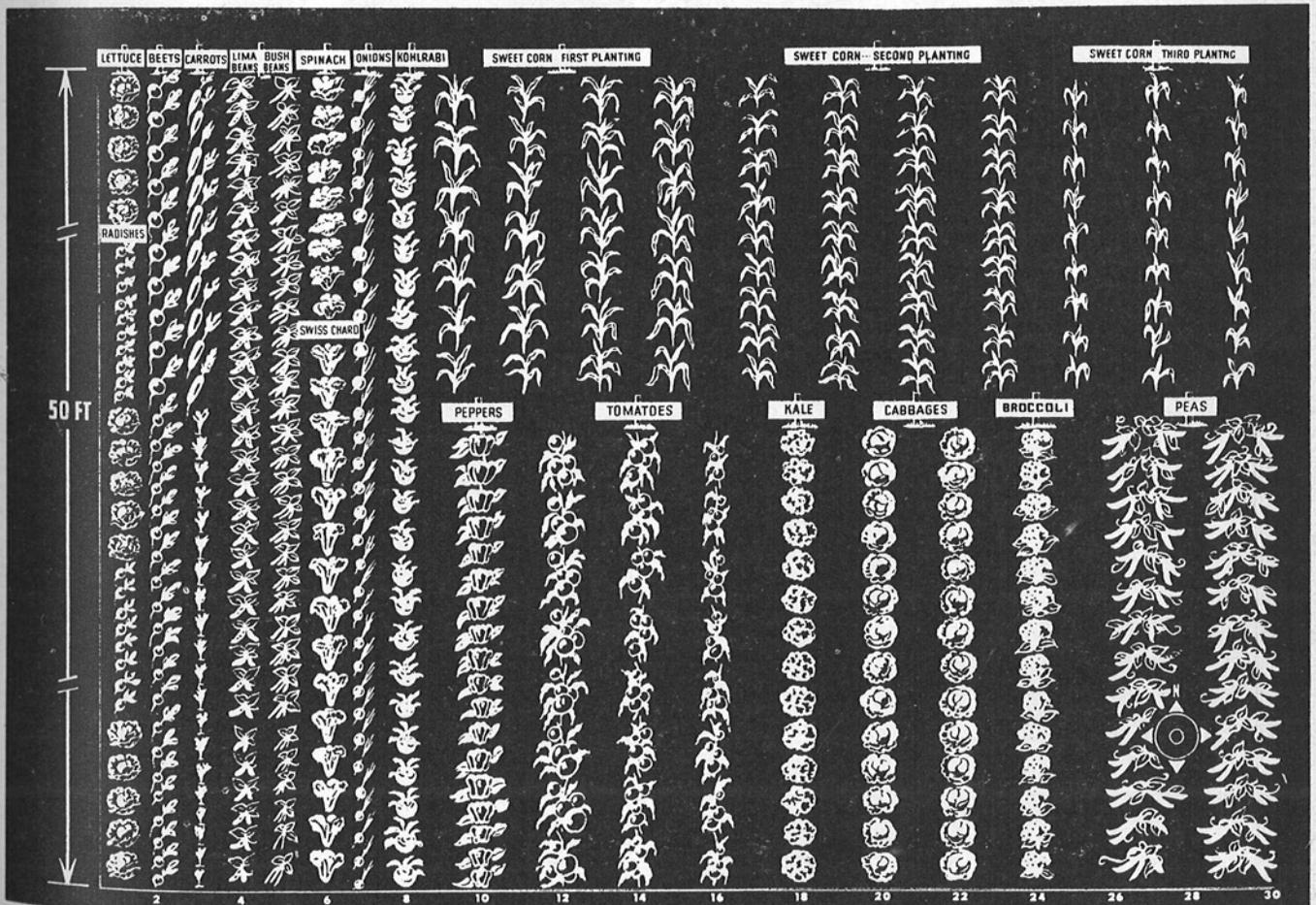
cessfully, and it is well that we have, because the department of agriculture says we ought to attempt to grow at least 25 per cent more this year than we did last year, as the



1943. We can have just as much fun, and probably more success, in 1944, but the difference between the two years is that the outlook for this year, so far as crops are concerned, is not as promising as 1943 was. We must do a dead serious job of producing food this year because we are going to need it if we want to eat.

need for the products of our gardens will be greater. You are not going to be told in these pages just *how* to run your garden, but you are being told that unless you raise a garden, you may have trouble getting the food you will need to do the war job that lies ahead.

This diagram of a 30x50-foot garden indicates the kinds and quantities of vegetables recommended for a family of four or five. It should provide all of their fresh vegetables during the growing season, with enough left over for canning—how much would depend on varieties grown, care given the garden, and the productivity of the soil. Note that in the diagram the 30-foot dimension is the longer. The 50-foot dimension, shortened here for the sake of saving space, should be visualized proportionately longer. (The diagram is used through the courtesy of Swift & Company.)



# ★ Front and Center! ★



**Pvt. John Lindeman**

John Lindeman, Sr., section foreman at Linton, N. D., has two sons in the Army: Pvt. John Lindeman, Jr., formerly employed as engine watchman at Linton, N. D., is with the 757th Railway Shop Battalion, Camp Robinson, Ark.; Pvt. Harry Lindeman is somewhere overseas with a medical detachment.

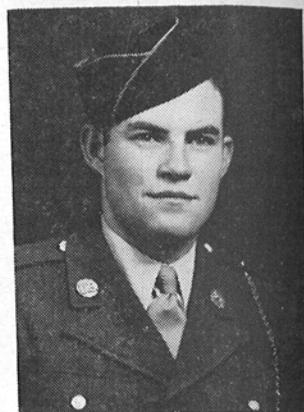


**Pvt. Harry Lindeman**



**Pvt. Edward G. Ryberg**

Pvt. Edward G. Ryberg, in a Quartermaster's Corps at Camp Pickett, Va., was formerly a carman helper in the heavy repair shop, Minneapolis.



**Pvt. Dan Cartwright**

Pvt. Dan Cartwright, serving with the Army's military police, is a former yard clerk who worked in the Seattle yard. At present the greater part of his time is spent aboard Coast Division trains.



**Lt. (j. g.) Glenn E. Ellstrom**

Lt. (j. g.) Glenn E. Ellstrom, formerly employed in the signal department and in the Milwaukee Division superintendent's office, Milwaukee, is now stationed at Atlantic City, N. J., for final training before assignment to duty with the fleet.



**Corp. Don Kurtz**

Corp. Don Kurtz, former H&D Division fireman, is now stationed in Hawaii. He is the son of Earl Kurtz, a pipefitter in the Minneapolis shops.



**Corp. Ralph A. Kobs**

Corp. Ralph A. Kobs, son of Frank Kobs, train baggage-man on the C&M District of the Milwaukee Division, is somewhere overseas with the Armored Infantry.



**C. O. Post, U.S.N.**

C. O. Post, chief petty officer with the Seabees, is now stationed at Providence, R. I. Before joining the Navy, he was a pump repairer on the I&SM Division.



**1st Lt. M. P. O'Loughlen**

1st Lt. M. P. O'Loughlen, with the 744th Railway operating battalion at Fort Sam Houston, Texas, was formerly train dispatcher at Madison, Wis.



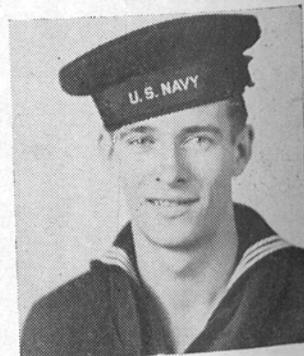
**Pvt. Earl Schanning**

Pvt. Earl Schanning, former helper in the freight shop at the Milwaukee shops, was employed there for about two years before entering the Army in June, 1943. He is now with a medical supply depot somewhere in North Africa.



**Corp. William D. Sucha**

Corp. William D. Sucha, who is overseas with a hospital unit, is the son of William J. Sucha, a locomotive engineer on the Second District of the I&SM Division.



**Robert V. Kerr, U.S.N.**

Robert V. Kerr, quartermaster 3/C, enlisted in the Navy on Nov. 19, 1942, and is now somewhere in Atlantic coastal waters in torpedo boat service. He is the son of V. A. Kerr, tie inspector of Milwaukee.



**Pvt. James S. Conn**

Pvt. James S. Conn, a former telegrapher on the I&S Division, is now with the Marine Corps in San Diego, Calif.



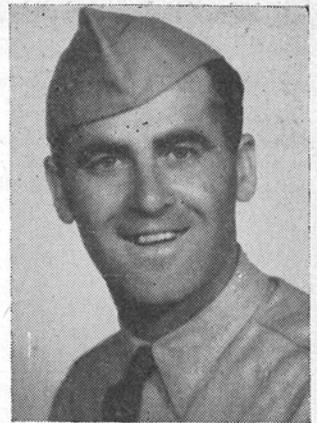
**George Wainwright, U.S.N.**

George Wainwright, formerly employed as a rodman in the Iowa Division engineering department, is in training with the Navy at San Diego, Calif.



**Aviation Cadet Norman W. Soergel**

Aviation Cadet Norman W. Soergel, formerly a brakeman on the Milwaukee Division, is now in training at the Army Air Corps Flying School, Walnut Ridge, Ark.



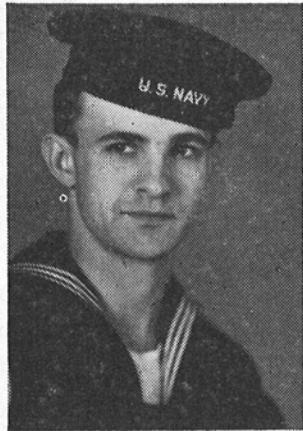
**Corp. Tony Mesich**

Corp. Tony Mesich is the son of Frank Mesich of West Allis, Wis., an assistant section foreman with 37 years of service. Tony, who was a foreman on section crews and extra gangs before entering service, has been in the Army since April 25, 1941, and has been overseas for almost two years. His present location is somewhere in the Southwest Pacific.



**Pfc. Russell H. Mau**

Pfc. Russell H. Mau, who was formerly a clerk in the general freight department, Chicago, is now serving with the air corps at Drew Field, Tampa, Fla.



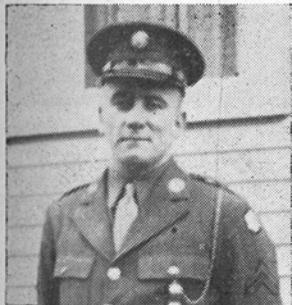
**Harold F. Verdak, U.S.N.**

Harold F. Verdak, who is now seeing active service with the Navy in the Southwest Pacific, is the son of Telephone Operator Tillie Verdak; Mrs. Verdak has been with us many years at Galewood station, Chicago.



**Lt. Beverlye Hepburn**

Lt. Beverlye Hepburn, daughter of Engineer Edward Hepburn of Miles City, Mont., is now stationed at Fort Lewis, Wash.



**Corp. Edward W. Baar**

Corp. Edward W. Baar, son of E. F. Baar, agent at Oshkosh, Wis., is attached to a field hospital somewhere in the South Pacific.



**Edward R. Flaherty, Jr., U.S.N.**

Edward R. Flaherty, Jr., seaman 1/C, was formerly a yard clerk at Minneapolis yard. His father is car distributor at Minneapolis.



**Richard G. Haugen, U.S.N.**

Richard G. Haugen, a motor machinist's mate 3/C, is now in active duty with the Navy somewhere in the Atlantic. He is a former boilermaker apprentice at the Minneapolis shops, and is the son of Hans Haugen, who is employed at the Minneapolis roundhouse.



**Air Cadet Paul Capon**

Army Air Cadet Paul Capon, who is now stationed at Amarillo Air Field, Texas, is the son of C. A. Capon, division storekeeper at Austin, Minn.



**Aviation Cadet David W. Warner**

Aviation Cadet David W. Warner, son of Conductor Tim Warner of Montevideo, Minn., is stationed at Lancaster, Calif., and expects to have earned his wings by March.



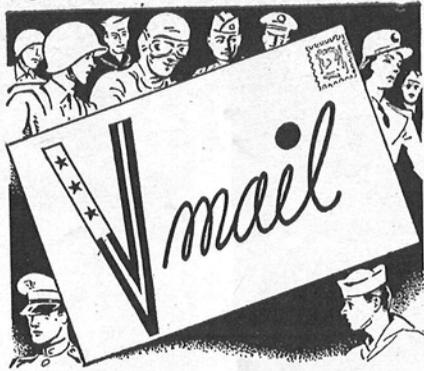
**2nd Lt. Elmer Rogge and father, Fred Rogge**

2nd Lt. Elmer Rogge, son of Switchman Fred Rogge of Mitchell, S. D., is now serving with the signal corps in foreign service.

## Pfc. Robert G. Paasch Awarded Silver Star

Pfc. Robert G. Paasch, son of Alfred E. Paasch, assistant stockman in the store department at Milwaukee, has been awarded the coveted Silver Star medal, according to a communication recently received from the headquarters of the commander of the South Pacific Force of the United States Pacific Fleet. The boy's act of heroism is told in the following citation by Admiral W. F. Halsey:

"For conspicuous gallantry and intrepidity in action against the enemy while serving with a Marine battalion on Bougainville, British Solomon Islands, on November 23 and 24, 1943. Private First Class Paasch and his communications section chief, although under heavy enemy artillery fire, were laying a telephone line when a shell, which exploded at a distance of eight feet from their post, killed the section chief instantly. Private First Class Paasch, knowing that the immediate establishment of communications was essential, without consideration for his own safety, continued alone to work on the telephone line, successfully completing the installation and enabling our artillery to open fire. Thereafter, for the remainder of the day, he maintained the wire without assistance, repairing several breaks caused by shell fire and himself being under enemy artillery and sniper fire during the entire period. On the following day, he was again subjected to Japanese artillery fire which killed and wounded several men nearby. He moved four of the wounded to a position of comparative safety and after accomplishing the removal of the injured men, he continued to inspect and repair the telephone line until assistance reached him after a period of several hours. His gallant conduct and selfless devotion to duty were in keeping with the highest traditions of the United States Naval Service."



## LETTERS AND BITS OF NEWS ABOUT OUR MEN IN SERVICE

### "Keep 'Em Rollin' on to Berlin!"

This letter, dated Nov. 4, from Corp. Malcolm Francis, tells its own story:

"Just a line from another one of the boys trying to railroad over here in North Africa. Used to do a bit of car-knocking on the Terre Haute Division at West Clinton, Ind.

"I am working as a *visiteur*, or car inspector over here, and their methods are 50 years behind the States. They call their cars *wagons* and they sure named them right! Still have in service those old '40 & 8's' from the last war and they smell even worse!

"The main purpose of this note is to inform you of a change of address for the Magazine. It is certainly welcome over here—we get very little reading matter at all.

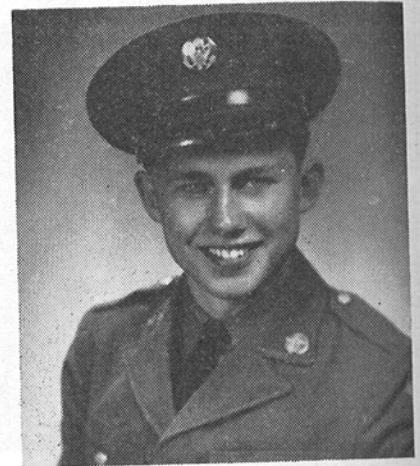
"Some beautiful country along the line, but give me the good old U. S. A. every time. But we will keep 'em rollin' on to Berlin."

## Wounded Sioux City Hero Receives Purple Heart

Sgt. Kenneth Class, 23 years old son of veteran Conductor Albert G. Class of Sioux City, Ia., has received the Purple Heart award and—what is even more important—the admiration of his buddies and officers, for the courage displayed when he lost both legs in a plane crash in England.

Sgt. Class was just beginning to make a name for himself as a drummer when his ambition to be a musician was cut short by the war. He enlisted in the Army four days after the Japs attacked Pearl Harbor, and by June, 1942, was in England, serving as a turret gunner on a bomber, providing lethal shuttle service over the enemy airfields of occupied France. His intrepidity and the relish with which he helped hand it back to his country's foes was already well known when the accident happened.

Returning from a bombing mission, his plane was separated from its squadron as



Sgt. Kenneth Class

a result of having its bomb bay doors jammed open for a considerable period of time while Sgt. Class lifted the 135-pound missile and let it drop into the Channel.

The plane crashed as the pilot attempted to bring it down in a fog on an unfamiliar field. Sgt. Class was the only member of the crew who survived, and he was found 200 feet from the wreckage of his plane, still in his gun turret. His wounds were so severe that it was necessary to remove one of his legs just above the knee and the other just below.

Naturally, the shock of finding out what had happened to him was severe, but he snapped out of it with characteristic courage when his nurse, who must have been something of a philosopher, challenged him with, "Well, what are you going to do about it?" He was caught off balance for only a minute, and then replied, "I'm going to be the best damned drummer in the world."

Sgt. Class is now at an Army hospital in Battle Creek, Mich., learning to use his artificial limbs.

Giant refrigeration-equipped storage rooms are used to execute moths in fur-lined flying suits. A series of sudden temperature changes shock them to death.



Capt. Van Brokaw, formerly of the division engineer's office at Western Avenue, Chicago, is shown at the wheel of a captured German truck in Italy. Capt. Brokaw says, "This is one of the things Hitler did not get out of Sicily. It was working every day."

## Store Department Man Downs a Focke-Wulf

Sgt. Percy J. Stengel, formerly employed in the builder's section of the store department at Milwaukee shops, and now a ball turret gunner on a Flying Fortress, celebrated his 24th birthday with a real flourish on Dec. 1 . . . and was awarded the Air Medal for the way he celebrated.



Sgt. Percy Stengel  
(Milwaukee Journal photo)

On that day he went on his first bombing mission—over Solingen, Germany — and shot down a Focke-Wulf fighter plane. It was one of the Hermann Goering squadron and was the first fighter brought down by the heavy bomber group to which Stengel belongs.

A report from the 8th air force bomber

command in England quoted Sgt. Stengel as saying: "He made a pass at us and then rolled out of range. We saw him getting set for another shot at us. I was lucky—he came within range of my guns and I let him have a long burst. The next thing I knew, he seemed to break into a hundred pieces. He looked like an explosive firecracker. First there was a big puff of smoke and then pieces of the airplane scattered in all directions."

Commuter: "Living in the country certainly has its disadvantages."

City friend: "Why, what do you miss most?"

Commuter: "That last train home at night."

Office Boy: "Sir, may I have tomorrow afternoon off?"

Boss: "Ah, yes. Your grandmother, I suppose?"

Office Boy: "Yes, sir. She's making her first parachute jump, you know."

## SHE DOES HER BIT TO KEEP THE WHEELS TURNING



Mrs. Marie Radunz

"WED' like to send orchids to the wife of every railroad man", so reads an ad in a widely circulated magazine. Orchids in appreciation for the part wives of railroad men are playing in solving the world's greatest transportation problem.

One of these railroad wives who is playing an important role in maintaining our fine record of wartime transportation serv-

## Youths Tutored by Lake Andes Agent Become Telegraphers

TWO Lakes Andes, S. D., boys, Robert C. Stedronsky and Charles W. Assmus, are holding down positions with the Road as telegraphers, both in Illinois, as a result of diligent practice during their spare time while they were in high school there.

Stedronsky is operator at Davis Jct., Ill., and Assmus at Aurora, Ill. Their careers have been parallel in many ways.

The boys picked up telegraphy under the tutelage of H. B. Olsen, agent at Lake Andes. Robert showed signs of making a good telegrapher more than three years ago when he was working for Mr. Olsen delivering messages.

The youth obtained two old telegraph sets, one of which was in bad condition, but he repaired it. Mr. Olsen had him practice sending, and in that way he learned the code. In rather a short time, he became a good sender. After work in the evenings, Mr. Olsen would send to Stedronsky by the hour and he soon became able to receive messages quite readily and accurately.

### Second Student Appears

At about the same time, Charles Assmus became interested in learning telegraphy and he and Robert practiced in the railroad office during the evenings and on Sundays at their homes.

Robert, being slightly ahead of Charles in his training, soon began to "OS" trains on the train wire, Mr. Olsen said, and later began taking telegraph messages. When he finished high school at Lake Andes last spring, he was ready to take a steady job with the Road. He left immediately for Savanna, Ill., and Charles took his place at the station in Lake Andes. Within six months after Robert left, Charles was also ready to take steady employment, and he also left for Illinois.

Their great ambition was to become railroad telegraphers, and they let nothing—not even parties and dances—stand in their way. In these days of rush business and manpower shortage we can be glad these boys took the interest and Mr. Olsen took the time.



August Radunz, U.S.N.

ice is Mrs. Marie Radunz of Glencoe, Minn. Her husband, August Radunz, seaman 2/C in the Navy, former crossing flagman at Glencoe, is now in active duty somewhere in the Pacific, having embarked from Gulf Port, Miss., on Dec. 26, 1943.

After bidding her husband bon voyage, Mrs. Radunz returned to Glencoe where she took over his work as crossing flagman for the Road, releasing August Kosek for other railroad work. We have no doubt that Mrs. Radunz will be most happy when her husband can return home and release her for her rightful job as homemaker, but until that day, she will be found pinch-hitting cheerfully.

Edison once said that he was more of a sponge than an inventor. He gathered ideas from everywhere.



Robert C. Stedronsky



H. B. Olsen



Charles W. Assmus

March, 1944

# SERVICE CLUBS

## SERVICE CLUB SIDE-LIGHTS

By Lisle Young  
Public Relations Representative  
Aberdeen, S. D.

### Aberdeen Service Club Hears Cal Aisenbrey

The Aberdeen Service Club on Jan. 27 had the privilege of hearing from Cal Aisenbrey, district Red Cross chairman and adjutant of American Legion Post No. 24. Mr. Aisenbrey pointed out where Red Cross money is spent in each community, clearing up many questions in the minds of his listeners as to just how this money is handled, and citing actual cases of assistance given, names being withheld. A very educational and entertaining evening was enjoyed by all present.

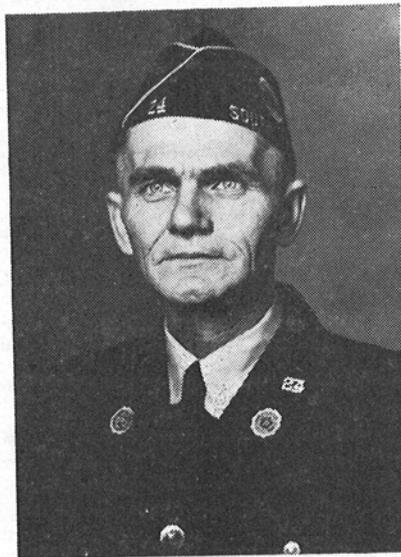
The Aberdeen Club decided to charge membership dues as many of the other clubs are doing, and we hope for continued big things from this club. It is now functioning under new leadership. Vice Chairman William Mertz took over the duties of chairman when N. E. Westover was transferred to Milwaukee.

### Number One Club, Platte Stickney Service Club

The Platte Stickney Service Club, the No. 1 club, has successfully carried on as an area club in spite of war conditions, determined to meet the challenge to carry on. This group realizes the necessity of its existence and the good which can be accomplished through it in the community. Their meetings are always packed with education, entertainment and good fellowship, which promotes co-operation and good will among members, stimulates interest in the affairs of our railroad, keeps before club members the importance of submitting traffic tips, offers an outlet for suggestions for improvement in service, promotes courtesy and friendliness in dealing with the public, develops co-operative relations with civic and commercial groups, realizing that whatever is accomplished in line with these objectives makes ours a better railroad. Such a meeting was held at Wagner, S. D., on Jan. 20.



Janis, Marilyn, Bruce and Gene Meadows are the highly talented children of Conductor L. J. Meadows of the Kansas City Division. They have performed many times at the meetings of the Ottumwa Service Club.



Cal Aisenbrey, who addressed the Aberdeen Service Club on Jan. 27.

### Mitchell Service Club Elects

To be elected to office in a Service Club signifies that the individual elected possesses a talent for leadership which is recognized by his fellow workers. To be re-elected proves without doubt the worth of these officers. Such is the case in the re-election of Lyle Paullin as chairman of the Mitchell Service Club along with B. Cross as vice chairman and A. Gall, secretary and treasurer, at their recent meeting held in Mitchell. This club has grown and prospered under Lyle's leadership in 1943 and we look forward to a continuation of this good work in 1944. Our hearty congratulations go to these officers.

## ACTIVITIES IN GENERAL

By J. B. Dede  
Public Relations Representative  
Marion, Ia.

### Menominee River Service Club

Sixty-six members of the Menominee River Club attended the appreciation party given them by the Milwaukee Road the evening of Jan. 19 in their club rooms at Menominee, Mich.

After a chicken dinner and short speaking program, officers for the ensuing year were elected. They are: Joseph Senn of Lena, Wis., chairman; Orville Wyant of Lena, Wis., vice chairman, and William Krause of Coleman, Wis., secretary.

The chicken dinner was prepared by the retiring officers, Carl Devereaux and Abe T. Guy. Mr. Devereaux presided at the meeting and introduced the speakers and visitors.

### Iron Mountain Service Club

On the evening of Jan. 20 the members of the Iron Mountain Club were guests of the Milwaukee Road for an Appreciation Party given them for their activity in the past year. About 43 members attended the dinner which was prepared and served by the Women's Club in the dining room of the K. of C. club rooms. H. O. Grade, chairman, presided and introduced the speakers, Superintendent F. T. Buechler and Trainmaster P. T. Wieland. Mr. Buechler expressed his appreciation to the employes for the fine job they had done. Mr. Wieland explained the many benefits to be derived from an active Service Club.

## SERVICE CLUB BRIEFS

Some Clubs which for various reasons had suspended their meetings during 1943 are now on the active list again. The On Wisconsin Club held its first meeting in Plymouth, Wis., on Feb. 14, and elected officers. They are: Ed. Kenny, agent at Cedarburg, Wis., chairman; Arthur Friess, agent at Saukville, Wis., vice chairman; and Ray Watson, clerk at Plymouth, Wis., secretary.

The Green Bay, Wis., Club had its first meeting Jan. 17. George Buntin was elected chairman and the other officers were carried over for another term. Under the leadership of Mr. Buntin, this club will be heard from again.

The Perry Area Club is again on the active list. Holding their first meeting on Jan. 26, they also elected officers: C. W. Sinclair was elected chairman, Miss Ruby Eckman, secretary, and Mrs. Homer Johnson, treasurer.

# The Milwaukee Railroad WOMEN'S CLUB

## Aberdeen Chapter

GRACE HARTLEY, *Historian*

Greeting all club members everywhere, and sincerely hoping that by working together as one big family in 1944 we may accomplish great results, thus helping our country's call to arms in the cause of freedom and justice.

New officers under the presidency of Mrs. W. J. Kane assumed their respective duties Jan. 3. The opening forum was advance of our flag by Mrs. Beckel, pledge of allegiance and repeating of club motto, reading of minutes, and then business. New members presented were Mrs. H. J. Morse, Mrs. A. W. Pierson and Miss May Kaufman. Treasurer's report recorded a \$10 donation for welfare work received from Navy Mothers' Club in appreciation of the use of our club rooms. In 1943 \$146.47 was spent for welfare work and \$187.57 for good cheer. Mrs. Soike read letters from H. S. Jewett, local Red Cross chairman, and Frank Guhin, local USO chairman, thanking Milwaukee women for their splendid cooperation the past year and explained USO pins will be awarded all workers who complete 50 hours of service at the Canteen in Aberdeen. Mrs. Soike is already wearing her pin, having been an officer in Canteen service since its birth Aug. 18, 1943. She also holds another prize record worthy of special mention, that of having been absent from club meetings only once in five years. Would we were all as faithful and as helpful.

Committee reports for the year: membership, 1,103; Red Cross, 967 hours, 270 articles, and 284 members in attendance during the year, and a party in December for the chairman Mrs. Maketsky; social, 99 members present at Christmas party, monthly average attendance 58, ten meetings; good cheer for December, 109 families were contacted, 60 calls made, 101 cards sent by mail, and two cradle gifts given. Club was credited with 7,656 hours work by members during the year, on ration board, canteen service, Red Cross, Nurses' Aids, War Chest, scrap and Victory Bond drives.

Mrs. Kane announced her committee chairmen: membership, Mrs. Kane, co-chairman, Mrs. Radabaugh; ways and means, Mrs. Kane; good cheer and relief, Mrs. Mary Karr; social and program, Mrs. Hartley, co-chairman, Mrs. Lisle Young; housing, Mrs. Mattice; Constitution, Mrs. Hatten; auditing, Mrs. Bothun, co-chairman, Mrs. Gast; safety, Mrs. Templeton. Following the meeting Victory twists and coffee were served by Mes. Burlock, Mattice, and Hatten.

## Bensenville Chapter

MRS. DAVID RANDS, *Historian*

January meeting was preceded by a luncheon served by hostesses Mes. Koch, Arnold, Finley and Gage. A corsage and gift was presented to our retiring president Mrs. James Calligan and a corsage

March, 1944

to our new president Mrs. Leek. Mrs. Calligan thanked the officers and members for the splendid cooperation given her and urged every member to show our new president the same loyalty. The new officers were introduced: Pres., Mrs. Fay Leek; 1st vice, Mrs. Leo Koch; 2nd vice, Mrs. Wade Williams; treas., Mrs. Wheeler Gage; corr. sec'y, Mrs. Paul Sturm; rec. sec'y, Mrs. Bert Smith; historian, Mrs. Dave Rands. Chairmen: Constitution, Mrs. Jos. Bodenberger; social, Mrs. Bob Smith; publicity, Mrs. Wm. Baumgartner; ways and means, Mrs. Phil Schnich; welfare, Mrs. Wm. Wolf; luncheon, Mrs. Leon O'Donnell; membership, Mrs. Fred Reinking; program, Mrs. Jesse Capoot; Red Cross, Mrs. Frederick Oakes; librarian, Miss Donna Smith.

The following reports were given: Sunshine 23 telephone calls, 11 cards and 13 personal calls. Plants were sent to shut-in members for Christmas. Welfare committee reported one basket given to needy family for Christmas. Librarian reported 1,880 books on hand. Membership: 77 voting, 88 contributing. Treasurer reported \$162.02 in treasury. Ways and Means reported having Bingo parties every first and third Monday.

We are proud of our Red Cross work. Every Tuesday finds our clubhouse filled with willing workers making surgical dressings, and many of our members are blood donors and do knitting and sewing. Our chairman, Mrs. Oakes, reported that one of our members put in 210 working hours during the month of December. With such spirit how can we lose.

## Beloit Chapter

MRS. J. H. THOMPSON, *Historian*

Beloit Chapter held its annual Xmas party Sunday Dec. 19. About 70 members and families, including several members from Rockford, attended. A pot-luck supper served amidst festive Yule decorations preceded a delightful program and social time. The young folks played bingo. Mrs. Lela Lombard led the carol singing and gave several humorous readings. Billy Sherman and Bill Cioni entertained the crowd with accordion music. Barbara Ruck gave a recitation. Roberta Smith accompanied by Mrs. Lombard played two selections on her violin. And Billy Ryan's "magic" show concluded the program. Gifts of candy and apples were distributed around the Xmas tree.

The following officers were elected for the ensuing year: Mrs. Edgar Ruck, pres.; Mrs. W. G. McIntyre, first vice pres.; Mrs. Frank Novey, second vice pres.; Mrs. Hazel Campbell, treas.; Mrs. Wm. Stuck, rec. secy.; Mrs. Robert Smith, corr. secy.; Mrs. J. W. Thompson, historian.

## New Lisbon Chapter

MRS. GEORGE OAKES, *Historian*

On Dec. 14 members met at the home of Mrs. J. Stoker and after a delicious Christmas pot luck supper exchanged Christmas gifts which they had brought.

Reports of secretary and treasurer were read and approved. Good Cheer report was 55 calls made, 51 cards sent and 50 families reached; Red Cross, 30 hours. After adjournment bingo was played. One member had as her guests on Thanksgiving Day two service men from the Camp. A bushel of apples was sent to the hospitalized men at Camp McCoy as a Christmas remembrance. All of our older members who have been unable to attend meetings were remembered with Christmas gifts, and each of the children of members of railroad families, from babies through seniors in high school were given two war savings stamps for Christmas.

Following are the chairmen for 1944: constitution, Mrs. Wm. Becker; welfare, Mrs. R. Oakes; good cheer, Mrs. L. Daniels; ways and means, Mrs. J. Barnes; membership, Mrs. J. Stoker; social and program, Mrs. E. Karner; publicity, Mrs. E. Gongaware; auditing, Mrs. Wm. Kallies; house and purchasing, Mrs. D. Westcott; safety, Mrs. J. Walden; Red Cross, Mrs. J. McKegney.

## Mitchell Chapter

MRS. O. D. ADAMS, *Historian*

Christmas festivities for the Milwaukee family began on Dec. 11 at 8 p. m. when a special engine, with whistle blowing wildly, steamed up to the station, bringing Santa and his pack of treats, which he distributed to a group of Milwaukee employes' children who had been singing carols around a Christmas tree.

He must have liked Mitchell as he appeared again the following evening at our Christmas party. About 90 railroad people enjoyed the bountiful turkey dinner which was served. A large Christmas tree centered the room and about it were grouped tables decorated in Christmas colors and lighted by tall red tapers. At the head table were ten veterans and veterans' wives who were the honored guests of the Women's Club and Service Club. After the banquet Mrs. J. S. Smith as program chairman presented the program with Audrey Trautman at the piano, Margie Olson led the crowd in carol singing, and sang two solos. Robert Paullin played two cornet numbers, Miriam Smith and Donna Comstock gave Christmas readings. Joe Findley, as program chairman for the Service Club, introduced J. S. Seabrook, director of S. D. Children's Aid, who gave a most interesting talk on the work of Abbott House. The crowd sang a Christmas greeting to the veterans and then Santa appeared and handed to each a box of Christmas candy. (Due to manpower shortage, Santa was ably represented, bass voice and all, by Mrs. Chas. Sloan.)

On Dec. 13th at 8 p. m. the regular meeting of Mitchell Chapter was held. The following officers and committee chairmen for 1944 were installed: Pres., Mrs. Caldwell; 1st V. P., Mrs. Phillios; 2nd V. P., Mrs. Heather; Rec. Sec., Mrs. Paul Olson; Asst., Mrs. Walter Johnston; Cor. Sec., Mrs. Dimmitt; Treas., Mrs. Moulton; Historian, Mrs. Adams. Pro-

gram chairman, Mrs. Paullin; House and Purchasing, Mrs. Grace; Safety, Mrs. H. B. Peterson; Membership, Mrs. J. S. Smith; Social, Mrs. Howard Larson; Auditing, Mrs. J. Sundquist; Const. and By-Laws, Mrs. Boland; Good Cheer, Mrs. Sloan; Ways and Means, Mrs. Ray Schlitz; Mutual Benefit, Mrs. Iliff; Red Cross, Mrs. Schirmer; Nominating, Mrs. Smock; Publicity, Mrs. W. Johnston.

Mrs. Ray Peterson acted as installing officer. As Mrs. Peterson is leaving soon to make her home in Avery, Idaho, she was honored with a farewell gift. Mrs. Montgomery's committee served lunch. The club rooms and tea table were appropriately decorated for the holidays.

## Austin, Minnesota

MRS. G. L. WOOD, *Historian*

At our January meeting more than 40 members turned out for a delicious desert luncheon served by Mmes. Ende, Reilly, Capon and Jakubec. Business session opened with the club motto, after which reports were read and approved. Mrs. Haseltine gave the auditing committee report and at this time it was decided to buy a \$75 war bond for the club. Mrs. Dodds referred to the surgical dressings and again urged a large turnout of Milwaukee women. A vote of thanks was extended Mrs. Haseltine and Mrs. Blomiley for their faithful services the past several years. Two new members, Mrs. James Powers and Mrs. M. S. O'Marro, were welcomed into the club. Our Christmas party given for the children of the Milwaukee families was a decided success. Santa in person appeared and presented each child with candy, nuts and fruit. Mr. Full showed an interesting set of movies and the committee, Mrs. Wm. Lunde and Mrs. O'Brien, served refreshments to the mothers.

## Fullerton Avenue Chapter

CLARA A. CUSH, *Historian*

The club started the New Year by holding a Board Meeting on Jan. 6, preparatory to regular meeting on Jan. 11th. Dinners were served at both meetings by Mrs. Irma Rummel and her committee.

New officers for the year were installed by Mrs. H. Kraebber, the professional being led by Mrs. Borgerson assisted by Mrs. Kay Gillespie at the piano. Officers as follows: Pres., Mrs. T. J. Martin 1st vice pres., Mrs. H. Kraebber; 2nd vice pres., Amanda Klank; 3rd vice pres., Mrs. Carl Barclay; treas., Anna Nasheim; asst. treas., Teresa Knippel; rec. sec'y, Laura Quartana; asst. rec. sec'y, June Matheson; corr. sec'y, Kay Karlowitz; asst. corr. sec'y, Rosemary Reed; historian, Clara Cush; Good Cheer, Mrs. Steubner; asst. Good Cheer, Mary Maney; constitution, Mrs. Bloch; ways and means, Mrs. Selig; asst. ways and means, Marie Horatt; program, Mrs. Borgerson; asst. program, Shirley Brandan; house and purchasing, Mrs. R. Lindahl; asst., Kay Gillespie; publicity, Alice Church; refreshment, Mrs. Irma Rummel; librarian, Bernice Underwood; asst., Kitty McCantz; auditing, Delia Cush; Galewood, Ethel Gibbs; Victory Club, Margaret McCarthy; reception, Marie Nixon; Red Cross, Mrs. Arthur Peterson, assisted by Mrs. A. Frandsen, surgical dressings, Mrs. Ida Selig, sewing, and Mrs. W. D. Steubner, knitting.

Mrs. Borgerson and Kay Karlowitz extend thanks for the gifts received for the

Service Men's Center at Christmas. Fifty books from the club's library were donated, and \$41.28 in cash, besides cakes, candy, cigarettes, playing cards and cookies. More than 600 boys were served on Christmas Eve and words cannot express their gratitude for the treat.

Red Cross Report for the year 1943, 6,907½ hours worked, production 42,233 surgical dressing, 230 sewed garments and 52 knitted garments. Donations of blood 520 (repeated donations not included.)

Mrs. T. J. Martin, Pres., extends thanks to all for the assistance given her.

## Madison, S. D., Chapter

MRS. A. D. WALKER, *Historian*

At meeting Dec. 14, officers for 1944 were elected: Pres., Mrs. Vernon Eggebratten; first vice pres., Mrs. Ben Long; second vice pres., Mrs. Ben Bast; sec'y, Mrs. Lyle Mathison; corr. sec'y, Mrs. Milo Potter; historian, Mrs. Alvin Walker; treas., Mrs. John Broderick. After the election a Christmas party was enjoyed and gifts were exchanged. A gift was presented to Mrs. Martin Mathison, retiring president. Lunch was served.

On Dec. 22, Santa came to Madison to distribute treats to children of employees of the Milwaukee Road following a program held in the depot. He gave out 104 sacks filled with candy, nuts and fruit. The largest crowd of Milwaukee employes and their ladies gathered in 1943 was present Dec. 28 for the social meeting of the Women's Club. Cards and visiting were enjoyed, followed by the serving of lunch.

## Dubuque Chapter

MRS. GEORGE LASKEY, *Historian*

Thirty-five members attended a pot luck dinner on Jan. 17. A meeting was held after pledging Allegiance to the Flag and reciting our club motto. Installation of officers was next on the program. Reports were then given by various chairmen. Mrs. Kaiser of Tomah, past president, attended and gave a talk. Cards and bunco were the entertainment.

## Sparta Unit — Tomah Chapter

MRS. WM. HOVEY, *Chairman*

Sixteen members, our president. Mrs. Slade, treasurer Mrs. Murice, and Mrs. Emil Hovey, Mrs. Frank Argall, and Mrs. Opal from Tomah, enjoyed our Dec. 14 Christmas party at the home of Mrs. Laufenberg, with Mrs. Geo. Shaw assisting hostess. Gifts were exchanged and delicious refreshments were served. Reports were given. A small token was presented to our retired veterans and widows, and cookies were sent to the USO. Sparta ladies had the pleasure of taking charge of the decorating of the USO building for the holiday season. Mrs. Jess Cross was chairman. Twenty-one children enjoyed the bags of goodies sent from Tomah Chapter. Christmas cards were sent to all sons and daughters in service.

November meeting was held at the home of Mrs. Frank Fredricks, with Mrs. Harry Koss assisting hostess. A vote was taken to pass a 5c collection box at each meeting, proceeds to be used for the purchase of another bond. \$150 in war stamps and six bonds were reported sold to date. Games and a delicious lunch were enjoyed by all. Present officers and chairmen were

voted in for 1944. Sympathy is extended to Mrs. Peter Hensgen in the loss of her father. A meal was taken to her home the day of the funeral.

## St. Maries Chapter

ANNE HALLEAD, *Historian*

During the past year we have been active in war work, completing 25 bed jackets and 50 housewives for the Red Cross, and worked 576 hours in the Red Cross rooms. We have also collected books for service men, contributed magazine subscriptions to Fort George Wright, sent fruit and cookies to the USO, and donated to the China Relief, the Community Chest, and to the Baxter Hospital Christmas Fund.

On Dec. 20 members and their families met and enjoyed a pot luck dinner and a social time, with music furnished by Mr. Kennedy and Mr. McMahn. Following the dinner a Christmas party was held for the children. Officers for 1944 are Anne Hallead, pres.; Esther Bowmer, vice pres.; Sadie Fuller, treas.; Jean McMahn, sec'y; Betty Stromberg, historian. We deeply regret the loss during the year of one of our members, Mrs. R. A. Nelson.

## Marion Chapter

MRS. VERA BRISTOL, *Historian*

Our chapter has elected and installed the following officers for 1944: Mrs. Elmer Fisher, pres.; Mrs. O. O. Kieckhafer, 1st vice pres.; Mrs. Evelyn Conklin, 2nd vice pres.; Mrs. Warren Johnson, sec'y; Mrs. Dorothy Robinson, treas.; Mrs. Verna Bristol, historian. At our January meeting it was voted to send \$10 to the Schick Hospital for disabled service men at Clinton. We have during the past year assisted in the various activities and hope to be able to do even more this year.

## Black Hills Chapter

MRS. F. H. JOYNT, *Historian*

Black Hills Chapter held its meeting on Jan. 10. After the business session the usual social evening was enjoyed by all present. Yearly reports were given and new officers were installed: Pres., Mrs. Dan Kemmerling; Vice Pres., Mrs. N. O. Frizzell; Sec'y, Mrs. O. O. Callen; Treas., Mrs. Thos. Hickson; Historian, Mrs. F. H. Joynt; Chairmen: Social, Mrs. Matt Anderson; Welfare, Mrs. C. L. Grube; Ways and Means, Mrs. Martin Christensen; Membership, Mrs. N. O. Frizzell. January 3 was Roundhouse Foreman Thos. Hickson's birthday, so on Sunday, the 2nd, a large group of his friends gathered at the clubhouse and surprised him. Needless to say, Tom was surprised, but he was equal to the occasion.

## La Crosse Chapter

MRS. C. J. WETHE, *Historian*

January 5—the new year started with \$104 in our treasury. Good Cheer report showed 241 families contacted, expenditure \$60.01. A letter from the Garden Club was read thanking our chapter for its donation of jelly for Camp McCoy Hospital. Mrs. Jos. Burns and Mrs. Victor Hansen, with the help of a few more ladies, presented the program, "Budget Your Spending."

Following are officers for 1944: Pres., Mrs. John Rogowski; 1st vice, Mrs. Ed Goggin; 2nd vice, Mrs. C. C. Marchant;

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rec. sec'y, Mrs. Frank Rickard; corr. sec'y, Mrs. Henry Troger; treas., Mrs. John Donovan; historian, Mrs. C. J. Wethe. Chairmen, Constitution, Mrs. E. J. Sainsbury; welfare, Mrs. Chas. Higgins; good cheer, Mrs. Ed Merrill; ways and means, Mrs. Margaret Coney; membership, Mmes. Robt. Ritter and Arthur N. Johnson; refreshments, Mrs. Frank Burns; safety, Mrs. E. W. Simdars; house, Mrs. Paul Muetze.

### *Iron Mountain Chapter*

MRS. HERBERT SHIELDS, *Historian*

December meeting was held in the Legion rooms, with Mrs. Anthony Ambrosia, presiding. The afghan made by the club women was sent to Fort Brady. Mrs. Herbert Kell gave a report on Red Cross work done by members. A Xmas party followed the meeting. Lunch was served by the hostesses, Mmes. England, Baldrice, Hill, Miller and Larsen. Officers elected for 1944 are: Mrs. Roland Schwallenberg, pres.; Mrs. Herbert Kell, first vice; Mrs. H. Larsen, second vice; Mrs. Herbert Shields, sec'y; Mrs. Joseph Gardner, corr. sec'y; Mrs. Joseph Aschenbrenner, treas.; Mrs. Neil Schumaker, historian. Gifts were sent to boys in service.

### *Montevideo Chapter*

MRS. JOHN J. SCHMUTZLER, *Historian*

The first meeting of 1944 was held Jan. 7, all new officers presiding. Reports of chairmen were 10 calls, 10 cards. Sympathy is extended to the family of Roadmaster Frank Natzel. A quilt is to be made for the Red Cross, Mrs. May being in charge of the work.

The meeting of Feb. 4 was called to order by President Mrs. Chas. Mayer, ably assisted by the recording secretary, Mrs. M. P. Golie, and treasurer, Mrs. Nordquist. It was voted to buy two \$25 war bonds. Mrs. Jas. Madden gave a safety first talk. Program Chairman Mrs. Loftdahl presented Miss Olsen in two vocal numbers and three young ladies as 30 flying fingers. Refreshments were served by Mrs. Walleen and Mrs. Sheimo at January meeting and Mrs. Howell and Mrs. Bakke at February meeting. Attendance prizes were awarded.

### *Milwaukee Chapter*

MRS. JOHN EHLERT, *Historian*

Mrs. J. F. McConahay, our newly elected president, presided at our first meeting of the new year on Jan. 17 with a splendid turnout. Lunch was served and cards were played. Sunshine chairman reported sending three cards, making three calls, one spiritual bouquet sent, and a card of thanks received for fruit sent to a member at Muirdale. Mrs. Kelly, ways and means, reported \$16.81 on card party and luncheon held Jan. 27. Mrs. Coleman, corr. sec'y, read a letter from Mr. Munson, and two received from service men. An appeal was made by Mrs. Ross, Red Cross worker, for each member to donate a wash cloth for our Soldiers' Home. She also asked each member to give 5c or more a month to help with the Blood Plasma expenditures. January collection was \$5.40. Three new members were welcomed.

Mrs. F. Ross gave January report of Red Cross work accomplished by members: Sweaters, watch caps, helmets, and shawl, 436 hrs.; six squares, two beanies, 14 hrs. Work accomplished by surgical

workers: Surgical dressings 2,450, hours 380, surgical workers, 71; total hours worked for January 830. She also asked for more surgical workers. Ladies can come any time and leave when they wish. Hours 11 a. m. to 9 p. m.

### *Mobridge Chapter*

MRS. W. B. MCCOY, *Historian*

With the onset of the new year comes the hope of a better, more prosperous and victorious year. With such thoughts in mind the installation of officers took place Jan. 17 with Mrs. V. C. Cotton, president; Mrs. G. Baun, first vice; Mrs. Frank Schneider, 2nd vice; Mrs. A. S. Hagan, sec'y; Dora Anderson, corr. sec'y; Mrs. John Klein, treas. The meeting was well attended and was climaxed with refreshments at a dime per person.

The Canteen for service men will go on as usual. Much satisfaction is reaped by all who so graciously and generously donate to those who are serving our country. The boys are grateful and appreciate the efforts of the committees represented by various Mobridge organizations at the Milwaukee Canteen. A Canteen board was appointed to line up committees for 1944, with Mrs. H. Erickson as chairman, assisted by Mrs. G. Gallagher and Mrs. R. C. Schwichtenberg. Red Cross work will go on. A donation of \$5 was sent to the S. D. Children's Home for this year. A \$100 bond was purchased in 1943.

Mrs. Neger's passing leaves its mark. Her devotion to the care and orderliness of our chapter room will ever be missed.

All in all—1943 was a successful year with membership going over the top due to our very active president, Mrs. R. Fraher and her good helpers. Mrs. Harry Catey was chairman of membership.

### *St. Paul Chapter*

MRS. ARTHUR MUELLER, *Historian*

December meeting was held on the 14th, Mrs. Washburn presiding. Reports were read and approved. Our Christmas party followed. Women's Club and Service Club together gave a party for the little folks. A huge tree, beautifully lighted, gave a real Christmas atmosphere. A lovely program of song, dancing and recitation was enjoyed by all. Santa Claus, making a timely appearance, distributed treats to the children, which was followed by community singing. Refreshments were served. Six families were remembered with Xmas baskets and good cheer.

Jan. 4 board meeting was held at home of Mrs. Washburn. Board members presented Mrs. Washburn, our president, a gift of appreciation, which she so justly deserved. Lunch was served. A delightful evening was spent. January 14 regular meeting was held. Installation of officers took place, Mrs. O. Wolke being installing officer. President, Mrs. F. Washburn; First Vice, Mrs. O. Wolke; Second Vice, Mrs. G. Mueller; Treas., Mrs. M. Medinger; Rec. Sec'y, Mrs. S. Walker; Corr. Sec'y, Mrs. O. Lundquist; Historian, Mrs. A. Mueller. Mrs. Ray Lehmann and Mrs. Charles Marik, Jr., joined our club. Happy to have them with us. Received letters from families thanking us for their Xmas baskets and good cheer. Sure made our hearts feel good.

1944 membership drive is now on. Our Membership Chairman, Mrs. J. Pathen, 708 Western Ave., Dale 3208, will be glad to receive your dues.

### *Tacoma Chapter*

MRS. C. A. NORWOOD, *Historian*

Owing to the remodeling of the depot where our club rooms are located we could not have our January luncheon. New officers are Mrs. J. H. Speck, pres.; Mrs. C. J. Harvey, 1st vice pres.; Mrs. J. E. Brady, 2nd vice pres.; Mrs. N. F. Bingham, rec. sec'y; Mrs. W. M. Fairbanks, corr. sec'y; Mrs. F. L. Sowles, treas.; Mrs. C. A. Norwood, historian. Committee chairmen are Mrs. W. J. Fitzgerald, good cheer; Mrs. E. Useldinger, ways and means; Mrs. Gove, program; Mrs. C. D. VanDevaner, luncheon; Mrs. Chas. Schmidt, publicity; Mrs. C. J. Harvey, sewing; Mrs. C. M. Talmadge, calling.

### *Milbank Chapter*

MRS. GERALD GARDNER, *Historian*

On Jan. 26 the new club year was opened by Mrs. Daisy Mayer, who has consented to be our president for another year. Mrs. Geo. Phelan led the singing. Roll call was answered by 18 members, who reported 27 hours work on surgical dressings, one sweater, three pair of gloves, and 24 bags made, four calls and six sympathy cards. It was suggested that lunch committee should in future provide the entertainment for meetings, and this met with approval. Bank prize and prizes for a game called "Cootie" which was greatly enjoyed were awarded. A few hands of bridge were played until lunch was served by Mmes. Jake Hammer, Carl Leonhardt and Lester Bloomhall.

### *Deer Lodge Chapter*

MRS. JOE HEALEY, *Historian*

Deer Lodge chapter held its first meeting of this year Friday, Jan. 21. Our new president, Mrs. Wm. Brautigan was duly installed and presided at the meeting. A silent prayer was offered in tribute to our beloved member, Mrs. Bella Pears, who passed away in December.

### *Wausau Chapter*

MRS. AL KASTEN, *Historian*

The first meeting of the year was held Jan. 11. Reports, 166 members and a balance of \$167.91 at close of 1943. Good Cheer chairman reported that three plants and one box of groceries were sent out in December. It was voted to send a letter of thanks to Asst. Supt. Hancer, who so kindly furnished us with a new stove. Quite a number of Thank You letters were read from our boys and girls in service, there being 26 of them whose mothers are club members. After the meeting cards were played and a delicious lunch was served by Mrs. Chas. Conklin, chairman, and her committee, Mmes. Nowitzke, Kropla, Randow, and Schultz.

### *St. Bernice Chapter*

MRS. O. M. KUHN, *Historian*

St. Bernice Chapter met at the grade school Jan. 19. A chicken dinner was served to 48 members. The business session was opened by our president, Mrs. Reed McGinnis, leading in the club motto. Sunshine Committee reported 12 calls. Twenty-eight members were present. Red Cross 75 hours.

## I&SM Division

### East End

H. J. Swank, Division Editor  
 Superintendent's Office  
 Austin, Minn.



Congratulations are in order for Mr. and Mrs. George L. Savidis, trainmaster, Austin, who became the proud parents of a baby girl on Jan. 21. The bouncing "trainmistress" has been named Barbara Jean.

### News (and Visits) From the Front

Sgt. Harry Wilson, former fireman who is serving with a railway battalion in Alaska, visited the office while home on furlough Jan. 21. Harry flew from Alaska to Minneapolis and reported a fine trip.

John Brindel, former B&B carpenter, also with a railway battalion in Alaska, paid us a visit while home on furlough in January after being stationed in the frozen northland for about two years.

A member of our office force, LeRoy F. Williams, roadmaster's clerk, Austin, answered the call to the colors and reported for induction into the Navy on Feb. 3. We had a card from Roy stating he has been sent to Farragut, Ida., for his boot training.

We had a nice letter from SK 1/c Howard Rafferty, former P.F.I. at Austin, now stationed in the Southwest Pacific, in which he mentioned that Sgt. Don Beckel of the Marine Raiders dropped in his tent for a visit on Jan. 23 and, Don being the first Austinite that Howard had seen since leaving the States, I rather imagine that "lights out" meant little to them that night. Incidentally, Don's mother phoned and advised that he arrived in California Feb. 14, so by the time this appears in print we should have had some first-hand information about what the Marines did and are doing at Guadalcanal and in the Marshall Islands.

Postal cards from Clarence "Red" Post, chief petty officer in the Seabees, says he is still stationed at Gulfport, Miss., while one from Pvt. Robt. E. Corkill, former brakeman, stationed at Clovis, N. Mex., tells us he will see us in March.

Lt. Col. W. J. Hotchkiss has returned to Fort Sam Houston, Tex., after a short stay in Chicago during the period when the government took over the railroads. There is still room for men in the 744th Military Railway Operating Battalion, so if you are about to be inducted into service, or have just recently been inducted, get in touch immediately with the commanding officer, 744th Ry. Opr. Bn., Fort Sam Houston, Tex., and request transfer or assignment to our own railway battalion.

Patty Lieb received her notice to report for duty as a Wave at Hunter College, N. Y., Feb. 10. Maybe we can get her to pose for a picture in uniform for a later issue.

### Dots and Dashes . . .

Quite a few changes took place in personnel since our last issue, and those which I recall at the moment are as follows:

C. W. Stephenson, former agent, Rushford, is now agent at Hayward. A. F. Malek, Bryant, S. D., was senior bidder for Rushford. F. L. Bender, Erwin, bid in Bryant. Melvina S. Grasse, Roswell, bid in Erwin, and Roswell is now on bulletin.

Harvey M. Peterson, former station helper, Spring Valley, was appointed roadmaster's clerk at Austin, and Mrs. Margaret Rafferty was appointed helper at Spring Valley. Margaret took a course in telegraphy at the Minneapolis school and hopes before long to be able to qualify as a telegraph operator. She is the wife of SK 1/c Howard J. Rafferty.

A parting thought: If you are wondering how to take care of your income tax, set your mind at rest and let the Credit Union take care of it for you and you can pay it off on a monthly basis. The Credit Union has considerable surplus funds on hand at present and will be glad to discuss the matter with you. Just drop me a note for full particulars.

### First District

L. R. Stokes  
 Correspondent  
 Operator, Faribault, Minn.



Hi, folks! Well, here we go again after a long absence. Here's my last appeal. If I don't have any material by the time our next issue comes along I will be forced to throw in the towel. We should be well represented along this division, but in order to do so we have to have the cooperation of all of you. Please don't let me down now.

Stan S. Jones, telegrapher, has entered the Army. Stan is back now on his 14 days and reports for duty Feb. 21.

Telegrapher F. H. Bradash entered service Jan. 26 and to date his whereabouts are unknown but will give you his address soon as I receive it.

We should keep our fellow members who are in service well supplied with mail. That seems to be of major importance in a soldier's life. So, don't let them down.

Thanks to Mr. Haling, agent at Kenyon, I have a picture of Jimmy Conn, telegrapher

at Mendota, who is with the Marines at San Diego, Calif. The snap will appear in this or a subsequent issue of the Magazine.

Telegrapher C. M. Olson is relieving F. H. Bradash at Comus.

It is with regret that I announce the death of Henry Wells, section laborer at Northfield. Henry died on Jan. 26.

## Kansas City Division

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

A newcomer to the K. C. Division is W. A. Murphy, who is permanently assigned to the position of signal maintainer with headquarters in Ottumwa. D. L. Carbaugh, who for years was signal maintainer, retired because of physical disability. He has been released from the St. Joseph Hospital, where he was a patient for about two months, and is now at his home in Ottumwa.

A recent employe in the freight house at Kansas City is John W. Cox, chief bill clerk, transferred from the traffic department, Tulsa, Okla. His wife and sons, Roger and John, will soon move to Kansas City to join Mr. Cox.

Although he will be 76 years of age on Feb. 29, retired Engineer Tom Kemp will just be celebrating his 19th birthday. Good wishes from your many K. C. Division friends.

On Jan. 29 a son was born to Mr. and Mrs. Richard Howe Coulter of Ottumwa. The father, now in the Coast Guard, was formerly a fireman and is now stationed at Silver Springs, Md.

Dispatcher M. L. Fromm was appointed general chairman of the American Train Dispatchers' Association, effective Jan. 1.

On Jan. 31 Conductor J. B. Koehly retired from active service after almost 38 years' duty. He entered the service in



These I&SM Division men got together one Sunday afternoon in July, 1908, and had their picture made. How many of them can you recognize? They are, l. to r., standing: Ralph "Buck" Bloomfield, now working as conductor on Nos. 40 and 41; J. W. Schult, conductor of Faribault patrol run. Seated: F. W. Kubat, now relief agent at Montgomery, Minn.; George Boyer, brakeman, deceased; Frank M. Vitha, section foreman at Montgomery.

June, 1906, was promoted to a conductor on May 10, 1913.

Engineer Harvey B. Bronson announced his retirement effective Feb. 1, having entered the service in September, 1897, and promoted to engineer on Aug. 11, 1902.

M/Sgt. John R. Green of Chanute Field, Rantoul, Ill., spent a week with his parents during the middle of January. He is the son of Conductor John D. Green.

Engineer C. Leonard and wife left on Feb. 1 for Camp Adair, Ore., to visit their son, Pfc. Charles Leonard, Jr. Announcement was made of Pfc. Leonard's marriage to Marjorie Ann Caster last December in Lancaster, Mo. The bride is the daughter of Engineer Ross Caster of Ottumwa.

Jack M. DeMoss, a former brakeman on our division and a son of Conductor J. E. DeMoss, was recently awarded the Air Medal with nine bronze oak leaf clusters for 50 combat aerial missions in the European-North African theater of war.

Dale B. Jensen, fireman 1/c, wrote that he had completed his schooling at the University of Minnesota, thence was sent to San Diego for a course in sound motion pictures and amplifiers and after finishing there was ordered to Bremerton, Wash., where he is awaiting future assignment.

Lt. (j.g.) Wm. E. Ross, former division engineer, advises he is now at the Norfolk navy yards learning where the pieces go in a ship, with a view to going into a ship repair unit at some future time. He was in Ottumwa on a furlough some weeks ago.

On Feb. 2 Mrs. C. F. Ebbert returned from a visit with her son, Pvt. Garry H. Ebbert, at Camp Jesse Turner, Van Buren, Ark. He was formerly a brakeman on the K. C. Division and is now with a Missouri Pacific Railway unit. His brother, Robert, was home on furlough during the second week of February before reporting to his new station at Tampa, Fla. He had just graduated from the flexible gunnery school at Las Vegas, N. M., and was promoted to private first class.

Former Section Laborer Melvin Forbes is now a corporal in the Army Air Corps, stationed at Tampa, Fla.

Our company doctor at Chillicothe, Mo., Dr. Donald Dowell, commissioned a lieutenant commander, U. S. Public Health Corps, is in Seattle, Wash., assigned to the Marine Hospital as a surgeon.

After spending a 14-day furlough with his family in Ottumwa, Lt. Col. Robert H. Nevins returned to Camp Swift, Tex., but only for a brief time as he has now been sent to foreign battlefields. He had trained numerous battalions which were sent over there, and he anxiously awaited the time when he would be selected for foreign service.

Switchman Alfred C. Baker of Kansas City joined the Marines in February. Edw. McGuire, Jr., has been transferred from Camp Berkeley, Tex., to the Fitzsimmons General Hospital, Bunnell, Colo., taking surgical technical training.

MM 1/c Chas. E. Kelsey, son of train dispatcher, is now a full-fledged deep sea and salvage diver.

Sgt. Jas. Wooley, Jr., of the Army Air Corps has been in the Army for over three years. On Feb. 4 he returned to his home to spend a furlough with his parents. He has been stationed at Sheppard Field, Tex. CWT J. F. Williamson was in Ottumwa on a 15-day furlough. He spent some time with his mother in Hedrick, Iowa, and was joined by his wife, who came from Huntington Park, Calif., where she was em-

ployed in a defense plant. Their son, Donald, is a military police, stationed at Coolidge, Ariz.

Jack Frost, son of Engineer Frost, was ordered to report at Biloxi, Miss., for his basic training in the Army Air Corps. His brother, Richard, has been in the Army for over three years, two of which have been spent in overseas service. At present he is somewhere in Italy.

Pfc. Lawrence Norman of the Marines was wounded in action in the Southwest Pacific. He recently took part in the Bougainville campaign but is now back in a rest area. He is soon to receive the Purple Heart medal. His parents, Mr. and Mrs. Don Norman, have been living in Las Vegas, Nev., for several months because of the ill health of Mrs. Norman.

Pvt. Kenneth Wymore, son of Conductor K. R. Wymore, has arrived in England.

Staff Sgt. John D. Reed, Jr., son of Lt. J. D. Reed, Sr., has arrived in North Africa. He reports the weather cold and rainy and says he and his buddies are keeping warm by burning gasoline in a stove made from an old oil drum and a few German shell cases, parts of an Italian airplane for a burner and a gasoline tank from an American truck. Lt. Reed is at Ft. Sam Houston, Tex., and his other son, Pvt. James H. Reed, is in the medical corps at Atlanta, Ga.

On Jan. 28, Corp. Harold D. Vannoy returned to his maneuver area in Louisiana after spending a 12-day furlough with his wife and his parents, Mr. and Mrs. T. O. Vannoy.

The marriage of Staff Sgt. John Link, son of Machinist Joe Link, Ottumwa, and Miss Anne Tray, daughter of Mr. and Mrs. James P. Tray of Ottumwa, took place Feb. 1 in the chapel at Camp Adair, Ore. The young couple will reside in Salem, Ore., while he is stationed at Camp Adair.

## D & I Division

### Second District

Lucille Millar  
Correspondent  
Dubuque Shops

We are indeed proud that the Dubuque & Illinois Division has received the safety award trophy for the best safety performance among the 18 divisions on the Milwaukee Railroad for the year 1943. And now we are going to improve our safety performance in 1944 and make a big effort to cop the trophy (at least) two years in succession. We know the old D&I can do it. Let's show 'em!

Safety Engineer C. W. Riley, inspector of freight claim prevention A. E. Fairhurst and W. M. Thurber made a trip over the division recently discussing the prevention of injuries and freight claims.

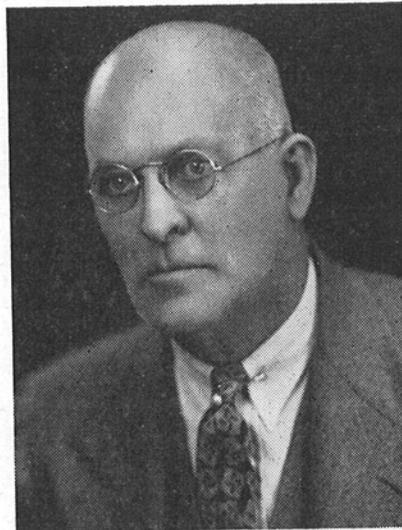
Harlan Davishofer, seaman 2/c, and son of D&R plant employe John Davishofer, has been reported "missing in action." With Harlan's family, we continue to pray that the good word will come one of these days that he has rejoined his unit.

Conductor Walter Graham and Locomotive Engineer Frank Morgan, each with over 40 years' service behind him, have joined the ranks of the retired employes on this division. Trains 35 and 38 and the Diesel switch engine do not seem just the same, however, since these familiar faces

are no longer in evidence. Best of luck to both of you!

It was nice seeing Harold Chandler from the mechanical engineer's office at Dubuque Shops the other day. We were pleased that he also noticed the many improvements at his alma mater. You stayed away too long, Harold!

Pfc. Robert McLaughlin, from the locomotive department at this point, is now stationed at Camp Roberts, Calif.



E. J. Crawford

E. J. Crawford chief train dispatcher of the D & I Division, second district. He entered the service of the Milwaukee Road at Dubuque in 1890 as a telegraph operator. Nine months later he went to Turkey River as the agent there, and in October, 1892 returned to Dubuque as a dispatcher. In May of the following year he went to Clayton as agent, remaining there until 1902. He came back to Dubuque a second time and in 1903 he went to McGregor, where he served until 1906. Returning to Dubuque for a third time, he was appointed chief train dispatcher in 1915, which position he held until his retirement. His office was in the old Milwaukee depot on 4th Street until December, 1930 when it was moved to the shops. He has worked there since. "Ed", who is perhaps one of the best known railroad men in this district, has an enviable record so far as continuous work is concerned. In the 54 years he served the Milwaukee, and up until last October, he was absent from work a total of only 14 days, and that was due to illness. Today Mr. Crawford is convalescing at his home, 610 Fenelon Place in Dubuque, from an illness with which he was stricken. He is up and around, however, and greets his friends with the smile that made him one of the most popular railroaders during his active days.

Incidentally, he has just been presented with a certificate marking his 50 years in the Masonic Lodge here.

### First District

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

Congratulations to Brakeman John Cravatta who was married on Jan. 27 and to the Walter Whitneys, who celebrated their 35th wedding anniversary on Jan. 20.

Mrs. Robert Hicks, wife of extra Dispatcher Robert Hicks, Savanna, passed away in the City Hospital on Jan. 8, fol-

lowing an illness of about 10 years. Surviving are the husband and two children to whom we extend sympathy.

August Winkey, retired switchtender in Savanna yard, died suddenly Jan. 24 while en route to his home from taking his usual morning walk. He is survived by his widow and two sons, Charles of Savanna and Irvie of Chicago.

Supriano Fuentes, retired Mexican section laborer, died in the City Hospital in Savanna on Jan. 24. Supriano came to Savanna from Mexico, hiring out in 1917 and retiring in Oct., 1943.

William S. Doty, yard clerk at Savanna for the past four years, passed away in the Jane Lamb Hospital in Clinton, Ia., on Jan. 15. Mr. Doty had been in ill health for quite some time but continued working whenever possible.

Valentine Day really was a "red letter" day for the bachelors in the superintendent's office at Savanna. It looked very much like Bob Marth, Bud Duhigg, and Dick Mahood were trying to outdo each other in the number received—we girls enjoyed them, too, but we began to wonder if they were sending the valentines to themselves as the writing looked very suspicious.

*News from the Army and Navy:* Asst. Foreman Sam Kampas, Savanna, has received word that his son, Pvt. W. Kampas, was wounded in battle and is seriously ill in a hospital in the Asiatic area. Donald Thompson, S2C, is taking a special course in Diesel motor training at Ames, Ia. Donald was employed in Savanna roundhouse prior to his entering the Navy and is the son of Machinist Nels Thompson, Savanna.

Pvt. Arthur B. Ferguson, formerly a clerk at the rail mill, Savanna, is now located at Camp Fannin, Tex., having recently been transferred there from Fort Sheridan.

Retired Iowa Division Conductor Henninger of Savanna has three sons in the service: Pvt. Edward, with the infantry in Italy; Sergt. Howard, in railroad service in Alaska; and Capt. William, holding a position in the Quartermaster's Corps at New Orleans, La.

Lt. Herbert Green, son of Engineer Edward Green, received an appointment to the board of transportation over the Army Air Corps in the Southwest Pacific and is located in Gen. MacArthur's headquarters. He has been gone from the United States two years and has seen action in New Guinea and Australia. Lt. Robert Green, another son, received his wings and commission in the Marine Air Corps and is a pilot now located at Jacksonville. Lt. Vernon Buswell, son of Dispatcher Buswell, Savanna, transferred from the Royal Canadian Air Force to the A.A.F., is now located somewhere in England with the Air Force and after some strenuous maneuvers is enjoying a furlough in Scotland.

Kenneth W. Barbian, formerly of the district storekeeper's office at Savanna, writes that he has been promoted in rank to master sergeant and is still located in North Africa. He sends greetings to all of his friends on the Milwaukee Railroad.

Corp. Franklin F. Daley is a faithful correspondent of the superintendent's office force at Savanna and every once in a while someone passes around one of his "V-mail" letters (and we all have to get out our glasses to read it) which is almost worn-out by the time the letter returns to its original owner. We know he is located "somewhere in Italy," and other than that Franklin is very "mum."

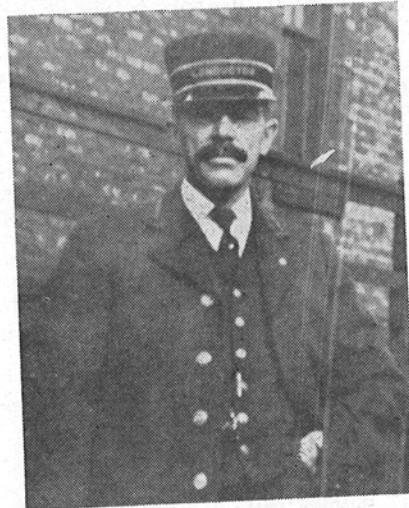
## Milwaukee Division

### "C & M"

Wiley Moffat  
Correspondent  
Superintendent's Office  
Milwaukee, Wis.



Charles E. Albright, dean of conductors on the Milwaukee Division, has retired after 57 years of faithful service. Mr. Albright celebrated his 80th birthday last September, and after a siege of illness in December, from which he has almost recovered, decided to put up his feet and let the rest of the world go by. Right up to the time of his illness Mr. Albright was an ardent hunter, and a few years back was considered one of the crack shots of the country; in fact, he was so expert with a shotgun that a large ammunition company wanted him to go on tour for them and demonstrate his ability. Mr. Albright is a gentleman of the old school, with always a cheerful word for everybody, and his many friends and associates join in wishing him a very pleasant vacation.



Conductor Charles E. Albright as he appeared 30 years ago.

Frank K. Cramer, who had just been assigned the agency at Fox Lake a few weeks ago, has left us for a dispatcher's trick at Montevideo. Best of luck from all of us, Frank.

Our "flying brakeman," Norman W. Soergel, writes from an Army flying school in Arkansas that he has 100 hours of flying time to his credit. He mentions in a casual manner that he experienced a little trouble at first as he was rough on the controls, and his instructor asked him what he had done in private life. When Norm told him he was a brakeman the instructor said that was explanation enough.

Walter Lee must have a crystal ball because it was a baby girl, Mary Kay, born Jan. 25.

Conductor E. J. Moran was pleasantly surprised a few days ago when a taxicab pulled up in front of his home and out stepped his son, Corp. James Moran, who had been given a 30-day leave after 16 months of service with a Marine aviation photographic unit in the South Pacific. Ed didn't even know Jim was in the country. Corp. Moran's outfit has had its planes in the air continually since Nov. 5,

1942, flying every day the weather permitted—and on some days when it didn't permit. His unit recently received its second presidential citation for "outstanding gallantry and determination," which permits wearing a silver star on the ribbon awarded with the first citation. He has been recommended by his commanding officer for navigation school, and expects to take a 12-week course in navigation at the completion of his leave and before further assignment to active duty. He cannot, of course, disclose his actual location in the Pacific, but says the temperature ran from 85 during the nights to 115 during the days. They make good use of the daytime heat by setting a large tank of water in the sun and at night it is just right for bathing. Standard wearing apparel on the ground is shoes and shorts. Corp. Moran is 20 years old, a graduate of Washington High School, and enlisted in May, 1942.

In connection with the "scoop" of last month, a scout reports further that one of the East End conductors has gone to Fox Lake to assist the unfortunate brakeman in the dredging operations to recover his false teeth lost in the excitement of a catch.

### Depot Dabs

Subtraction and Addition: Ray Dueland took with him the best wishes of his co-workers in the signal and telegraph department and the depot in general when he left to assume his new duties as supervisor of telegraph and signals at Ottumwa on Feb. 16. Congratulations to H. Karl Steiner on his promotion to the position of estimating and signal valuation engineer, vacated by Mr. Dueland. Betty Ross, stenographer in the signal department, is leaving early in March to join the Waves (good girl, Betty), and hopes for assignment to hospital duty, which would be in line with her work as a nurse's aide. Her place will be taken by Alice Scheiding, who is laying aside the winged shoes she wore as messenger. The welcome mat is laid for Marilyn Zurr in the telegraph department.

Ralph Carlson, who worked in the division engineer's office before transferring to the accounting department at Chicago, dropped in for a visit a few days back. Ralph has the rating of petty officer, 2/c, and has been in the Navy recruiting office at Chicago since his enlistment over a year ago, but is yearning for a wider field of action.

Bob Noot has taken a leave of absence from the accounting department at Fullerton Avenue and is now selling tickets in the depot at Milwaukee. He is a nice addition to our depot gang.

Musician 2/c Louis W. Schmalz has laid a stormy course since he left the depot, where he had been employed successively as messenger, blueprinter and ticket stock helper. After finishing boot training he went to a naval music school in San Diego, after which he was assigned to the band on an aircraft carrier out of Newport News, Va. Shortly after that he fell ill with pneumonia and was placed in a base hospital at Norfolk, and was then sent to a convalescing hospital at Asheville, N. C. He has now fully recovered and returned to first chair solo clarinet in the station concert band. It might be apropos to mention that Louis was one of the stalwarts in the clarinet section of the mighty Hiawatha band.

THE MILWAUKEE MAGAZINE

Michael Sol Collection

## "Old Line"

Hazel Whitty, Correspondent  
Ticket Clerk, Horicon, Wis.

About the most important thing that happened on the Old Line the past month was the arrival on Jan. 16 of our new trainmaster, G. E. Passage. Mr. Passage comes to the division well recommended after many years of service on the Terre Haute Division, where he served as traveling engineer and trainmaster. Coming as he does from the Hoosier territory, one would expect a few foreign expressions to crop out now and then, and we are not disappointed, for we find there are such things as "right smart" days, evenings, engines, etc. We bid you a "right smart" welcome, Mr. Passage, and wish you the best of luck on the Old Line.

In conning my paper one evening I came across this item: "According to word from Erwin Beske, president of the Atwater Conservation Club, a fox hunt is scheduled Sunday on the Horicon marsh. Wild life on the marsh is said to be suffering due to foxes being too numerous. Some 250 hunters are to take part in the event." As Erwin happens to be none other than our section foreman at Waupun, this item was of special interest and the outcome of the hunt was that there was a fine turnout with two regular fox hounds and many other varieties of hunting dogs. Several foxes were shot at but none bagged. Lack of snow was blamed for the poor luck. Erwin is president of the Atwater Conservation Club and has been a member of the Brownsville Sporting Club for eight years. They raise between 500 and 600 pheasant chicks a year. Erwin is a son of Gust Beske, former agent at Atwater.

Conductor C. L. Nungesser is laid up at present with a lame foot. We hope he will soon have relief.

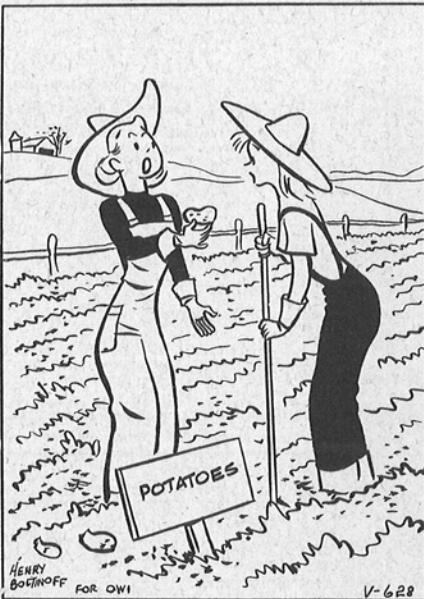
After extra 358 pulled in on the east track at Horicon Feb. 4, E. Pohl, brakeman on the night switch crew, discovered a badly broken rail and summoned the yard section crew, who made immediate repairs. Had the switch engine gone in on the east track after cars there would, no doubt, have been a derailment.

Roadmaster and Mrs. Olson of Horicon were pleasantly surprised recently when their son, Corp. Norris, came unexpectedly to spend his 14-day furlough with them. Norris will return to Charleston, S. C., where he is training in the bombardier section.

A stock buyer's story, or "it pays to be honest": A stock buyer bought a nice, sleek cow from a farmer and after the deal was made thought she was too nice to be made into beefsteak and so he took her to his own barn and substituted a poor, skinny animal in her place. The farmer was very put out when he saw the small amount of money his nice sleek cow brought him, but who was he to argue with a stock buyer, and so he forgot about the matter until one morning he looked from his window and beheld his nice sleek cow come home to him after breaking out of the stock buyer's corral. Needless to say, the stock buyer is giving the farmer a wide berth now.

Out of the pigeonhole: Vigilance on the part of employees is no greater now than it was in the past, as the following will show. Old 536 was stalled in the snow near Fox Lake. The late Fred Castle was conductor. He had not yet had a chance to notify headquarters of his position. Suddenly a traveling salesman called out that

there was a light in the east. Fred grabbed his lantern and ran down the track, giving the stop signal. After running for some distance he looked up and saw the moon rising. "Flagging the moon" became a by-phrase on the division and it was only necessary to mention it to produce a general smile for some time to come.



"JUST THINK, MAIZIE, WHEN WE DIDN'T KNOW WHAT WENT INTO MASHED POTATOES!"

## Terre Haute Division

### Terre Haute District

William Nadzeika, Correspondent

Congratulations are in order for Burke Rand of the engineering department who became the proud father of a baby girl on Feb. 6.

T. I. Colwell reports that his son was promoted to rank of captain and recently made commanding officer in charge of the military organization of the Rose Polytechnic Institute, Terre Haute.

Mrs. A. F. Carlson, wife of Roadmaster Carlson, attended a service flag dedication at Green Bay, Wis., recently, three of the stars being for her sons in the service.

Yardmaster Bastain, Latta, is back on the job after spending more than a month in the hospital.

Vern F. Terry, second trick operator at Coalton, answered the call to service on Feb. 9, and we wish him good luck.

### West Clinton Notes

Conductor Burt Bush believes in using his gasoline to the last drop these days, but that last drop failed to get him to West Clinton Feb. 10.

It is rumored that Mr. and Mrs. Earle Woolf, one of our popular firemen, are soon to move to Terre Haute. We don't like to lose good neighbors.

Jay Kindred, our night yardmaster, and family have moved to Clinton.

We'll bet anything that Earl Lehman at the yard office can tell you who has the finest and smartest grandson.

Billy King, son of Machinist Elmer King, enjoyed a furlough with his parents and friends the first part of February.

Louis ("Lum") Cooper, brakeman, was also on furlough for a few days recently.

Jim Lake, former clerk, is now stationed

down "deep in the heart of Texas." We have also had word from Brakeman Bill Young, Lowell Cooley and Ed Watson, who are overseas.

Conductor C. H. Doane received a birthday greeting from his son, Charles, who is in overseas service.

### Latta Notes

We are glad to report that during the month of January there were over 7,000 cars of commercial coal billed, equivalent to 375,000 tons.

It is reported that Ed Long, section laborer, is not doing so well after six months of illness. We hope he recovers soon.

Former Yard Clerk Hickman dropped in the office the other day. He is stationed at Ft. Benjamin Harrison, Ind.

Fireman Geo. McQuary has left to enter service, and we wish him luck.

### Faithorn District

Bernice Sparks, Correspondent  
Faithorn, Ill.

Pfc. Louis M. Cooper was home on a furlough recently and paid a visit to the boys at Faithorn. Army life appears to agree with Cooper as he certainly looks well.

Eugene Johnson, the youngest of Roadmaster Johnson's boys, is in the Air Corps in Texas and was recently promoted to staff sergeant. Congratulations, Eugene!

Lt. Divert of the Air Corps, son of Switchman Frank Divert, was home on a furlough recently.

S 1/c J. R. Manwarning, son of Section Foreman Manwarning, spent a day at home recently.

Glad to report that Sgt. Donald Hecht, son of Agent Hecht, Andres, has been released from a hospital in Italy and has returned to his company on duty there. Agent Hecht also has a daughter, Gladys, who is a captain in the WAC at Des Moines, Ia.

Our railroad family certainly is well represented in the armed forces. Let's all buy bonds to keep them supplied with the tools of war.

## H&D Division

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

### Operating Department

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

Due to circumstances beyond my control, this column was missing from last month's issue. We had a little accident which caused the non-use of one hand—Attention: L. J. B., strictly off the railroad. We sincerely hope the column was missed and that news will continue to come in regularly.

Word has been received that Howard Sheimo, brakeman, Montevideo, Minn., entered the armed forces the latter part of December and is now stationed at San Antonio, Tex., with the railroad battalion. Hope we hear from him soon.

Virgil Parker, former operator, is stationed at Farragut, Ida., attending radio school.

Albert Nelson, former dispatcher at Montevideo, has bid in position of dis-

(Continued on page 25)

Michael Sol Collection

# Number of Traffic Tips Reported by Traffic Tip Supervisors During January, 1944

Divisions	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees	Divisions	Pass. Tips	Frt. Tips	No. of Tips Per 100 Employees
Iowa S. Minn. Div.....	51	47	10.9	Hastings & Dakota.....	15	—	1.2
Seattle General.....	9	6	8.2	Rocky Mountain Div. ....	10	—	1.1
Dubuque and Illinois.....	55	59	7.9	Idaho Division.....	4	—	1.0
Chicago Terminals.....	3	171	5.9	La Crosse and River.....	16	3	0.9
Madison Division.....	32	1	4.6	Kansas City Division.....	3	1	0.5
Milwaukee Division.....	35	4	2.9	Iowa Division.....	7	—	0.4
Terre Haute Division.....	1	26	2.4	Milwaukee Terminals.....	14	—	0.3
Iowa and Dakota Div.....	25	10	2.1	Twin City Terminals.....	5	—	0.2
Superior Division.....	10	3	2.0	Trans-Missouri Div.....	2	1	0.2
Coast Division.....	21	6	1.8	Miscellaneous.....	1	—	—
Chicago General.....	23	7	1.4				
<b>TOTALS.....</b>					<b>342</b>	<b>345</b>	<b>2.2</b>

## TRAFFIC TIP CARDS SUBMITTED BY TIPPERS DURING THE MONTH OF JANUARY, 1944, AS REPORTED BY DIVISION OFFICES

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frt.				Pass.	Frt.
<b>Chicago General Offices—</b>					<b>Coast Division</b>				
Barnett, H.W.	Head Clerk, Frt. Claim	Chicago, Ill.	4		Batson, Melba	Car Dept.	Seattle, Wash.	2	
Brown, J.L.	Gen. Supt. Trnsp.	Chicago, Ill.	3		Cook, Mrs. R.A.	Wife of Engr.	Tacoma, Wash.	2	1
Butler, J.S.	Met. Acctnt.	Chicago, Ill.	1	1	De Guire, C.E.	Clerk	Tacoma, Wash.	1	
Eldridge, E.	Freight Clerk	Chicago, Ill.		2	Erickson, Clark	Storehelper	Tacoma, Wash.	1	
Graves, Vila M.	Asst. Secretary	Chicago, Ill.	1		Fullerton, Ruth	Steno-Clerk	Tacoma, Wash.		1
Johnston, R.F.	Chf. Clk. to PTM	Chicago, Ill.	1		Gleb, A.H.	Station Force	Tacoma, Wash.		1
Kester, H.H.	Car Acctnt. Off.	Chicago, Ill.	1		Goldsbrough, A.	Clerk	Tacoma, Wash.	1	
McPherson, W.R.	Car Distributor	Chicago, Ill.	1		Hansen, N.P.	Operator	Seattle, Wash.		
Scotfield, E.J.	Dist. Adjuster	Milwaukee, Wis.	5		Milw. Bowling League		Tacoma, Wash.	2	
Smith, Granger	Pass. Car Dstrbr.	Chicago, Ill.	1		Oldenburg, Lucile	Clerk	Seattle, Wash.	1	1
Stellmacher, H.L.	S.C. Conductor	Chicago, Ill.	2		Pentecost, Al	General Foreman	Tacoma, Wash.	1	
Taylor, O.H.	Aud. Inv. & Jt. Fac. Accts. Off.	Chicago, Ill.	1		Prentice, Martha	Clerk, Loc. Frt.	Seattle, Wash.	1	
Thelander, L.R.	Asst. Staty. Buyer	Chicago, Ill.	1	1	Prescott, L.E.	Asst. Clm. Clerk	Tacoma, Wash.	1	
Vraney, J.E.	Chf. Trav. Aud.	Chicago, Ill.	1		Rasmussen, F.W.	Chief Clerk	Seattle, Wash.		1
Warner, H.M.	Frt. Serv. Insp.	Milwaukee, Wis.		1	Roberts, W.E.	Store Dept.	Tacoma, Wash.	1	
Wilson, R.G.	Freight Traffic	Chicago, Ill.		1	Rusch, H.	Stenographer	Tacoma, Wash.		1
			23	7	Sandberg, C.L.	Clerk	Tacoma, Wash.	2	
					Waffen, Bessie Mae	Clerk	Tacoma, Wash.	3	
					Wakin, M.M.	Clerk, Store Dept.	Tacoma, Wash.	21	6
<b>Chicago Terminals Division</b>					<b>Dubuque and Illinois Division</b>				
Beaubien, Sidney	Clerk	Galewood, Ill.		1	Althaus, Herb	Bill Clerk	Dubuque, Ia.		2
Bishop, N.	Asst. Agent	Galewood, Ill.		6	Ames, John	O.S. & D. Clerk	Dubuque, Ia.	1	4
Bishop, R.	Clerk	Galewood, Ill.		1	Bach, W.M.	Loco. Engineer	Dubuque, Ia.	2	
Bitz, H.F.	Agent	Evanston, Ill.		2	Claborn, Ralph	Asst. Engineer	Savanna, Ill.		
Boeck, H.F.	Chief Clerk	Galewood, Ill.		10	Datisman, Harold				
Borman, H.A.	Rate Clerk	Galewood, Ill.		12	E.	Chief Clerk	Savanna, Ill.	1	
Bayle, Dominick	Clerk	Galewood, Ill.		1	Davidshofer, J.	Laborer	Dubuque, Ia.	1	1
Brown, H.	Rate Clerk	Galewood, Ill.		12	Dillig, F.W.	Station Force	Davenport, Ia.		
Connolly, John	Rate Clerk	Galewood, Ill.		1	Dunham, Maynard	Sect. Stockman	Savanna, Ill.	3	
Dyba, T.	Clerk	Galewood, Ill.		3	Eckstein, F.E.	Chief Clerk	Dubuque, Ia.		1
Ensor, A.	Rate Clerk	Galewood, Ill.		5	Fisher, J.H.	Car Foreman	Dubuque, Ia.	1	2
Ewing, John J.	Clerk	Galewood, Ill.		6	Galvin, Francis	Car Clerk	Dubuque, Ia.		
Ficcaro, Ray	Chief Bill Clk.	Galewood, Ill.		1	Greener, George	Conductor	Preston, Minn.	1	
Gable, John	O.S. & D. Clerk	Galewood, Ill.		6	Haggie, W.A.	Ret. T.B.M.	Deerfield, Ill.	1	
Hanson, H.	Route Clerk	Galewood, Ill.		7	Hall, Lorine	Expense Clerk	Savanna, Ill.	2	
Kerwin, John J.	Rate Clerk	Galewood, Ill.		11	Hense, Frank	Crossing Flagman	Dubuque, Ia.	2	2
Lapinski, Walter	Transit Clerk	Chicago, Ill.		1	Hocking, Walter	Chief Bill Clerk	Dubuque, Ia.	2	
Lecture, Thomas	Clerk	Galewood, Ill.		1	Ickes, J.F.	Chief Clerk	Dubuque, Ia.		1
Le Mire, G.E.	Rate Clerk	Galewood, Ill.		1	Kempter, L.R.	Cashier	Dubuque, Ia.	18	37
Lempke, Walter	Clerk	Galewood, Ill.		1	Kurt, Francis B.	Clerk	Waukon, Ia.		1
Maloney, Robert	Asst. Cashier	Galewood, Ill.	1	2	Lincoln, R.	Asst. Cashier	Dubuque, Ia.		1
Mazurek, James P.	Police Dept.	Chicago, Ill.		2	McGowan, W.	Store Dept. Chf.	Savanna, Ill.	3	
Miller, John H.	C/L Notice Clk.	Chicago, Ill.		4	Millar, Lucille	Clerk	Dubuque, Ia.	1	
Morgan, B.	Clerk	Galewood, Ill.	2		Muntz, A.L.	Blacksmith	Savanna, Ill.	1	
Moscinski, A.A.	Car Inspector	Chicago, Ill.		24	Peterson, Nels	Car Inspector	Savanna, Ill.	1	
Oeftering, J.J.	Rate Clerk	Galewood, Ill.		3	Piltz, J.	Millman	Dubuque, Ia.		1
Rebacz, S.	Clerk	Galewood, Ill.		1	Ralson, R.R.	Rate Clerk	Dubuque, Ia.	1	
Reimann, B.	Rate Clerk	Galewood, Ill.		1	Raymond, David	Carman	Savanna, Ill.		2
Schultheiss, Chas.	Clerk	Galewood, Ill.		1	Rohner, F.M.	General Clerk	Dubuque, Ia.	4	
Sherry, John	Claim Clerk	Galewood, Ill.		1	Rosenberg, William	Helper	Dubuque, Ia.		
Strommeyer, Arthur	Cashier	Galewood, Ill.		2	Schroeder, P.A.	Store Dept.			1
Thirsk, Olive	Stenographer	Chicago, Ill.		1	Schuster, L.A.	Chauffeur	Savanna, Ill.	1	
Wagner, Al	Car. Record Clk.	Galewood, Ill.		7	Schwartz, L.V.	Equip. Maintainer	Dubuque, Ia.	1	
Willison, H.	Asst. Chf. Clerk	Galewood, Ill.		1	Stafford, Wm.A.	Dist. Storekeeper	Savanna, Ill.		
Zienty, Barney	Clerk	Galewood, Ill.		1		Clerk, Traffic Dept.	Dubuque, Ia.	5	
			3	171		Laborer	Dubuque, Ia.	1	
					Thompson, L.E.	Gen. Foreman	Dubuque, Ia.	2	2
					Urmacht, H.A.	Expense Clerk	Dubuque, Ia.		
					Williams, Don		Dubuque, Ia.	55	59

Keep your tip cards handy, as a constant reminder that you are looking for business.

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frnt.				Pass.	Frnt.
<b>Hastings and Dakota Division</b>					<b>Kansas City Division</b>				
Aggen, Marjorie	Clerk-Steno.	Aberdeen, S.D.	4		Adams, Pete	Machinist	Ottumwa, Ia.		1
Bruers, A.W.	Agent	Graceville, Minn.	1		Atkin, F.W.	Traffic Dept.	Kansas City, Mo.	1	
Campbell, Dwight	Solicitor	Aberdeen, S.D.	2		Boyd, Mrs. Robert	Wife of Fireman	Ottumwa, Ia.	1	
Grothe, Mrs. O.	Wife of B. & B. Foreman	Montevideo, Minn.	1		Crane, Beulah	Traffic Dept.	Kansas City, Mo.	1	
Hopp, Pearl A.	Secy. to Supt.	Aberdeen, S.D.	4					3	1
Lundberg, A.F.	T.E.M.	Minneapolis, Minn.	1						
Moriarty, W.J.	Clk. Store Dept.	Aberdeen, S.D.	1						
Riedl, R.W.	Instrumentman	Aberdeen, S.D.	1						
			15						
<b>Idaho Division</b>					<b>La Crosse and River Division</b>				
Allen, Blanche M.	Wife of Rdmstr.	Spokane, Wash.	3		Blanchfield, E.C.	Cashier	Merrill, Wis.	1	
Brotchie, F.W.	Capt. of Police	Spokane, Wash.	1		Frazier, F.L.	Rate Clerk	Merrill, Wis.	1	
			4		Frye, M.	Chief Clerk	Merrill, Wis.	1	
					Karow, C.A.	Cashier	Winona, Minn.	2	
					Karow, Mrs. D.C.	Exp. Clk. & Steno.	Winona, Minn.	2	
					Owecke, Harry A.	Rate Clerk	Winona, Minn.	2	
					Ruder, George	Whrse. Foreman	Merrill, Wis.		1
					Ruder, William	Yard Clerk	Merrill, Wis.	1	1
					Schaad, Gregory	Trucker	Merrill, Wis.		1
					Uehling, U.	Rodman	La Crosse, Wis.	3	
					Vaught, E.J.	Agent	Hubbellton, Wis.	1	
					Wheeler, Morton	Bill Clerk	Winona, Minn.	2	
								16	3
<b>Iowa Division</b>					<b>Madison Division</b>				
Cornelius, C.R.	Ret. Conductor	Council Bluffs, Ia.	1		Agner, C.H.	Trn. Dispatcher	Madison, Wis.	1	
Fuller, Mrs. W.J.	Widow of Condr.	Marion, Ia.	1		Coleman, J.F.	Ret. Clerk	Madison, Wis.	1	
Hoes, Frank R.	Mech. Dept.	Perry, Ia.	2		Hansen, E.J.	Trucker	Richland Center, Wis.		1
Hullerman, E.C.	Engineman	Perry, Ia.	1						
Schmidt, Martin	Car Inspector	Council Bluffs, Ia.	1		Kilian, A.M.	Chf. Dispatcher	Madison, Wis.	2	
Tiernan, J.W.	Sec. Foreman	Marion, Ia.	1		Kline, O.S.	Trn. Dispatcher	Madison, Wis.	1	
			7		Kurtz, I.A.	Trn. Dispatcher	Madison, Wis.	1	
					Lemanski, F.W.	Dspctchr's Clk.	Madison, Wis.	1	
					Marsh, V.A.	Conductor	Mineral Point, Wis.		18
					McDonnell, W.J.	Trn. Dispatcher	Madison, Wis.	1	
					O'Connor, R.	Dem. Clerk	Madison, Wis.	1	
					Parkin, C.A.	Trn. Dispatcher	Madison, Wis.	1	
					Piasecki, ALJ.	Clerk	Richland Center, Wis.	1	
					Price, Wilma	Clerk-Steno.	Madison, Wis.	1	
					Thompson, K.	Rate Clerk	Madison, Wis.	1	
					Trainer, E.	Check Clerk	Madison, Wis.	1	
								32	1
<b>Iowa and Dakota Division</b>					<b>Milwaukee Division</b>				
Anderson, A.A.	Sec. Laborer	Lake Andes, S.D.	1		Brown, C.A.	Cashier	Beaver Dam, Wis.	2	
Anderson, J.L.	Stn. Attendant	Parker, S.D.	1		Drake, Spencer	Warehouseman	Beaver Dam, Wis.	2	
Boulthouse, Mrs. A.A.	Track Dept.	Algona, Ia.	1		Fiebelkorn, W.C.	Chief Clerk	Beaver Dam, Wis.	2	
Brandt, Bert	P.F.I.	Mason City, Ia.		1	Haddy, A.E.	Sec. Foreman	So. Byron, Wis.	1	2
Brown, Roy	Sec. Foreman	Armour, S. D.	1		Harper, Vernon	Sec. Laborer	Horicon, Wis.	1	
Burnett, M.L.	Trnmstr's Clk.	Mason City, Iowa	1		Kuhn, H.G.	Clerk	Beaver Dam, Wis.	2	
Collings, L.H.	Lead Carman	Sioux City, Ia.	1		Kunde, G.	Sec. Foreman	So. Byron, Wis.		1
Deeny, Gertrude A.	Cashier	Mason City, Ia.		1	Meyer, I.C.	Agent	Beaver Dam, Wis.	8	
Gill, Ray C.	Student Tele-grapher	Lake Andes, S.D.	5		Mueller, A.A.	Operator	Beaver Dam, Wis.	8	
Gribben, Leo J.	Rate Clerk	Mason City, Ia.	1		Murray, C.J.	Car Foreman	Rockford, Ill.	2	
Hixon, Callie D.	Warehouse Frmn.	Mason City, Ia.	1		Noel, M.E.	Roadmaster	Horicon, Wis.	2	
Holmes, W.R.	Tariff Clerk	Sioux City, Ia.	1		Olson, A.H.	Roadmaster	Horicon, Wis.	2	
Kemp, Colonel	Flagman	Sioux Falls, S.D.	2		Polk, William	Instrumentman	Milwaukee, Wis.	1	
Kinney, H.L.	Chief Clerk	Mason City, Ia.		2	Sielaff, B.C.	Agent	Omro, Wis.		1
Lyman, Roy D.	Yard Clerk	Mason City, Ia.	1		Spicer, Clifford	Sec. Laborer	Pardeeville, Wis.	1	
Nelson, A.A.	Carman	Sioux City, Ia.	1		Whitty, H.E.	R.M. Clerk	Horicon, Wis.	1	
O'Brien, J.F.	Rate Clerk	Sioux City, Ia.		1	Whitty, James	Sec. Laborer	Horicon, Wis.	1	
Osthoff, A.H.	Chief Clerk	Sioux City, Ia.	1					35	4
Pappas, Tony	Loco. Dept.	Mason City, Ia.	3						
Quandah, Herman	Bill Clerk	Mason City, Ia.		1					
Serakos, Chris	Laborer	Mason City, Ia.	1						
Spencer, O.H.	Rec. Dely. Clerk	Mason City, Ia.		1					
Woodhouse, N.H.	Baggageman	Mason City, Ia.	3						
Zachariesen, Z.	Contract Drayman	Lake Andes, S.D.	1						
Zack, Albert	Electrician	Mason City, Ia.	1						
			25	10					
<b>Iowa and Southern Minnesota Division</b>					<b>Milwaukee Terminals and Shops</b>				
Alme, A.	Sec. Laborer	Madison, S.D.	1		Adams, Charles S.	Welder	Milwaukee, Wis.	1	
Bachtold, G.J.	Sec. Foreman	Albert Lea, Minn.	2		Belond, H.	AAR Inspector	Milwaukee, Wis.	3	
Bauer, F.W.	Engineer	Albert Lea, Minn.	1		Buetow, A.W.	Pass. Truck Shop	Milwaukee, Wis.	1	
Bloflet, O.	Clerk	Albert Lea, Minn.	1		Bilty, G.J.	Foreman	Milwaukee, Wis.	1	
Carey, E.F.	Station Agent	Kinbrae, Minn.	1		Keller, Elmer	Chief Clerk	No. Milwaukee, Wis.	2	
Crabbs, F.L.	Clerk	Madison, S.D.		1	Light, Mrs. J.A.	Widow of Lineman	Milwaukee, Wis.	1	
Dosey, E.H.	Cashier	Bloomington, Minn.		41	Mentch, F.J.	Car Inspector	Milwaukee, Wis.	1	
Edgebraten, V.A.	Sec. Laborer	Madison, S.D.	2		Rieboldt, F.	Ret. B. & B. Foreman	Milwaukee, Wis.	1	
Ellingson, C.T.	Trucker	Albert Lea, Minn.		1				1	
Full, E.J.	Agent	Austin, Minn.	1		Rosar, J.A.	Chief Clerk	Milwaukee, Wis.	1	
Green, H.H.	Rndhse. Foreman	Madison, S.D.	2		Schram, G.	Blacksmith	Milwaukee, Wis.	2	
Hayes, Albert	Operator	Albert Lea, Minn.	5					14	0
Hoffman, Ray H.	Chr. Carp. Clerk	Austin, Minn.		1					
Hoffman, Mrs. Ray H.	Wife of Chf. Carp. Clk.	Austin, Minn.		1					
Holm, Wm. S.	Yard Office Clk.	Austin, Minn.		1					
Jastram, H.F.	Sec. Laborer	Madison, S.D.		1					
Johnson, A.	Conductor	Albert Lea, Minn.		1					
Johnson, A.C.	Machinist	Madison, S.D.		1					
Johnson, Chas.	Agent-Operator	Sherburn, Minn.		4					
Kaisersatt, J.T.	Loco. Engineer	Madison, S.D.		2					
Kelley, A.S.	Conductor	Albert Lea, Minn.		1					
Klopf, L.H.	Sec. Foreman	Madison, S.D.		1					
Kovalske, F.J.	Roadmaster	Madison, S.D.		1					
Kuchenbecker, E.	Contract Drayman	Madison, S.D.		3					
Lucas, G.	Sec. Foreman	Howard, S.D.		1					
Martinson, N.	Sec. Foreman	Madison, S.D.		1					
McDaniel, Mrs. F.R.	Wife of Stn. Agt.	Fountain, Minn.		1					
Olson, F.J.	Operator	Albert Lea, Minn.		2					
Palmer, L.H.	Cashier	Madison, S.D.		1					
Peterson, R.A.	Agent-Operator	Winnebago, Minn.		1					
Pless, W.C.	Conductor	Austin, Minn.		1					
Poeschel, W.E.	Clerk	Albert Lea, Minn.		1					
Sandvik, H.	Sec. Laborer	Medford, Minn.		1					
Syck, Ira	Police Dept.	Austin, Minn.		2					
Whalen, Mrs. J.	Wife of Agent	Fulda, Minn.		2					
Williams, LeRoy F.	Rdmstr's Clk.	Austin, Minn.		1					
Wopat, E.L.	Agent	Vienna, S.D.		3					
Wopat, Mrs. E.L.	Wife of Agent	Vienna, S.D.		1					
Wopat, Judy Ann	Daughter of Agt.	Vienna, S.D.		1					
			51	47					
<b>Off Line Offices and Miscellaneous Group</b>					<b>Rocky Mountain Division</b>				
Welch, J.	Asst. Secy-Treas.	New York, N.Y.		1	Haanes, Ole	Roadmaster	Lewistown, Mont.	1	
				0	Joyner, Don	General Clerk	Lewistown, Mont.	1	
					Kester, Guy	Cashier	Lewistown, Mont.	1	
					Mundt, Ed	Car Foreman	Lewistown, Mont.	1	
					Newbury, Mabel	Clerk	Lewistown, Mont.	2	
					Nummerdor, C.A.	Asst. Supt.	Lewistown, Mont.	2	
					Reuther, Ann	Rate Clerk	Lewistown, Mont.	1	
					Samuel, Gus	Carman	Lewistown, Mont.	1	
								10	0

Name	Department or Occupation	Location	No. of tips submitted		Name	Department or Occupation	Location	No. of tips submitted	
			Pass.	Frts.				Pass.	Frts.
<b>Seattle General Offices</b>					<b>Superior Division</b>				
R. Beeuwkes	Elect. Engineer	Seattle, Wash.	1		Brennan, J.M.	Storekeeper	Green Bay, Wis.	1	
Cumming, J.R.	Asst. Tax Commn.	Seattle, Wash.	1		Buechler, F.T.	Superintendent	Green Bay, Wis.	1	
Greengard, S.	Exec. & Law Dept.	Seattle, Wash.	1		Bundy, Otto	B. & B. Carpenter	Green Bay, Wis.		1
Kelly, Gladys	Stenographer	Seattle, Wash.	1		Dinwoodie, J.T.	Chief Deptchr.	Green Bay, Wis.	1	
Kennedy, E.	Chf. Clk. to Gen. Mgr.	Seattle, Wash.	1		Franzen, H.	Engineer	Menasha, Wis.	1	
Rode, W.H.	Manifest Clerk	Seattle, Wash.	1		Herman, M.E.	File Clk. & Steno	Green Bay, Wis.	1	
Sanderson, C.B.	Milw. Land Co.	Seattle, Wash.	1		La Veau, F.J.	Agent	Republic, Mich.	1	1
Strassman, J.N.	Auditor	Seattle, Wash.	1	5	Matthews, Harold	Supt's Steno.	Green Bay, Wis.		1
Swanson, W.D.	Real Estate	Seattle, Wash.		1	Miskimins, Roy R.	Mgr., Motor	Green Bay, Wis.	1	
Williams, H.J.	Secy. to Asst. to Trustee	Seattle, Wash.	1		Philips, J.B.	Transport	Green Bay, Wis.	1	
			9	6	Whitney, John	Time Reviser	Green Bay, Wis.	1	
					Wieland, P.J.	Ret. Engineer	Green Bay, Wis.	1	
						Trainmaster	Green Bay, Wis.	10	3
<b>Twin City Terminals Division</b>					<b>Terre Haute Division</b>				
Johnson, Richard	Loc. Frt. Office	Minneapolis, Minn.	1		Daniels, B.E.	Asst. Engineer	Terre Haute, Ind.		26
Maschke, A.F.	Storekeeper	St. Paul, Minn.	1		Padgett, L.R.	Car Dept.	Terre Haute, Ind.	1	
McBride, Katherine	Furloughed							1	26
	Employe	Minneapolis, Minn.	1		<b>Trans-Missouri Division</b>				
	Car Foreman	Minneapolis, Minn.	1		Hervin, A.W.	Superintendent	Miles City, Mont.	1	
Penny, A.A.	P.F.I.	Minneapolis, Minn.	1		Jensen, R.H.	Chf. Clk. to Supt.	Miles City, Mont.	1	
Williams, V.J.		Minneapolis, Minn.		0	Lueder, O.C.	Sec. Foreman	Wahdo, S.D.		1
			5					2	1

# RETIREMENTS

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

## CHICAGO TERMINALS

Bronkhorst, Frank H. Train Director..... Chicago, Ill.  
 Couhig, Wm. L. .... Boilermaker..... Chicago, Ill.  
 George, Carl J. .... Freight Checker..... Galewood, Ill.  
 Karras, James V. .... Trucker..... Galewood, Ill.  
 LaMantia, Nicola. .... Gateman..... Chicago, Ill.

## CHICAGO GENERAL OFFICE

Fagan, Palmoe. .... Cook..... Chicago, Ill.  
 Wallis, John B. .... Traveling Auditor..... Perry, Iowa  
 Weise, Frederick E. .... Chief Clerk, Engr. Dept. .... Chicago, Ill.

## COAST DIVISION

Footit, Neville B. .... Clerk, Store Dept..... Tacoma, Wash.  
 Parrett, Richard A. .... Engine Watchman..... Seattle, Wash.  
 Ruckman, Thomas F. .... Conductor..... Tacoma, Wash.  
 Washburn, John R. .... Police Captain..... Seattle, Wash.

## DUBUQUE AND IOWA DIVISION

Crawford, John E. .... Chief Train Disp..... Dubuque, Iowa  
 Drown, Herbert A. .... Station Baggage Man. Marquette, Iowa  
 Graham, Walter W. .... Passenger Conductor. .... Dubuque, Iowa  
 Luedtke, Albert E. .... Locomotive Engineer. .... Dubuque, Iowa

## HASTINGS AND DAKOTA DIVISION

Haldeman, Delbert D. .... Locomotive Engineer. .... Aberdeen S. D.  
 Johnson, Gilbert P. .... Loco. Engineer..... Minneapolis, Minn.

## IDAHO DIVISION

Taylor, Clarence A. .... Section Foreman..... Malden, Wash.

## IOWA DIVISION

Petersen, Lou. .... Signal Maintainer..... Sabula, Iowa

## IOWA AND DAKOTA DIVISION

DeKock, Charles. .... Section Foreman... White Lake, S. D.  
 Hilligoss, Clayton. .... Yard Conductor..... Sanborn, Iowa  
 Hopkins, Richard B. .... Agent and Tel..... Wesley, Iowa  
 McConnell, Frank M. .... Conductor..... Sanborn, Iowa

## KANSAS CITY DIVISION

Barnoske, Frank M. .... Roadmaster..... Ottumwa, Iowa  
 Bartlett, Arthur L. .... Loco. Engineer..... Kansas City, Mo.  
 Carbaugh, Donnal L. .... Telegrapher..... Ottumwa, Iowa  
 Clark, James T. .... Foreman..... Kansas City, Mo.  
 Dignan, Frank R. .... Switchman..... Kansas City, Mo.  
 Franklin, William L. .... Locomotive Engineer. .... Ottumwa, Iowa  
 Leighton, Floyd B. .... Store Helper..... Ottumwa, Iowa

## LA CROSSE AND RIVER DIVISION

Enckhausen, Bern. F. .... Locomotive Engineer.. Minocqua, Wis.  
 Ryan, Philip..... Conductor..... La Crosse, Wis.  
 Sack, Henry H. .... Section Foreman..... Reeseville, Wis.

## MADISON DIVISION

Korber, Fred H. .... Section Foreman..... Platteville, Wis.

## MILWAUKEE DIVISION

Albright, Chas. E. .... Conductor..... Chicago, Ill.  
 Beinert, Chas. H. .... Telegrapher..... Waupun, Wis.  
 Burke, Edward P. .... Locomotive Engineer. .... Milwaukee, Wis.  
 Cannella, Frank. .... Car Inspector..... Milwaukee, Wis.  
 Kinney, Ermine C. .... Loco. Engineer..... Freeport, Ill.

## MILWAUKEE TERMINALS

Deghman, John J. .... Carman Helper..... Milwaukee, Wis.  
 Grant, Edward W. .... Loco. Engineer..... Milwaukee, Wis.  
 Krueser, Frank J. .... Switchman..... Milwaukee, Wis.  
 Mueller, Arnold H. .... Molder..... Milwaukee, Wis.

## ROCKY MOUNTAIN

Ray, Schuyler C. .... Agent and Operator.. Missoula, Mont.

## SUPERIOR DIVISION

Beck, Edward J. .... Brakeman..... Milwaukee, Wis.  
 Rolloff, Theodore W. .... Section Laborer..... Sidnaw, Mich.

## TERRE HAUTE DIVISION

Bennett, Oren W. .... Carpenter..... Terre Haute, Ind.  
 Callahan, Lewis A. .... Section Foreman..... Lewis, Ind.  
 Church, Chas. T. .... Switchman..... Crete, Ill.  
 Dukes, Jesse L. .... Boilermaker..... Terre Haute, Ind.  
 Gibbons, William. .... Brakeman..... Terre Haute, Ind.  
 McIntire, William F. .... Carman..... Terre Haute, Ind.  
 Shoptaugh, Orville E. .... Conductor..... Terre Haute, Ind.

## TRANS-MISSOURI DIVISION

Doud, Bertram K. .... Conductor..... Mobridge, S. D.  
 Young, Donald J. .... Machinist..... Miles City, Mont.

## TWIN CITY TERMINALS

Branteen, Carl A. .... Section Laborer... Minneapolis, Minn.  
 Skewes, Manley T. .... Train Rules  
 Examiner..... Minneapolis, Minn.  
 Tomas, John F. .... Carman..... Minneapolis, Minn.

(Continued from page 21)

patcher at Madison, S. D., and by this time is pretty well settled.

Danny Bjerke, dispatcher at Montevideo, has bid in position of dispatcher at Mason City, Ia. Mason City's gain is our loss; but, Danny, be sure and watch out for symptoms of paralysis—understand that sometimes it gets you!

J. A. Henry, supervisor of signals, Minneapolis, was "stationed" in Bristol for several days during January due to lines being blown down and broken by sleet storm and high winds.

## Chicago General Offices



### Passenger Traffic Department

E. R. Will, Correspondent

No reports have been received by your scribe of new inductions into the armed forces, but the employes, as civilians, are behind other war projects, such as the 4th War Loan drive and donations to the Red Cross blood bank.

One of the donors in the latter drive was Miss Agnes Schubert of the information bureau. Jovial Charlie Rank of the advertising department has been a consistent contributor, but his most recent donation was in the form of a transfusion. It is our understanding that this was in response to a newspaper plea of a young man in behalf of his 21-year-old wife who has been hovering between life and death at the Edgewater Hospital. We'd say Rank ranks with the best in the ranks.

Once more word has been received from Capt. Fred Priester from somewhere in New Guinea. He writes that the Army is attempting to modernize those wilds and has installed electric lights and showers. With electricity available the men soon will see motion pictures. Quoting from his letter, Fred says: "I have a good bunch of men and if they continue to take everything in stride, as they have so far, I will consider myself a most fortunate company commander." Nevertheless, he is looking forward to a victorious return and intends to give the so-called bronx cheer to any tourist agency window displaying posters and literature of the "beautiful" South Pacific.

The other officer of the rate department, Lt. John Dunne, of whom much was written in the last issue, is now at engineers' school at Ft. Belvoir, Va. He spends a great deal of time studying maps.

Mrs. Stastny spent their tenth wedding anniversary with Harry at his base in Lincoln, Nebr., a few weeks ago. The mention of Harry Stastny brings to mind several broken partnerships, such as Gil Henkins, here; Harry, isn't; Ed Lange, here; Ken McArdle, isn't. "The Passing Parade," as John Nesbitt would say.

Tums and Alka-Seltzer may have their good points, but to me there is no better means of lifting the spirit than a letter from Clyde Deacon, sailor from the rate department. As mentioned before, his tonsils are out but he's still in the hospital, a five-month stretch. He gets liberty every other night and on week-ends, with 78 bucks to boot. He wore out the knees of his pants playing—ahem—bunco, but a \$400 profit helped him get a new outfit.

As a result of his art he went out and spent \$405. That's our Deak!

We mentioned above the services being rendered by those in our midst toward victory. We in the passenger department are particularly fortunate in being able to contact not only civilian passengers but traveling servicemen also. We especially can help the latter with their travel problems, and consequently not only show them our gratitude for their wonderful work but establish good-will among them as well, so that we can be favored with their peacetime patronage.

### Note to Be Bolted to the Page

Last month a piece of news concerning the engagement of Elmer Will, passenger department correspondent, to Miss Josephine Thomas of the general manager's office, Chicago, was prepared but was never seen by the readers of this column. It seems that the truant paragraph was put in the proper place and tucked in bed with the rest of the Magazine, but before the presses began to roll, it sneaked out of bed and wandered off. It came back, all right, but it crawled in on the Twin City Terminals side, where it undoubtedly looked as out of place as it was. The wedding plans, by the way, are indefinite.

—Editor

### Auditor of Expenditure's Office

Bernie Williams, Correspondent

We bid farewell and many happy years of retirement to a faithful employe this month. Thomas Hughes, traveling time inspector, Lines West, finished a long tenure as a Milwaukee Road employe. Tom began 'way back in July, 1909, with the mechanical department at Othello; later he transferred to the operating gang at Tacoma, and in 1919 he joined the accounting department forces as a time inspector. Sixty-six years young this August, Mr. Hughes completed 34 years of loyal service with the road. We'll all miss him at Fullerton Avenue, and hope he'll miss us just a little, too.

Replacing Mr. Hughes on Lines West is Leo Montgomery, also of our timekeeping bureau. Leo will have headquarters at Spokane, Wash., and we wish for him every success, and know he's really headed up the scale now. Mason City and Minneapolis papers, please copy.

Timekeeper Robert H. Noot is also among the missing this year. Bob has transferred to the Milwaukee Union Station, where he is busy dishing out tickets and such. Lots of luck, Robert H., and don't forget your friends here in Chicago.

Helen Doran, another timekeeper, posted her last eight hours Feb. 12 and plans on putting all her energy into being just a housewife. After a medical discharge from the Army her husband is with her in Chicago, and so it's Homemaker Helen now.

The March of Dimes deserves and, no doubt received, all of our best efforts. Best collector of all was Mrs. John Buelting, wife of Traveling Accountant Buelting, who collected well over \$100 in a single-handed collection campaign.

We offer our sincere good wishes for a quick and complete recovery to G. E. Stickler, AFE bureau, who has been granted a leave of absence because of illness and plans on a rest period. We truly hope he'll be back good as new.

A recent refugee from the state and bookkeeping bureaus, Samuel F. "Frosty" Akers has yet to give a plausible explanation of his most recent adventure. To say that the little man had a busy day is most certainly an understatement. Whatever happened to him, whether it was the subway crush, an overcrowded telephone booth, or some of those high curbstones on the North Side, he still looks like the Chicago Bears threw him for a ten-yard loss. Who dun it?

Gertrude Hansen of the General Bureau is still confined to her home on account of sickness. Jessie Douglas is back with us at long last. Seems swell to have her working with us once more.

I suppose we might say the vacation of the month is the sojourn Gladys Ring of the typing bureau is enjoying down in sunny (we hope) Florida. We trust Miss R. will say hello to "Jawn" for all of us. Mr. Bonetti surely doesn't agree with General Sherman—at least not this month.

### Freight Traffic Dept.

Wesley S. McKee Correspondent



Having been chosen by a group of his neighbors to represent them in the armed services, Edward P. (Bucky) Hora is preparing to leave his diversion and reconsigning duties for the duration, but not until after his marriage to Miss Eleanor Wacholder, also of our department. Best wishes are extended to the charming couple.

Hope that Eleanor's first home-cooked meal is better than Al Krause's wife's first effort. She did a wonderful job of roasting an unviscerated chicken.

Many of his friends were saddened to hear that Richard B. Glauche, deck shipman, U.S.M.M., is missing in action. Dick formerly worked in our mail department in the station.



Richard B. Glauche

When Merle Morris goes to Fullerton Avenue, wonder what that chap from Mr. Cunningham's office will do. There are no rules that say that a young man's fancy must wait 'til the vernal equinox.

Joe Krizek, K.C., B.P.O.E., A.F.&A.M., etc., has been nicknamed "Romeo" by his associates for a couple of reasons.

When all the humidifiers are installed, Turkish baths will be available at no extra cost. Tick-Tock Sauter, ventilation engineer, is in charge of the steam room.

After a six months' separation, Flo Du

Bos finally got to see her Richard again. Dick is in the Air Corps in Florida.

Valentine's Day has come and gone and from reports received the mail was very light this year. All the recipients of love missiles are not known as some carried them home to be perused in the solitude of their rooms. Snipe Hansen wasn't in the mood for valentines on Feb. 14, so, following the precedent set by F.D.R. when he changed our Thanksgiving Day, we are pleased to announce that Apr. 1 has been set aside as Hansen's valentine day.

The many kind notes and expressions of sympathy from his myriad of friends hastened the recovery of Porky Sampson.

Those art connoisseurs, Everett Larson, Pops Maday and Hank Wille, have a collection that makes Varga and Petty look like caricaturists.

Bill McNamee better get going or Tom O'Malley's going to beat him to the altar, that is if it doesn't get too cold waiting on those elevated platforms.

Walt Anderson, supervisor of war bond deductions, says a man should never be too busy to enter a scrap drive.

Joe Burke concurs in the above statement.

## Purchasing Department

Josephine O'Hara  
Correspondent



The morale of the purchasing department has been very high this past month, particularly among the girls. It would have been impossible not to acquire high spirits with her the approaching furlough of her husband. Such happiness must be deserved.

A new bride was added to the office force with the marriage of Violet Haggstrom to Robert Geocaris. Our best wishes to you, Violet.

Mrs. William Polk (Lurena Whidden), former correspondent and recent bride, paid us a brief visit. She is looking very well and happy and enjoys her new duties as housewife. We hope she will come back and stay longer the next time.

The first pin-up boy of the purchasing department was initiated by Edith Ritter. She calls him "Billy the Sailor," and he is a handsome one, too.

New talent has been discovered in the Wilson family. Kay recently appeared in a minstrel show, singing a solo, "My Ideal," and her father, Frank Wilson of the engineering department, honored the show in his role of chorus boy. Their performance received many compliments.

Letters have continued to come with regularity from Pvt. Bob Reiter. He is in the best of health and has acquired habits which he thinks should recommend him as a good housewife, for he sews and washes clothes as capably as any girl. The Army is making it easier for the girls who will marry these capable men.

The office letters to the boys in service are greatly appreciated by Cadet Michael Matara. The idea of compiling all the letters from the different boys and girls and forwarding them on to the individuals is greatly favored by Mike as an excellent way of giving all the news.

Corp. George Vallandigham, radio operator in the Signal Corps, paid us a visit. He is stationed at Camp Butler, N. C. Former Cadet John Beton makes it appear like old home week to our traveling serv-

ice men when they visit the office. A taste of Army life is always good food for conversation between them.

Frieda Henninger is now "keeping 'em flying" in her new job at Lockheed. However, she still has a very soft spot in her heart for the office that "kept 'em running." The Henningers have bought a home in Glendale, Calif., so it looks as if their visit has become a permanent one.

Messrs. A. E. Johnson and Frank J. Casey shared birthday honors since our last publication.

The proportion of Elginites is still decreasing, for our newest girl, Helen Ropiak, is a Chicagoan.

## Car Accountant's Office

Harry M. Trickett  
Correspondent



Sgt. Harry Reinhart was promoted to master sergeant in January. He says that he met Sgt. Carl Jensen on their island in the Southwest Pacific.

Recent card from Pfc. Warren Gearhart tells of his experiences flying in a glider at Camp Mackall, N. C.

Sgt. Kenny Giblin, after many months of waiting to get across, is now reported arriving over there.

Pvt. James Ward visited the office on Feb. 3. He says he expects to return to Camp Howze, Tex., after an extended furlough in Chicago for treatment.

Andrew Pokrzewinski, A.S., who has been in the U. S. Coast Guard the past three months, visited the office on Feb. 9 and looked very fine in blue. He has been on coast patrol service and enjoys the Navy.

Virginia Oeffling of the WAITS visited us on Feb. 5 and looked very trim in her blue uniform.

Dolores Casper left the office on Jan. 20 and was next reported as married and living in Denver, Colo.

Rose Parker is on a furlough due to ill health after the passing of her mother on Jan. 16, but is now improving.

Announcement has been received from Pearl (De La Barre) Sacks of the arrival of a baby boy, John Elmer, on Feb. 1 at Seattle, Wash.

Beatrice Olson lost her wallet on the street car on Feb. 11 and the following morning a young lady employed in the building returned it as she had found a Milwaukee Booster Club membership card therein and upon inquiry discovered the owner was also employed in the same building. Beatrice was so excited that she failed to obtain the young lady's name, and wants to express her appreciation through this column.

Edgar Dunning returned to work on Feb. 10 after an extended furlough on account of ill health, and advises that anyone anticipating a visit to Florida should take along heavy clothing and rubber boots as the weather has been very severe.

We have a very talented young lady for an office girl in Margaret Roth. She appears on the WLS Barn Dance program each Saturday evening with songs and dances under the name of Marjorie Lee.

V-mail from Pvt. Jerry Nowakowski on Feb. 3 states he has written Stanley Scott, who is also reported in England, but as yet he has had no reply. He said he is feeling swell but could use a little more food and would like to run into a nice steak and a quart of Scotch.

## Office of Auditor of Passenger and Station Accounts

Bill Tidd, Correspondent

The boys in service are constantly asking for news of the "old-timers"—guess we're so busy we forget to collect the news at times. I'll try to do better, though.

Anne Wynkoop passed away recently after a long illness. Through her years of service Anne made many friends and we'll all miss her.

The junior set has a new member. Parneil and Dortha Kelley are the proud parents and her name is Dortha Mary.

Old Man Winter has taken a toll in illness around here. Jim Hazleton is still among the missing; Hervey Chessman has been hospitalized for several weeks, and now Art Freitag has told Hervey to move over. Come on, fellas—how about a speedy recovery. We need and miss you in "these here now parts."

In the office mail bag recently we heard that the boys from the office in the South Pacific have met and held "bull sessions" by twos. Ed Pagoda and Ed Rhyner met and hoped for a while they'd be members of the same squadron. When Rhyner last wrote the deal was off.

Joe Lullo was pleasantly surprised to get a letter from Carl Jensen which he generously passed around. Jens met Harry Reinhart and they've arranged regular meetings while in the same area. Don't worry, Carl, your proficiency at laundry will remain a secret with all of us.

T/Sgt. Dick Benash stopped by for a 10-minute visit. Chris Rogers and Doug Elder both made flying trips to the home town.

Jack Loerop was a contender in the Golden Gloves. Clarence should be as proud of Jack as Jack is of him.

Harriet Fetcher is sporting a new ring and a shake of the head greets all questions.

Sacred precincts of the train earnings bureau has been invaded by a girl—Fae Ann Vogl. Hands off, lugs! Buz saw her first.

Hans Klemmer popped into a Red Cross unit somewhere in England and, lo and behold, Bill Butler's name was on the register.

Howard Smith has returned to San Francisco and will be back in Chicago very shortly. He'll have tales to tell.

Word has just been received of the untimely death of Sgt. Donald Hunt, A.A.C., at Amarillo, Tex.

The Milwaukee Road basketball team scored an easy victory over the Standard Transformer Co. by a score of 49 to 9. Kenneth Reinert of the freight auditor's office, playing his last game before reporting to Fort Sheridan, scored 26 points.

## Milwaukee Terminals

George A. Steuer, Division Editor  
Superintendent's Office

This issue of the Milwaukee Magazine brings us right in the midst of the annual drive of the American Red Cross. The campaign will be conducted between Feb. 24 and Mar. 13, and all of the employes should set aside a few minutes and give it very serious thought, bringing to mind the many wonderful things the Red Cross is doing, not alone in this country

THE MILWAUKEE MAGAZINE  
Michael Sol Collection



## ALL ALONE

After everyone else has gone to bed and you have to burn the midnight oil to finish off a job, light up a Dutch Masters and let its mellow goodness comfort you. For in the company of such a truly fine cigar, no man is ever lonesome.

# DUTCH MASTERS CIGARS

but all over the world—and then give generously. It is true that the income tax has us groggy, but let's consider the job our boys in the armed forces have to do, and think of the sufferings, troubles and difficulties the other folks are having, and then dig down and give to the best of our ability to such a worthwhile cause as the American Red Cross. The railroad employes have always been first in supporting the Red Cross, and I know we'll do it again.

### Muskego Yard

Grace Johnson,  
Correspondent



A kindly old gentleman walked into our office a few weeks ago—walked very spryly, too, for a man of 81—to get his copy of *The Milwaukee Magazine*, which he religiously reads from cover to cover. He says he never misses an issue. The nice old gentleman is Matthew Mitchell, retired for some years now but still retaining that outdoor, "leathery-weatherly" look which makes him look young in defiance of his 81 years. He still likes to keep track of "the boys," and we wished our editor had been around to snap a picture of this old gentleman so that "the boys" could all see Matt as he looks today, walking a different path than he

trod between the tracks but still looking longingly back to see what "the boys" are doing. And right in our midst is another old gentleman, Ben Schwartz, our caller, who is still on the job every day. He celebrated his 50th wedding anniversary a few weeks ago. A family dinner party was held at the Schroeder Hotel to celebrate this golden anniversary, and we looked in vain in the *Journal* green sheet for a picture of Ben and "Mama," but either Ben is camera shy or his "mama" thinks that might be a good way to lose him, and after having him for 50 years she's not going to take any chances.

Old weddings and new! Norvin Wolf, switchman, took unto himself a bride on Feb. 19. The reception was held at the Veteran's Club.

News of our men in service: Lt. Joseph P. Welch has been keeping us informed of the progress of the 744th Railway Operating Battalion at Fort Sam Houston. He has been kind enough to send us a copy of "*The Blazon*," a weekly newspaper printed by the camp, and each week the 744th has had a fine column describing the activities in which they are engaged. Copies of this paper are available to anyone who is interested in reading them and may be obtained at Muskego yard office. We are in hopes that Lt. Welch will continue to write in news and also to send us this paper. We heard from Greg Schueller a week or so ago. He is still in Clovis, N. Mex., at Camp William C. Reid.

He tells us that Albert Zachow, Jr., has arrived in England. Greg received his Christmas box from the victory committee and it was greatly appreciated.

James Scollan stopped in the office to tell us how grateful he was for the Christmas gift package which his son, Harvey, received in New Guinea. The proof of the pudding was there because Jim was much thrilled and pleased to receive a letter from Harvey on real, honest-to-goodness Milwaukee Road stationery. Ed Winkler, switchman, was in, too, and brought us quite a collection of pictures and souvenirs which his son sent to him. Among the pictures were some from Panama, India, Egypt and Africa. William G. Campbell, who was released temporarily by the U. S. Coast Guard and came back to work for us, has again been recalled to the service. Everyone was glad to welcome Lt. William J. Cary home for a visit. He is the son of W. J. Cary, Sr., chief train clerk in G. A. Brown's office. He is stationed at Camp Bowie, Tex., with a field artillery battalion, where he is an instructor.

Lt. Col. Edgar D. Stark, 39, of the chemical warfare service, son of Frank Stark, veteran yard conductor in Milwaukee, was killed in action in Italy on Jan. 12, according to information received from the war department. He had been in the Army since graduation from West Point in 1927. Besides his parents and his wife, he is survived by a daughter, 7, a son, 15, and two brothers.

## Milwaukee Coach Yard

We at the coach yard were very pleasantly surprised by a visit from Ralph Nick and Ralph O'Halloran, both in the armed forces. The former seemed very anxious to get back down south where the weather, says he, is warm, but the latter, who had his daughter with him, liked it very much in this vicinity. We were glad to see both looking fine, and wish them all the luck in the world.

Current rumors have it that one of our electrician helpers in the near future will take that age-old oath, "I do, till death do us part." Glad to have Lester Leiberg tip us off on the date. Also, what will the draft board say about this, Les?

Important Notice: You don't need any ration stamps for those safety shoes. For details see your foreman.

## Fowler St. Station

*Dorothy Bertha, Correspondent*

After a month's absence from the magazine, Fowler St. comes back with a new correspondent. Nola Pantazes has taken an indefinite leave. We hope that she'll be back with us soon.

We have a lot of news from the servicemen this month. To top the list, Walter Heinan, in the claim dept., had four of his sons home at the same time recently. John, who has been in combat intelligence in the Aleutians; Robert, S2C; Corp. Walter, who was stationed at Keesler Field in Biloxi, Miss.; and Lt. Fred, who is a doctor in the Naval Reserve Medical Corps, were home on furlough.

Corp. Steven Stetz, who is stationed at Fort Lewis, Wash., dropped in on his 14-day furlough. Corp. Stetz was a former typist and comptometer operator in the freight office.

Among the other servicemen who have dropped in at the office recently are Pvt. F. C. Fechtner, stationed at Camp Grant; Corp. Kenneth Gigstad, with the signal corps of the Marines, stationed in Los Angeles; Walter Holz, S2C, in New York City; Corp. Geo. Laurinz, with the finance office in Orlando, Fla.; Sgt. Joseph Judge, general clerk and timekeeper at House 7, at Camp Bowie, Tex.; and Corp. John Brower, at Camp Gordon, Ga.

Johnny Klump, former yard clerk at West Allis and Lower Canal, has been in the Army for a little over a year and is making good as a cook somewhere in India. We just heard that he was promoted to a corporal.

Pvt. Virginia Knowlton, our former messenger, now in the Marines, reports that she is stiffer from the shots she is getting in camp than from all the running she did here.

Angie Jankowski, our timekeeper, has been having herself quite a time trying to keep the crew of 18-year-olds, hired from Marquette, Mich., for trucking in the house in line. Mr. Wallace, our assistant agent, is also kept busy tucking them in every night.

Amanda Press deserves honorable mention for all the members from Houses 7 and 11 that she has been bringing into the Hiawatha Service Club.

You would be surprised to see what a difference there is in the Reed St. yard office these days. Some of the boys have even gone to wearing neckties and clean shirts. The cause of it all is our new yard clerk, Shirley "Temple" Cary. Shirley is supporting a pair of wings these days and they say that "he" is six feet one.

Fruit Checker Clarence Jacho is no different from most people we know when it comes to liking his sleep, but Clarence says he likes it just a wee bit more than anyone else. He says that he sleeps through his lunch hour, gets about an hour before supper, about three hours after supper, and then the wife wakes him up and he goes to bed. With all of this "hay," Jacho says that he never hears the alarm clock at 4:30 a. m. What do you do on Sunday, Clarence?

We now have some confirmed spaghetti eaters in the Reed St. yard. Shorty Cosmo, our yard office janitor, had some tickets for a Third Ward church supper and being a good salesman got rid of quite a few around the Reed St. yard. Yardmaster George Cull, Foreman Herman Ringenbach and Helper Oak Strong attended and were all great in their praise for the good time accorded them. Another part, who also took in the feast, informs us that Herman and Oak were running neck and neck, but the boys think that scissors ought to be furnished for such an occasion.

Correction of the January issue—Bill Ranscht's son-in-law is a major in the army, not a captain as stated.

BUY WAR BONDS.

## Trans-Missouri Division

### East End

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

Conductor and Mrs. Carl A. Schneider are enjoying a visit from their daughter, Eleanor, of Chicago and son, Kirk, of Washington, D. C. Miss Eleanor is employed as secretary to the general chairman of the Brotherhood of Railway Trainmen and Kirk holds a government position at Washington, D. C.

Mrs. Jennie O'Hern, agent at Trail City, who was elected national Democratic committeewoman for South Dakota, left for Washington, D. C., where she attended a meeting of the National Committee which was held at the Mayflower Hotel and also attended the Jackson Day dinner on Jan. 22.

Charles Blacke, an employee of the B. & B. department, had a fatal heart attack while on duty at Ingomar, Mont. He was buried here on Feb. 5. We extend sympathy to Mrs. Blacke and family.

Our sympathy is also extended to retired Engineer John Cooley of McLaughlin in the death of his wife who died on Feb. 6 after an illness of two months.



*Lt. James A. Schneider (Mobridge, S. D., Tribune photo.)*



Conductor and Mrs. Carl A. Schneider received a telegram from the War Department on Jan. 14 notifying them that their son, James, 25, had been missing in action since Dec. 31. James graduated with high honors as a bombardier from the bombardier school at Deming Field, N. M., on

June 19, 1943, and received his silver wings and commission as second lieutenant at that time. He was a 1936 graduate of the Mobridge High School and a former student of South Dakota and Minnesota Universities.

If a stranger at the Mobridge depot were told to contact "Mr. Johnson," his itinerary might look something like this: Depot, Ted S. Johnson, ticket clerk; freight house, L. F. Johnson, warehouse foreman; roundhouse, R. F. Johnson, roundhouse foreman; yard, E. B. Johnson, yard conductor, and J. A. Johnson, section foreman. If after all this the poor man is all tired out and feels the need of some refreshments, he might go to the Interstate Lunchroom. There he would be served by —yes, you guessed it—another of the "Johnson boys," J. Edw. Johnson.

Congratulations to Brakeman Gustav Carlson of Aberdeen on his marriage to Miss Gwen De Smart of Mobridge on Jan. 15, and to his brother, Brakeman Donald Carlson of Aberdeen, who was married to Miss Valoris Maniotis of Mobridge on Jan. 30. We wish both of these worthy couples a long and happy married life.

Among our railroad boys who are now patients at the Mobridge Hospital are: Chief Dispatcher Harold Winship, Engineer Charles W. Nath and retired Conductor Henry V. Wyman. We hope for their speedy recovery. Mrs. Henry V. Wyman is also a patient at the Lowe Hospital.

## LaCrosse & River Division

### Wisconsin Valley

*Lillian A. Atkinson, Correspondent  
Care of Assistant Superintendent  
Wausau, Wis.*

Pfc. J. E. Gervais, brakeman, who joined the Army on Mar. 11, 1941, stopped in the office the other day and advised that he had just returned to the United States from service in the West Indies and that he was to be stationed at Camp McCoy for the time being. He spent his furlough with his parents at Antigo.

Conductor A. F. McDonnell received word from his daughter, Mrs. Guy Lennert, of a new arrival, James Guy, at their home in Santa Monica, Cal., on Jan. 7. This is a newly acquired title for "Art" and he says he prefers to be called "Grandpa."

A daughter, Barbara, was born to Lt. and Mrs. Arthur J. Loeb, Berard, N. C., Jan. 25. Mrs. Loeb is the daughter of Train Dispatcher and Mrs. Henry L. Vachreau.

Petty Officer 2/c William Voeltzke, stationed at Camp Peary, Va., with the Seabees, writes that he is enjoying the work very much and has had some interesting experiences.

Corp. Lyle K. Schmieden was home on a furlough visiting his parents. He had been stationed at Portland but has now been transferred to Los Angeles, Calif.

### Fallen Arches

G. F. H. and his good pal, Parky, Decided to go for a ride.  
So they hitched up the Buick  
And loaded for bear,  
To take the North End's hide.

They had it all planned  
To skin them alive  
And pin their hides to the wall,  
But when it was o'er and the pins were

all in,  
They found they had taken a fall.

They had Jahns in at leadoff,  
And Hazy came next,  
Park in the middle—  
Then the Big Boss got set,  
Then came the anchor, and how he did  
drag  
His feet on the runway—it was all in the  
bag.

The gang from the North  
Were a bunch of old wrecks—  
Herrick at lead-off,  
Whitmore on deck.

Roy in the middle  
And followed by Kuhn;  
Old Slewfoot at anchor—  
We gave him a broom.

They dug down in their jeans to pay the  
bill,  
And Whaley, bewailing his luck,  
Dug just as deep and paid just as much—  
Was sorry he had not rolled Dutch.

## Milwaukee Shops

Office of  
Mechanical  
Engineer and  
Supt. of Car Dept.

Harold Montgomery  
Correspondent



The first half of the Milwaukee Road Bowling League split season finds the winner the Southwest Limited of foundry. These boys (B. Schmechel, H. Mau, P. Skrbac, C. Tarantino, G. Wagen, H. Strauss and Al Tellefson) were the winning team members. They won 28 and lost 17. Tied for second were the Chippewas and Sioux—one game behind. 'Twas a torrid first half but the second half should be even hotter as many teams have now hit their stride.

The match (doubles) between the Chippewas' Walter Koester and Elmer Blankenberg and the Fast Mail's Eddie Watts and Johnny Schneider was won by the former by three pins in a five-game series. Ed Watts shot 1,016 for the match, but bad breaks for his partner kept them from winning. Koestner and Blankenberg bowled above their averages and deserved to win. Each has a 177 average. A little outside match competition is what is needed to keep up interest in these times, and match games with Allis-Chalmers, Kearney Trecker, Harvester, etc., are now in the making for Sunday afternoons.

As soon as "Jonathan Pluck," veteran bowler, had been added to the Marquette roster big things were to be expected. Wham! 2,876 for high three, and wham!! again, 1,024 for high single, in successive weeks. Yes, John is up on top with 190 average and rounds out a nice team which, by the way, is looking for match games at 875 scratch. Other Marquettters: Tony Milazzo, Bill Schroeder, "Big John" Rogutich, Frank Carpenter, Michael Lilaach and, of course, H. J. (Jackie) Booh. Booh!!

618—not a house number, but a bowling total score, and not for more than three games, as most M. E. boys would think—but it all belongs to H. J. (Jackie), the "all," meaning all the "shekels" that went along with the honor score, too. Yes,

that's the first in two years, but the next one is not too far away. (Any bets today?)

Ernest North (lieutenant of 757th Railway Shop Battalion) is again with us after a year in training. A severe attack of "Old Man Pneumonia" led to Ernie's being given a medical discharge. It's like old times having you back, Ernest. We are sorry you ran into such a tough break but are glad to have you with us again.

Welcome to the newcomers in the M. E. office: Eugene (Butch) Krueger, fresh from the test department, now "boiling" under the "boiler masters," H. W. C. and H. T. O. "Butch" is also a first-class bartender, having helped out at the last "card party rally" after bowling. He is now a special draftsman for a training spell.

George F. Rodenbeck, fresh from S.D.H. S., has also taken over special draftsman duties, but he is handicapped, being sponsored by one A.L.S. and G.H.K.K. George last summer was head lifeguard at South Shore Beach.

Lott Weimer is serving a couple of months over a drafting board learning the tricks of the trade. He otherwise is connected with Willie Erdmann's tin shop as a tinsmith helper apprentice.

Have you any trouble getting a cab lately? If you have, put in your order with the "Gabby Cabby" at 404.

The Milwaukee Road Bowling League put on a little social after bowling on Feb. 15 (payday), and also a few tables for card playing. Quite a nice time was had by all who attended. Another will be planned for last Tuesday in March. A big dance and party is being arranged for the end of the season, about seven weeks from now.

Distinguished visitors welcomed during the past month: Richard (Dick) Cowper of Consolidated Aircraft Co., now with headquarters in New Orleans, La.; Pvt. Allan Hanson, Capt. Carl Heinold, Corp. Norbert Eberhardy of Washington, D. C., Erwin Weber of coach yard, 2nd Lt. (Liberator pilot) Jack Mulhollon, Fred (Red) Williamson, captain of engineers of Miami, Fla., Robert B. Borucki of Reynolds Metals, and that cigar-smoking bowler man, Looey "Bucktooth" MacAllister.

To date the leaders of the second half of Milwaukee Road Bowling League split season are the "Morning Hiawatha" gang from coach yard, piloted by Ed Berndt and "coaxed" by Erwin Weber.

## Davies Yard

J. J. Steele  
Correspondent

WELCOME HOME, JOHNNY KLEEWAIN! After having seen action at Guadalcanal, Johnny is back with us with an honorable medical discharge, and all of us at the Davies Yard, without any exceptions, are glad to see him back. Johnny has two brothers in the armed forces and we hope that they and all the rest of the boys will be back soon.



The Service Club, Unit 5, held its first meeting of the new year on Jan. 27. The newly elected officers—Charlie Michalski, Augie Beier and Chester Weszek—were the hosts of the evening. Everyone had a good time, especially the card players.

The Davies yard extends a warm welcome to the 10 men who have come from "south of the border" to help ease the labor problem at the Davies yard. Those of us who have worked with them from day to day are happy to call them friends. Having heard these boys speak of their homeland, we hope that at some future time we can visit sunny Mexico.

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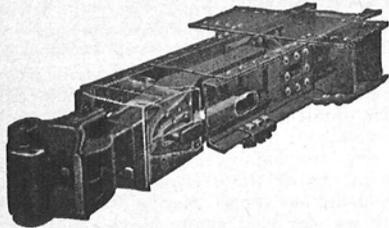
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MONTREAL

Gas rationing has caused all of us a great deal of worry, especially at vacation time, but we have found a Utopia for our 1944 vacation, where we can drive there and back with a few gallons of gas. Fred Ramer has become owner of a lodge and eight cottages at Crooked Lake, just 50 miles from Milwaukee.

Another name has been added to our Honor Roll—Edgar Hug was inducted into the Army on Jan. 19. Good luck, Ed, and hurry back home.

Richard McMartin, Sr., father of Dick, passed away recently at the age of 78 years. He was one of the pioneers in the logging industry and contributed a great deal to the colorful history of that industry and era. We extend to the McMartin family our heartfelt sympathy.

### Store Department

Earl L. Solverson  
Correspondent

Several employes from the district and general storekeepers' office attended the wedding reception of Ruth Reinders and Sgt. Howard Hallaska on Feb. 5 in the Elm Grove auditorium. Ruth was a beautiful bride. The store dept. guests enjoyed a full evening of festivities. Our best wishes to the bride and groom for a life of happiness and prosperity.

Store Dept. employes extend their sympathy to the Beier family in the death of Mrs. Anna Beier. Her husband is a retired Milw. Road carman; sons Rudolph and Alfred are sectional stockmen in the upper floor and passenger car stores; Arnold, now a sergeant in Hawaii, was with the store dept. at Davies Yard; Edward, also in Hawaii, was a car dept. machine shop man; Corp. Herman is in California; Pvt. Raymond is in North Ireland; Pfc. Fred is in Alaska. Sgt. Walter was killed in action Dec. 11, 1942. She is also survived by two sisters and three daughters.

Corp. Ellsworth Faltz, formerly of the signal store, recently called at the shops. He is with a railway operating battalion at Camp Clairborne, La. He looks fine and says he is enjoying army life.

Delbert Flanigan, Jr., visited the shops recently. He is with the cavalry at Virginia Beach, Va., and has been in service two years. He says he enjoyed his Victory Club package.

### Locomotive Department

Louis E. Bednar

George H. Jung, speed recorder engineer of the S.M.P. office, was called on to testify at the Winona Federal Court during proceedings of a crossing accident. George's concise manner of explaining the functioning of the speed recorder on the locomotive to the court was helpful in obtaining a decision favorable to our company.

The following news was received about our men in service: George Hoferer, E.M. 2/c, U.S.N.S., writes that he just moved into New Orleans from San Diego and to his surprise who should be parked only eight bunks away from him but Gene Jacobs. George says he is well and enjoys the work in the Navy and would like to hear from the boys, especially Carl, Fritz and Joe. The boys always appreciate a letter from home or their friends. Why not write more often?

Corp. Howard Bliesner, stationed at Camp Abbot, Ore., paid a visit to the fellows at the foundry. Howard feels and looks fine.

Ignatz Janiszewski, employed in the foundry, has four sons in various branches of service. On one occasion three of the boys had their furloughs at the same time. Mr. Janiszewski brought the three boys down and introduced them to his fellow employes. We don't blame you for being proud of them, Mr. Janiszewski.

Sergt. Arno Bartz wrote Marty Krueger an interesting letter in which he states that he has been accepted into the officers' training school and is now waiting for the call. The following is a quotation from Arno's letter regarding his experience on Christmas Day in New Guinea:

"Christmas Day in New Guinea (1943 style) as celebrated by thousands of American troops, will long be remembered—the very novelty of the occasion demands its everlasting recollection. After an eve spent by many in liquid consumption, ranging from 'no-one-knows-where-they-got-it' American whisky to a fiery and potent compound popularly called 'jungle juice,' and by many more present and partaking in the various religious services of the different Christian denominations, Christmas Day burst forth—to me a summer day seems to do just that on a Pacific island—hot and heavy with spasmodic hints of the rain to come. For those in GHQ it was just another working day, that is, until the evening chow call summoned us to a most pretentious repast—a symphony of subtle flavors that elevated the sense of taste to its due place among the nobler aesthetic perceptions. An outdoor movie was scheduled for 8 o'clock, but a torrential downpour, commencing at about 7 and lasting until the early morning hours, compelled, most all to remain in their quarters."

The fellows are all hoping that Frank Bunce will be back soon. Frank has been confined to the hospital due to an accident while on his way downtown.

The boys at the boiler shop, as well as the rest of us, are hoping for a speedy recovery to Joseph Majewski, boilermaker, who is ill with pneumonia.

Speaking of the boiler shop, the folks there are proud of the job they performed on engine 235, when she received a new shell course. This, they say, is a result of cooperation.

George Jacobs, electrician, down in Florida on account of his health, says he is coming along nicely and wants to be remembered to the boys.

Our sincere sympathy is extended to the families of John Nelson, molder, and Paul Brown, retired molder, both of whom passed away on Feb. 9.

Fellow employes welcome the men from Mexico who started to work in the locomotive department.

### Car Department

Myrtle Zunker, Correspondent

Our service flag now has 223 stars. That total includes the following boys who left since last month: Anthony Alberti, tractor driver, blacksmith and machine shops; Norbert Mikula, machinist helper; Kenneth Wodke, welder in freight shop.

Good luck to these new stars and to the rest of our boys who are training and fighting for us all over the world. They are a grand lot of fellows and every day brings news of the great things they are doing. Let's not forget to back them up in every way possible with our money, our blood and our best efforts.

Larry Kulczynski, upholsterer, has a son, Bud, who is an armed guard in the mer-

Michael Sol THE MILWAUKEE MAGAZINE Collection

chant marine. Bud was married in January and is now back at his base awaiting shipping orders. The sons of Upholsterer Comdohr and Foreman Klind are at Camp Cook, Calif., hoping to have a furlough in the near future. We look forward to seeing them.

First Class Machinist's Mate Roland Roenspies, former upholsterer apprentice, is somewhere on the high seas.

Upholsterer Ed Mueller's two sons are in the Army. Corporal Ed, Jr., is in the engineers' division of the Air Corps, on his way to parts unknown. Lt. William is in the infantry at Camp Livingston.

Fred Jakobek, former upholsterer now in the Navy, was last heard from at Faragut, Ida.

John Schumacher, also a former upholsterer, is in the Army intelligence service.

Former Carman Edwin Waseliewski visited here the other day and will return to work with us as soon as he has recuperated sufficiently. Eddie has been gone since May, 1942, and served 10 months in New Guinea. Needless to say, we were all very happy to see him and will heartily welcome him back to work.

Corp. Frank Beno, who is with an anti-aircraft unit at Burbank, Calif., visited the shop. Sorry to say he didn't get as far as this office but the boys all say he looks fine.

Elroy Koester, who is a torpedo instructor at Great Lakes, and Corp. Bill Schwab, with a railroad unit at Bucyrus, visited the shops.

Had a letter from Dick Bauch reporting that he has left Iceland and is now in England. Carl Kranz is with a railroad unit at Fort Sam Houston in Texas.

Sgt. Wallie Demitros of the 757th Railway Battalion, was home for a visit and by the time we read this undoubtedly we will have seen more of these boys, as I understand they are all trying to get furloughs.

Heard that Stanley Gralewicz, also with a railroad unit, has arrived in England. Wonder if England is small enough for Stanley and Dick Bauch to meet. Certainly would be pretty nice if such a thing happened.

Had a letter from Bob Hoferer saying that he expects to visit home in the near future. Bob, you know, has been in Alaska for two and a half years and it certainly will be a treat to see him.

Marion Wilkowski, former carman helper, who has been in the Marines since September, 1940, has seen overseas duty and is now back in the States learning to be an aviation mechanic.

Robert Esch, former blacksmith helper, is with the Marines in the South Pacific.

John Beck's son, Dick, with a railroad unit, has reached his destination safely but has not been able to say where he is.

It is with regret that we report the deaths of former Blacksmith Helper William Bartlein and of the father of Einar Nelsen. We extend our sympathies to these families.

Well, boys, the fellows who did the soliciting for the 4th War Loan said it was wonderful the way you all responded. Nice going—keep it up.

He: "Your little brother just saw me kiss you. What can I give him to keep him from telling?"

She: "He generally gets a dollar".

March, 1944

## Iowa Division

### East End and Branches

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

Ben Dvorak, first trick operator, Cedar Rapids passenger station, asks that he be notified immediately of changes in the address of employes in the armed forces so that he may keep the Milwaukee Magazine going to them. Ben has been doing a swell job and needs the cooperation of every employe to do the job as it should be done.

Section Foreman and Mrs. J. Harrand, Melbourne, Ia., are announcing the recent marriage of their daughter, Charlotte, to Herbert Klatt, State Center, Ia.

Instrumentman Joe Plate and the Mrs. are telling about the addition of a saucer to their set. The little lady was born Jan. 25 and has been named Mary Ellen.

George Struck, former roundhouse clerk at Cedar Rapids, Ia., has taken the new position of clerk in the master mechanic's office at Marion.

Bridge Carpenter W. James Halliday of Mapleton, Ia., died suddenly of a heart attack while camped at Portsmouth, Ia. Sympathy of the division is extended to the family.

Tony Steier, formerly of Newhall, has been appointed section foreman at Madrid, Ia., replacing L. Cressey who bid in foreman position at Miles, Ia.

Instrumentman John Schell, formerly of the division engineer's office, has been promoted to the position of assistant division engineer, Miles City, Mont.

Mayme Berryhill, stenographer in the master mechanic's office, has returned to work after recuperating from an operation at University of Iowa Hospital, Iowa City, Ia.

The new faces in the division engineer's office are Tapeman Harry D. Kindig, Instrumentmen John Kirchoff and H. D. La Follette, formerly of Ames, Ia.

Isn't it odd how people lose wearing apparel while traveling? The latest lost was a pair of pajamas at the Pattee Hotel in Perry. It is odd that the ghost writer at Perry did not get more details on the lost pajamas.

Bridge Carpenter William Borich, who enlisted in the Coast Guard, has been reported missing in the South Pacific.

Corp. Virgil B. Dvorak, formerly of the Cedar Rapids freight house, has transferred to the Air Corps and has been transferred from Keesler Field, Miss., to radio school at Sioux Falls, S. D.

Sgt. Louis Cerveny of the transportation branch of the Coast Artillery, formerly a brakeman on the East Iowa Division, has been cited for bravery in extinguishing a fire in a car of explosives.

The addition in the stores department is Vera Reichert.

Aviation Radioman 2/c Marion "Babe" Hansen, formerly employed as brakeman on the East Iowa Division, has been spending a few days' furlough at home.

### Cedar Rapids Terminal

Clifford R. Taylor

We are glad to have our genial assistant cashier, Francis Curran, back with us again after several weeks of sickness and recuperation. During his absence "Y. T." pinch hit for him.

General Roundhouse Foreman W. E.

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**AT LEADING SHOE REBUILDERS EVERYWHERE**

Cooper is back at his post, having been off the past few months recovering from a major operation. All hands join in a welcome home.

Corp. Eddie McDonough of the car department enjoyed a 15-day furlough with relatives and friends the latter part of January. Eddie is attached to a railroad battalion and has been stationed at New Orleans, La.

Pvt. Virgil Dvorak and wife visited with their families and friends in Des Moines and Cedar Rapids during January, at which time Virgil was on furlough.

Sgt. Vic Miller of Drew Field, Fla., dropped in to see the freight house gang the fore part of February. Vic is a member of the military band at Drew field and is on furlough and stopped at Cedar Rapids to see old friends enroute to Wisconsin to visit his parents.

### Iowa Middle and West

Death saddened several of the homes of employes on the Iowa Division during the last month. George Taylor, electrician at the Perry roundhouse, died Feb. 11 a few minutes after he had returned to work from the noon lunch period. Mr. Taylor had worked for the company since 1920.

Retired Conductor Phil Aeck passed away Feb. 12 following an illness of a year. He retired about three years ago after many years in train service on the West Iowa Division.

Mrs. Thomas Beatty, whose husband was for many years a machinist helper at Perry roundhouse before his retirement, died Feb. 6. Mrs. Beatty had always been a very active member of the Milwaukee Women's Club. She would have been 79 years of age on Feb. 14.

E. V. Bartle, who had been agent at Churdan for many years, died at the hospital in Jefferson early in February. Mr. Bartle's health had been failing for about a year but he continued work until two days before his death. Mr. Bartle is survived by his wife, a daughter and a son, Clarence, who worked for some years as a Milwaukee operator.

Mrs. O. H. Hasse, whose husband was foreman of the Perry yard section for many years, passed away in Des Moines Feb. 2 after a long illness.

The death, in January, of Earl Webb, claim adjuster in the Iowa Division territory, was a shock to his family and friends. Earl died in his hotel room at Marquette following a heart attack. His wife, a daughter and son survive. The son is overseas with the Air Corps.

Capt. William Murphy of the U. S. Navy was married Jan. 14 to Mrs. Helen Essary of Washington, D. C. Capt. Murphy, who has been in the Navy since his graduation from Annapolis in 1921, is a son of Engineer W. T. Murphy, deceased. His bride was prominent in newspaper circles in Washington. Capt. Murphy recently returned from a naval mission in Lima, Peru, and is now stationed in Washington.

Twins, a boy and girl, born to Brake-man and Mrs. Dean Lyons in February, are new grandchildren of Conductor Arley Needham and Charles Willis of the car department.

A daughter, born to Lt. and Mrs. Henry Litton the middle of January, is the first grandchild for Engineer Owen Fox. Lt. Litton is at Camp Mead, Md.

Arthur Torrence, Jr., is the name which Mr. and Mrs. Arthur Johnson gave to a little boy 22 months old whom they took into their home in January. Mr. Johnson is employed in the Perry roundhouse.

1st Sgt. Charles Stoner of Fort Knox was home during February for a visit with his wife and other relatives.

Seaman Glenn Theulen was home on a short furlough in February after completing some special training at Great Lakes. He went to his new station at Norfolk, Va., after his visit in Perry.

Jack Gibson, son of DeWitt Gibson of the Bensenville shops, was graduated from the U. S. Naval Reserve Midshipmen's School at the University of Notre Dame in January with a commission as ensign in the reserve.

Corp. John Harris was home from Glendale, Cal., in January for a short visit with his wife and relatives.

Mrs. Helen Rognelson is now a member of the WAC. Mrs. Rognelson has been living in New York with her son since the death of her husband, who died while employed as car foreman at Perry.

Corp. Vernon Vodenik and Chief Petty Officer Chester Vodenik were home during January for a visit with their parents, Conductor and Mrs. Fred Vodenik.

Aviation Machinist's Mate John Halley of the Naval Air Force was home for a visit with his parents, Agent and Mrs. G. T. Halley of Huxley, in January. He was given a furlough after many months of service in the South Pacific.

## Rocky Mountain Division

### Main Line

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

Oh yes, we had a little snow and a drop in the temperature to zero . . . but nothing to speak of . . . not worth mentioning . . . ahem! Just like California . . . only nicer.

The young son of Engineer Jack Hamilton is improving from an emergency operation in Bozeman. He has been quite ill.

Passenger Conductor Steel is back to work again also after a month off on account of illness.

Fireman McKinnon of this division, who has for a number of years written for a good many magazines, has a poem in the current issue of "Ranch Romances." He also had a poem published a short time ago in the same magazine.

Word comes from Arden Jenkins that he is somewhere in Italy and also from Tommy that he is somewhere in the Pacific. Dick Lefever is in Africa . . . the latter sent yours truly a handful of French money . . . I have worked hard, and I still cannot figure out if I owe him some good old U.S.A. cash, or if I should show his gift on my estimate of next year's income tax.

Mrs. Harry Keeney, wife of Engineer Keeney, is recovering from a major operation at the hospital in Lewistown. She is much improved.

Word has reached us that Operator Edgar Reeves—"Eggs," he said they call him at home—joined the Navy Jan. 24. Edgar worked along this and the west end of the Rocky Mountain Division for the past few years. Joe Brand, oldest son of Conductor Brand, also enlisted and left for San Diego Feb. 10. . . . Clarence Martin, youngest son of Signal Maintainer Clarence Martin, has finished at Farragut and stopped over home a few days at Willow Creek, en route to San Diego, where he will take advanced training . . . what those boys will do when they turn them loose . . . we know them all well and wish them the best of luck.

Michael Sol **THE MILWAUKEE MAGAZINE**  
Collection

There was a wedding on Jan. 8 . . . Miss Georgia Estes and Francis Mason . . . Bud Mason is brakeman on the Gallatin Valley local, and they will make their home in Bozeman . . . congratulations.

Mrs. Lawrence Wren, wife of Brakeman Wren, has been a patient in the Townsend hospital but has now returned home much improved after a major operation.

Second Trick Operator R. D. Crowder of Piedmont has bid in the agency at Lennep. He is going back to the east end of the division after any years on the west end. Mrs. Crowder, who has been working third at Piedmont for some time, has just undergone an operation at the hospital in Whitehall. Operator Cruze from Lennep is relieving her.

Mrs. Joe Jost came over from Highwood for six days' vacation to see her mother. As soon as she got her pretty hat off, Joe sends her a message to get a letter and not go to Butte, and then he sends a letter to get a message to go to Butte and return home as he has to go to Butte, and then he sends a message for her not to go to Butte as he has to go to Missoula, and the last time I saw her she was clutching letters and messages in one hand and holding on to her hat with the other . . . one day's vacation with mother . . . that's what comes of having a husband who is relief agent. Florence says she will make her own reports after this, I betcha, too!

Judy Plette, second child of Brakeman and Mrs. Plette, arrived in Bozeman Feb. 8. Congratulations.

Engineer Charles N. Davies died suddenly at his home in Three Forks. Mr. Davies had not been feeling well but brought second 16 in the evening of Feb. 10 and was ill when he arrived here. He passed away early the next morning. Surviving are his wife, a son and two stepdaughters. Mr. Davies entered the service of the Milwaukee in 1908 and was for a number of years working on helpers and switch engines at Butte, and for several years he worked out of Three Forks. He was one of the most popular men working here and will be missed by everyone.

## Twin City Terminals

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

Did you know that Minnesota was the first state in the nation to meet its quota in the Fourth War Loan? The score on Feb. 15 was 121.5 per cent of quota and still going strong. First in war, first in peace, and a good place to live any time.

Talent is where you find it, so when it became necessary to find a successor to fill Kay McBride's place on the Magazine we dusted off the divining rod and it pointed directly toward Thelma Huff, personal stenographer to shop superintendent at South Minneapolis shops. Thelma graciously accepted the nod and her column, appearing in the February issue of the Magazine, speaks eloquently of her ability to write the day-to-day happenings of our South Minneapolis shops bunch. Welcome to the fold, Thelma, you made a splendid start.

At St. Paul roundhouse, Art Topel, locomotive engineer, finds time between runs to relay to our readers the news from that busy nerve center, while Allen Rothmund, genial cashier at St. Paul local freight office, covers the news along the waterfront, and there is not much news that escapes these two scribes.

March, 1944

We want to extend our thanks and appreciation to Vic Barquist of St. Paul ticket office, who has been pinchhitting as correspondent pro tem at St. Paul for the past two months. Vic, always a loyal booster for the Milwaukee Road and a promoter and publicist par excellent, rendered yeoman service in the interim just as we knew he would when we requested him to help out.

With these few introductory remarks we are going to turn you over to the real news gatherers in the Twin Cities, who are ready and waiting to tell you what's new in these parts. Thank you for listening.

## Minneapolis Local Freight and Traffic Departments

Kay Jiran, Correspondent

Shame on me—and my spies! These items weren't brought to my attention until now. However, it is never too late to mention good news about our employes and their families, so I want to report the marriage of Miss Jean Nee and Vladimer Bucek on Oct. 21. Jean is the daughter of Harry Nee, claim clerk at the local freight. Mr. Bucek is stationed with the Coast Guard in Alaska. That brings the total to a son and two sons-in-law in the armed services for the Nees, and good business for the stationery companies you can bet. Best wishes to Jean and Lad.

It's a girl, a lovely little red head, for the Chet Watsons. Chet is in our city ticket office. The young lady made her appearance on Nov. 15 and was named Linda Lee. Congratulations!

On the above items I'll have to admit a violation of Rule ?? (whatever it is that covers being asleep at the post), but I won't let it happen again.

A taste of high life thrilled Minneapolis Milwaukee Road gang when the Santa Fe entertained at a turkey dinner at the Athletic Club, Feb. 8. Tom Morken that day celebrated his 48th birthday (it says here). In his honor glamor gals from a modeling agency were on hand to pin identification tags on the blushing Beau Brummels. After the party the boys came back to earth with a bang by crawling down to their "clubroom" for a session with the galloping dominoes.

Phyllis Johnson just received the Air Medal which was awarded her husband, Lt. Frederick Johnson, for his part in the invasion of Sicily. She's a mighty proud wife and with just cause.

Gladys Mirocha and Jean Diehl were recent blood donors at the Red Cross blood bank. The lucky fellow that gets Gladys' sporting blood should do a good job of cleaning up Japs and Germans. Gladys bowled a 546 for three games the other night.

Maxine Reitan resigned her position as clerk in the local freight office and was married to Frank Corcoran, Jr., on Feb. 19. "Corc" is well known in this office, too, as he was a former messenger here and is now employed with the track department. Our best wishes to them.

About Uncle Sam's fighting nephews: Corp. D. C. "Ducky" Sutton has spent the past three weeks in the base hospital at Camp Chaffee, Ark., thereby missing out on his long-anticipated furlough which was due Feb. 6. He does have hopes of getting another chance to come home some time very soon.

Lt. James Haglin, formerly with the

traffic department in the Duluth office, and more recently in the office of the division freight and passenger agent at Aberdeen, S. D., dropped in to renew old friendships in the Minneapolis traffic department recently. Lt. Jim is serving his Uncle Sam in the Railroad Transportation Corps in New Orleans.

The sun never sets on the service men from the Minneapolis city ticket office. Hub Lindblom is in England, Paul Gisvold in Africa and Robert Adams in Australia.

Hub writes that he trekked about the English countryside on Christmas Eve singing carols (but sober!) and Bob



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## MINE TIMBERS

Egyptian Tie & Timber  
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Chicago

writes that he's homesick for the snow and cold of Minnesota. Should I disillusion him by reporting the Florida weather we've been having this winter? It might make him feel better.

If you'd like to drop a welcome line to these fellows, get in touch with me and I'll be glad to furnish you their addresses.

Stationed in this country are Lt. j.g. Don Morken at Wold Chamberlain, Minneapolis; Bob Thompson, Minneapolis; Joe Thorne, Brownsville, Tex.; Phil Nelson, Chanute Field, Ill.; John Carney, Farragut, Ida.

Kate Smith says, and it can't be repeated too often, "If you don't write, you're wrong."

### South Minneapolis Shops and Coach Yard

Oriole M. Smythe, Correspondent  
Car Department

Lt. Clifford Wendell, pilot, recently stationed in North Africa, was reported missing Dec. 28 while on his 30th mission. On Feb. 5 word was received by his parents that "Cliff" and his crew had landed in Northern Italy and were German prisoners of war.

A baby girl, Marquerite Elizabeth, was born to Capt. and Mrs. Richard Weatherell on Jan. 25 and Grandma (Mrs. J. C. Weatherell) hurried to Denver to make baby's acquaintance.

Capt. J. M. Smythe, wife and baby from Fort Eustis, Va., visited home folks on a recent 10-day leave, thoroughly enjoying Minnesota snow and cold weather.

Lots of good wishes for a speedy re-

covery to Miss Ella Siegler, personal stenographer in car department office, detained at home by illness.

Carman Paul Rochat has been confined at home following a major operation. Carman Marius Mathison sustained a broken leg while walking from his home. Best wishes for their recovery and return to work.

"Morgie" Allan, recently called for service at Fort Snelling, was granted a 21-day furlough and has returned to work temporarily.

Helper John C. Blaido, who reported for service at Fort Snelling Feb. 4, is now a sailor and likes it.

Pvt. Laurie Smith, home on furlough at Thanksgiving, reported he had been through five battles and was going strong.

### Minneapolis General Offices

Kitty Carlil, Correspondent

Eldon F. Gossett, special guard, has been inducted in the Army.

Home on furlough: Frank Quirk, Jr., of 27th Engineers, Ft. Wood, Mo.; Lt. R. J. Dunn, Jr., of the Signal Corps, and John Nordberg, training at Farragut for shore patrol.

Friendly Time: August Johnson, our efficient gateman, tapping the shoulders of soldiers, sailors and marines, directing them to canteen in the depot. Even colonels are not slighted!

As this correspondent was reporting for work one morning she noticed two figures preceding her on the stairway; one was taking two steps at a time, his hat was at a rakish angle and his bearing indicated that something tremendous had taken place; the other figure noticed no one, he seemed to be floating in the clouds, and one could see his mind was far away. The first was Art Simonson and he had bowled over 600 the night before—the other was Frank Corcoran, Jr., who is planning to be married to Maxine Reitan very soon.

2nd Lt. Arthur B. Erdall, son of the state solicitor at Minneapolis, A. C. Erdall, received his wings and commission in the Army Air Force at Eagle Pass, Tex., on Feb. 8, and spent his first furlough in a little over a year with his parents at Minneapolis. Lt. Erdall was employed in the division engineer's office when he entered the service at Jefferson Barracks, Mo. He took his pre-flight training at Kansas State University at Manhattan, Kan., and the balance of his training in Texas. He elected to fly single-engine planes and took this training at Eagle Pass Army Air Field. His 17-year-old brother, John, has also been examined and accepted for training in the Army Air Force and expects to be called shortly after his 18th birthday.

Michael S. Collection THE MILWAUKEE MAGAZINE

## South Minneapolis Locomotive and Store Depts.

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

As the result of a stranger's unwillingness to leave the trainmaster's office at the junction recently, on finding our Bertha alone, a buzzer was installed on her desk—one buzz on said buzzer, an alarm bell clangs on the floor below, and up come 10 armed men. Protection Magnificent, we call it! Who said there was a manpower shortage? On a quiet Sunday morning following the installation, Super Janitor Gus Kokusis is performing his regular duties, when suddenly out of the bleak surroundings, the shiny new button on Bertha's desk beckons mysteriously. He presses the button—a bell rings and the alert rescue squad, knowing Gus' curiosity, is prepared. There's a rushing of feet, a thundering on the stairway and in through the door burst 10 men, armed to the teeth with wrenches, clubs and crowbars. Quickly discovering their prey cowering in the corner, they advance on him in a body. They maul him, they muss him, they tickle him, till he's gasping for breath and shrieking for mercy. And finally, their duty done, they retire victoriously. And Gus? Ah, Gus has learned his lesson—he asks questions now before pressing strange buttons.

By the way, are you contributing to the scrap drive? Good, but before you give that magazine to the paper drive, how about a look through to see if there are any pictures of locomotives—any size, shape or color. T. P. Bowler, boiler foreman in the Minneapolis roundhouse, is putting in a bid for them as he is making up a scrap book for his grandson (so he says) and locomotives is the theme. Some day it may be interesting to that grandson to know that transportation hasn't always had wings.

Also, Paul Kronebusch, shop superintendent's office, says he doesn't have addresses for all the men in military service from the locomotive department, Twin City Terminals, which list now totals over 100 names. Paul wants them all to insure our magazine reaching the men, whether they're in Kalamazoo or Timbuctoo.

One more Christmas letter, and this time from somewhere in Italy, tells us that Corp. Thomas E. Murray, former employee in the locomotive department and son of Thomas Murray in the power house, received that can of cold packed pheasant from home just in time for the holiday festivities and even though eaten in the shade of an olive bearing Christmas tree, "it sure looked and felt good to a homesick stomach."

Harmonica Wizard, Funny Man, Peck's

Bad Boy of the Radio, Doodle Bug Dixon of the Sunset Valley Barn Dance and Fireman is the claim of one man—Fred Dixon. Where Dixon goes, his harmonica goes and he can wax musical at the slightest provocation.

Complete with pompadour and charming smile, petite Mademoiselle Elaine Leikas began work in the store department on Jan. 13 (disregarding superstition). One of her many attributes is punctuality and, believe me, if you want to be ace high with her, you'd better follow suit.

We are profoundly sorry that the death of Capt. Alva A. Kaliher, formerly a special apprentice at the Minneapolis shop, has been officially verified. He was with the Signal Corps in North Africa and was reported missing on Apr. 4, 1943.

Our sympathy is likewise extended to Leo Crump, engine washer in the Minneapolis roundhouse, whose wife died recently.

A familiar figure about South Town in the days of the old street crossing gates was William M. Jones, and we regretfully report his passing on Jan. 20. His friends affectionately recall that wherever there was a crossing gate in need of repair, in no time at all, there was Bill Jones with his sack of tools. He retired from the road in 1932. We'll not forget you, Bill!

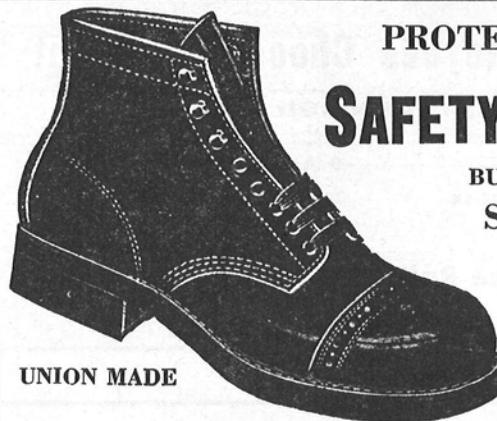
Another old friend, avid reader of our magazine and booster for the Milwaukee Road. Engbret Odegard, passed away on Feb. 12. Mr. Odegard was a machinist for the Milwaukee Road 50 of his 65 years' residence in Minneapolis, having retired some 10 years ago. He had been living with one of his daughters, his wife having died about a year ago.

Little Rock, Ark., has been honored! Within her gates, a future president was born on Jan. 14 to Lt. and Mrs. William A. Hotzfeld, namely: William Edward Hotzfeld. Bill Senior commented in a let-

## Timken Bearings

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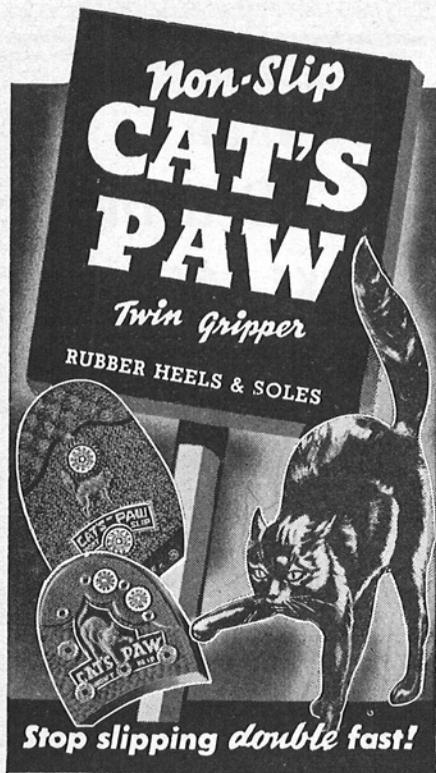
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ter to Lawrence Hindert that the baby gets all the attention and points but doesn't have a Southern accent,—yet.

Heart-warming indeed is the thought which must have prompted Motor Car Instructor C. A. Busterud to buy his wife a hunting dog for her birthday. Buster does the hunting for the family. He found the following note on his desk a few days ago: "Please call home. Your wife's birthday present has the chills."

Beneath that quiet and unassuming exterior lies fortitude of no mean degree—it must, since Pvt. Robert Akermark, former store department employe is tackling and mastering the Japanese language at the University of Chicago. Whatta man!

You'll be glad to know that Flue Welder Joe Haim has vacated his room at St. Mary's Hospital, following an operation, and is happily recuperating at home.

"As you can see by the letterhead, I've gotten into the Field Artillery and I'm in an observation battery," writes Pvt. J. J. Turansky from Fort Sill, Okla., to Walter Lewis. He continues: "We have a rigorous training here. After a long school day and a couple of 5 to 10 mile hikes with full packs, you feel like you want to sleep forever."

To Bill Anderson from Cpl. Don Kurtz, address Hawaii, former H & D fireman, who really picks his spot to sprain a knee, comes: "The hospital is ideally situated among a tall and towering variety of beau-

tiful trees and flowers decorate the spacious lawns. We have a great variety of wholesome, well-cooked food—ice cream three times a week."

"I'm doing canvas work, sewing awnings, coverings, etc.," says Bos'n Mate Harold Becker in a letter to Shop Superintendent Blyberg, and adds: "I plan to return to the RR shops as a carpenter, maybe just where I left off."

And now a word from Harry Miller's "dehydrated letter" written in Australia to Lars D. Risdahl of the store department: "Christmas here was just another day, but next year I hope to be home. Just read in the news bulletin about the U. S. Army taking over the railroads."

We note in a letter to Louie Hindert from former Chief Clerk Herb Allen, that he's back in New Orleans, helping Col. King organize a new headquarters, combining rifle training with office routine.

We gather from Pvt. Kay McBride's letter that she is cheerfully adapting herself to regimentation, even though it's "Hit the deck at 5:45." Here's what we mean: "It's a great life and I love it and never felt healthier."

From a letter written somewhere in Iran to Bertha Burge, trainmaster's steno (you remember—the buzzer buzzing gal), we glean that mascots bid fair to be among our postwar worries—would that there were no greater—it seems that Sgt. "Ossie" Osberg, Minneapolis switchman, has been told gently, but firmly that "Maggie," a beer drinking pooch, wouldn't be too welcome, even if she has been "de-flead."

Standing by on 48 hour call to duty as Machinist's Mate 3rd class, is Johnny Naughton, machinist, Minneapolis Shop.

Our visitors this month were legion: Cpl. Harry Broderson, electrician helper and son of Machinist Harry Broderson has now returned to Camp Dixon, N. J., after a 14-day furlough; Pvt. James H. Mueller, store department employe and son of B&B Foreman James Mueller, was in from Camp Gordon Johnston, Fla.; Cpl. Kenneth Lee Gordier, machinist apprentice, furloughed here with his dad, Harry Gordier, machinist at St. Paul roundhouse; 1st Lt. A. W. Hallenberg from Little Rock with tales of 9 hour days and 5 day weeks and nights spent in 6 x 6 dog houses, and his buddy, 1st Lt. William A. Hotzfield, who was our most recent visitor.

"At last I've written something that's been accepted by a magazine," said the aspiring author.

"What was it?" asked his friend.  
"A check for a subscription."

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## St. Paul Roundhouse

*Art Topel, Correspondent*

Well, well, here we are again in the windy blustering month of March, when old Uncle Sam sends us his annual greetings: "Report to me by Mar. 15. Don't forget, folks, this is the most important month of the year."

The most important announcement we have this month is the wedding of Engineer Morten Wold to Violet Ray. The big event is scheduled for Mar. 20, the very first day of sunny spring. They will spend their honeymoon where they are best acquainted, which is in the wide-open spaces in and around Sturgeon Lake, Minn., among the jack pines and blueberries. Best of luck, Mort.

Even though February is by the boards, it is still leap year, and I wonder how many of the old bachelors on the River Division will be singing that old song, "Good-bye, Boys, I'm Going to Pieces Tomorrow." Some of this goes for my old pal, Alex McCool, on the second floor of the freight office.

Engineer Floyd Haskins left us last month. After many years of service he has now retired on pension. We all wish you the best of luck, Floyd.

George Hansen, L&R Division brakeman, passed away the last week of January. George had many friends on the railroad and they will miss him very much. He was a very fine fellow, liked by all the boys.

How's this for an ice fishing yarn? It's about that old fisherman, George Abeln, who while fishing through the ice in one of our local lakes hooked a large one—it was so big he could not get it through the hole in the ice. To make it more complicated, his companions, blocks away, had borrowed his ice chisel and he had no way of making the hole larger. As the fish pulled and tugged at one end of the line, George yanked back and forth on the other end. In a short time the line got so hot it burned a larger hole in the ice and out came the fish, a 26-pound Northern Pike.

We all read about the wonderful fighting our armed forces are doing but I wonder how many of us ever think of going out to the Veterans' Hospital to pay the boys a visit. If you do go out, take along some magazines, decks of cards, games of any sort, even jig-saw puzzles. They will enjoy and appreciate these small gifts. Visiting hours are Tuesdays, Thursdays and Saturdays from 7 to 9 p. m. and Sundays from 2:30 to 4:30 p. m.

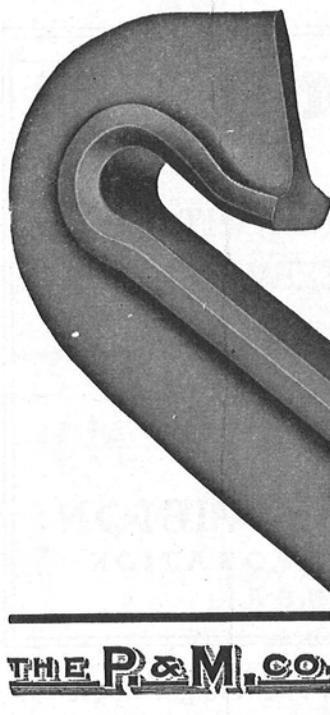
New spring sign in country drug store on the River Division reads:

For rosie cheeks and happy lasses  
Take our sulphur and molasses.

Another sign:

Buy war bonds and then buy more  
Keep the Axis from our shore.

March, 1944



## The IMPROVED FAIR RAIL ANCHOR

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improved efficiency in  
eliminating the creeping  
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Specialists in railroad watches, fine jewelry and personal gift items.

*Always at Your Service*

### St. Paul Freight House

*Allen R. Rothmund, Correspondent*

Speaking of presidents, we have one right here in our office—meet Joseph Kulischek, president of the Milwaukee Road Credit Union. He is a good man to know if you are short on your income tax funds. Speaking of credit, do you remember the lessons in economy one of our former employees gave when he said, "If you don't spend all you earn, you will always have money, and if you spend more than you earn you will be a financial wreck"? Our advice is SAVE and buy War Bonds, and place your orders with the local freight cashier, he will get them for you on short notice.

Hans Dahm, says he does not need to refer to the Almanac or ground hog day to know that spring is just around the corner. His first sign of spring is the time when he gets busy checking rates on cars of vegetables from the states immediately south of Minnesota.

Get your dollar and a quarter ready, folks, the members of the Women's Club will be around soon collecting the 1944 dues.

Sam Adams, our window cashier, has a grandson in the service. His name is Robert Hoit, a radio gunner on a Flying Fortress, operating somewhere on the Eastern Front. Sam's letters follow the travels of his grandson from station to station.

Ray McGraw, our Chestnut Street yard clerk, has a son in the service, named Glen R. McGraw. Glen joined the

Army air service in 1942, and he now is a lieutenant. The Chicago Tribune of Jan. 5 showed a picture of him with an accompanying news item to the effect that he had been decorated as an aerial hero for special work in the aerial attack on the Gilbert Islands. Hats off to the McGraws!

Do you know that in his heyday, Fred Overby, our OS&D clerk, was state lightweight amateur wrestling champion? After six or seven months in the mechanical department of the Army Air Corps, Uncle Sam says that he is not young enough for the job. Well, anyway, he is plenty young enough to do a good job for the railroad and we are glad that Fred is back with our gang.

### Chicago Terminals

#### Galewood Freight Station

*Louis J. Ippolito*  
Correspondent  
Freight Office



Please accept this as my apologies for not representing you in last month's issue of this magazine, but, as you all know, I have taken

over new duties in the car record department and the items I have accumulated were totally forgotten in my secret hiding place until too late to submit to our editor.

Lt. Harold Novak, son of Telephone Operator Mrs. Ethel Novak, was reported missing in action Dec. 19 after a bombing mission over Germany. Lt. Novak was stationed somewhere in England.

Robert D. McQuinn received a letter from Sgt. Bill Dolton, formerly a demurrage clerk at Grayland, Ill., stating that he is in the railroad operating battalion in England.

Once again Mrs. Alice Petersen has made news at Galewood by donating her tenth pint of blood and before long is expecting to visit the blood bank again. Mrs. Petersen and her family have donated over five gallons of blood since the blood bank has been operating.

Mrs. Ethel Reaume, statement clerk, returned to work Feb. 1 after a few months' illness.

Corp. Clarence McPrang, somewhere in England, writes that while on a three-day pass he visited Westminster Abbey, Buckingham Place, House of Commons, St. James Park, London Bridge, Bank of England and many other points of interest. The most surprising part of the whole trip—he met a former employe, Sgt. Norman Gallery, who is also stationed somewhere in England.

Michael S. McQuinn  
MILWAUKEE MAGAZINE

John Socha, checker, who has finished his boot training, has been in the Navy since Dec. 27 and is expected home the first week of March. Boston, as he is known to many of us, has sure been missed by the boys on the platform.

Welcome to Miss Lucille De Hay, from Union Street, who has accepted a position as general clerk at Galewood.

We are sorry to report the death of the following: William Obyrne, clerk from Galewood; Mrs. Harry Brown, wife of Harry Brown, rate clerk at Galewood. Our deepest sympathy to the families of the above.

Sam Bartosik, home on furlough, stopped off to see his friends at Galewood and told interesting stories about the training he has received at Navy Air Base at Delaney, Fla.

### Western Avenue

T. A. Finan  
Correspondent  
Care of Yardmaster



Fellow employes wish to extend their sympathy to the families of Mike Michels and Oscar Faniel who passed away recently. Both of these men were employed for a number of years in the car department at Western Avenue coach yard.

We extend our sympathy to Charity Robertson on the death of her son.

Carl Schult, who started to work for the Milwaukee Road in 1893 and who was an employe of the car department since Feb. 12, 1918, at Bensenville, had a stroke on Nov. 29, 1943, and passed away on Jan. 14. Heartfelt sympathy is given to his family by his fellow employes.

Clarence (Bullet-Ball) Clark, electrician foreman at Western Avenue coach yard, is still holding down that tough average of 102 in the Milwaukee League Bowling League, sometimes known as the Ladies' League.

Congratulations for promotion go to D. M. Low as roundhouse foreman at Western Avenue and Marlett Henry as assistant roundhouse foreman.

We all offer our best wishes and congratulations to Mary Jane Hogan of the master mechanic's office and Arnold Grobe (Chicago Terminal fireman now in service), who were married on Jan. 26.

M. McMurray, former switchman, spent a furlough at his home after nine months of naval duty in the South Pacific.

Jim Malackey, formerly of the roadmaster's office, has been promoted to a captain.

Charles Lewis is recovering after his recent operation.

George Powers retired on Feb. 1 after many years as a switchman in the Chicago Terminals.

Switchman and Mrs. George Evans

visited their son, George, last month. He is stationed with the Navy in New Orleans.

Robert Stetins, machinist helper, was inducted into the Army during February. Good luck, Bob.

We were all sorry to learn of the death of Waiter Sam Spencer at Tacoma on Feb. 1.

Buffet Attendant Wm. N. Hill, retired, passed away at his home on Feb. 7.

Steward Adam Martinelli was presented with a new son on Feb. 3.

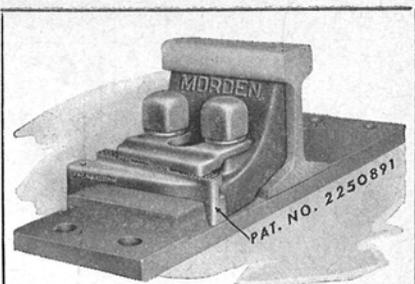
Steward and Mrs. F. X. Siess are visiting their son who is a naval medical officer stationed at San Diego, Calif.

It's "Grandpa" Joe Hogan now. A new addition to the Hogan clan was born to Lt. and Mrs. Jack Hogan during January.

### Bensenville

Howard Lawrence, Correspondent  
Assistant Superintendent's Office

Glen Christiansen, son of former Trainmaster Walter Christiansen at Bensenville, who enlisted in the Navy before Pearl Harbor, has been home visiting his parents and friends on a 30-day furlough. Glen, who has just turned 21, was aboard the West Virginia at Pearl Harbor on that fateful day in December, 1941, and as you all know what happened to that battleship you have an idea of what he went through



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Standard on The Milwaukee Road. Designed for super-strength to meet the requirements of modern high-speed traffic.

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Cleveland, Ohio  
New Orleans, La.  
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Never before Pearl Harbor have demands upon the railroad man been greater . . . never before has there been such a vital need by him for protective waterproofs of proven durability. Once again in war — the fourth in the 108-year life of this Company

## TOWER'S FISH BRAND SUITS, COATS and HATS

have proven that when replacement is difficult or impossible due to armed service demands, quality is essential.

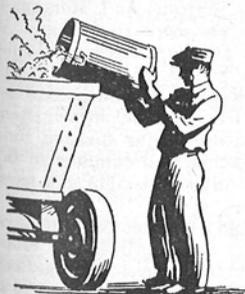
Limited quantities are being furnished to Dealers. With Victory full supplies of TOWER'S OILED and LATEX WATERPROOFS will become rapidly available. We suggest placing your orders now.

Write for FREE folder 'PRESERVE YOUR SLICKER'

ASK FOR SPECIAL FOLDER RG



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Try GLENDORA the next time you order coal

## The ASH MAN could tell you who uses the Best Coal

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

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

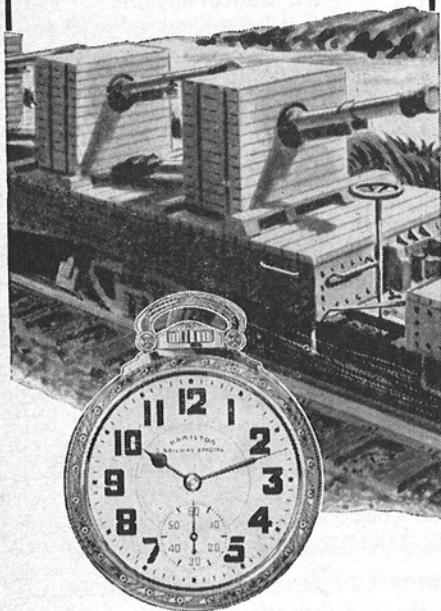
## STERLING-MIDLAND COAL CO.

# GLENDORA

The Wonder Coal  
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8 So. Michigan Ave., Chicago

# "The Caissons Go Rolling Along" ON HAMILTON TIME



ALL over the nation, caissons and ammunition... men and supplies... roll over the roadbeds of America's railways in record breaking volume. Hamilton accuracy is needed to time train movements so critically important.

This fact is recognized by the War Production Board as well as railroad men. The manufacture of a limited number of railroad watches is permitted. These watches must be reserved for railroad men who can present a "certificate of need" issued by designated railroad authorities.

Ask your jeweler or time inspector what steps you should take to get a Hamilton Railroad Watch if you need one now. HAMILTON WATCH COMPANY, LANCASTER, PENNA.



**HAMILTON**  
The Watch of Railroad Accuracy

then. However, he has had no picnic since as he has been assigned to P.T. service in the southwest Pacific practically ever since Pearl Harbor.

We wish you could have seen him. Well over six feet tall, brown as a berry, and with a certain look in his eyes that one doesn't get from ordinary day in and day out living. It is something that cannot be described, but we imagine he could tell volumes in the way of his experiences.

He is now a CPO, gunner's mate third class, and, as we understand it, will be assigned as an instructor some place in the United States. Certainly his parents can well be proud of him.

His father, incidentally, has been granted an indefinite leave of absence to assume special duties at Hanford, Wash., in connection with war work.

Otto Stainer, who was appointed district safety engineer in November, 1942, to cover Chicago Terminals along with other territory, is anxious to learn from any employe of any safety hazard that may come to his attention so that he may give it necessary attention. He has a lot of territory to cover and cannot be at more than one place at a time. He has six safety-first meetings a month in the Bensenville district and has already brought about several changes and improvements in that district that have, no doubt, avoided personal injuries. He certainly deserves the assistance of all Chicago Terminals employes.

## I&D Division

### Marquette-Sanborn

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

Neil Meuwissen, Dick Sohn and Stanley Johnson, buddies while at Mason City, are still together. They are now with the Merchant Marine stationed at Brooklyn.

Corp. L. G. Portwood is in the medical division of the Air Corps and word has been received that he has arrived in England. Portwood was formerly carman at Mason City.

Cadet Midshipman Robert Shovein, son of Joseph Shovein employed in the roundhouse at Mason City, was home for the first time in over a year when he returned to Mason City in January. He was asked to give a talk before the Women's Club meeting, which he did very graciously. While it is assumed that Cadet Shovein faced the perils of the Pacific with less apprehension than he did this particular project, he did a wonderful job. His talk necessarily was restricted to other than war topics but in an interesting manner presented the picture of some of the far-off places that to us stay-at-homes are simply names. Some of them have become pretty historic, but at the same time they remain remote unless someone who has been there describes, as Robert did, the kind of scenery, the houses, what the natives are like. He gave the Australians his unqualified approval, as do most of the boys who have been there.

Friends of George Sherborn, formerly helper at Charles City, will be interested to know that he is now back in the States after seeing action with the Seabees in the Pacific. He contracted malaria and is now in the naval hospital at Oakland, Calif. His address: George Sherborn, EM 1/c, USNR, U.S.N. Hospital, Ward 79-A, Oakland 14, Calif.

Our congratulations are extended to H. F. Kruse, who was appointed in January

to position of system scale inspector, headquarters at Mason City.

We wish to extend to Mrs. C. R. Winn, wife of agent at Farmersburg, our good wishes for her recovery.

### We Extend Sympathy:

To the family of Ben Hopkins in his death in January.

To Mrs. Earl Webb in the death of Mr. Webb.

To the family of P. G. Bowers, in the death of Agent Bowers.

To the family of L. J. Marron, in his death.

### Sioux Falls Line

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



Operator and Mrs. George Raines, Sioux Falls, were hosts the first week of February to their son, S 2/c Curtis Raines, who has completed his boot training at Farragut, Ida., and now has returned to await further orders.

John Basimier, Dell Rapids section laborer, made a trip to Rochester to bring Mrs. Basimier back home after she had undergone treatment there. She is now recovering nicely.

Her face beamed and her heart was beating double time the morning of Feb. 4 as Information Clerk Evie Teyder, Sioux Falls ticket office, appeared on the scene displaying an engagement ring.

### Sioux City and Western Branch Lines

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

A baby daughter was born to Brakeman and Mrs. Donald F. Hudson of Sioux City on Jan. 14. The young lady weighed only 4 lbs. 2 oz. when she arrived, but is doing fine at the present time.

The boiler in the Sioux City passenger station went on its annual sit-down strike during the latter part of February, and during the course of the break-down, steam for heat was furnished from a locomotive. Repairs were made by Messrs. Dondelinger and Morgan, steam-fitters extraordinary and pipe-benders plenipotentiary, from the mechanical department, who hustled it into service in their usual efficient and prompt manner. Some criticism was leveled at Dondelinger, who is about seven feet tall and weighs probably 300 lbs., for ordering Morgan, who is by no means as large, to pick up the 500-lb. sections of the boiler and carry them around. It was felt that Dondelinger could very easily carry both the boiler sections and Morgan, too.

A baby girl was born to Mr. and Mrs. J. E. Griller at the Lutheran Hospital, Sioux City, on Feb. 3. Joe is depot ticket agent at Sioux City and Mrs. Griller is the former Arlene Searles, former stenographer in the office of the division freight and passenger agent, and daughter of B. O. Searles, retired division freight and passenger agent.

Newly elected officers of the Arrow Service Club for the year 1944 are: Martin Dahl, president; L. W. Collings, vice-chairman; F. L. Harvey, secretary; and Robt. L. Robson, treasurer.

Newly elected officers of the Arrow Credit Union for the year 1944 are:

Michael S. ... Waukegan MAGAZINE

Martin Dahl, president.  
 R. L. Robson, vice-president.  
 J. W. Bailey, secretary-treasurer.  
 George Card, director.  
 Harry Pinchot, director.  
 Credit Committee—T. H. Calligan, C. E. Donovan, A. E. Knoernschild.  
 Supervisory Committee—J. O. Scott, Ted DeMara, Ed Hermanson.

Charles Alvin Benson, check clerk, Sioux City, Ia., who retired from active service on Sept. 21, 1943, passed away at Sioux City on Feb. 8. He was born in Sweden on May 18, 1872, and came to America in 1891. He is survived by his widow, Mrs. Annine Swanson Benson, a son LeRoy in the armed forces, a daughter Frances in Sioux City, and a brother Theodore of Cherokee, Ia., and two sisters in Sweden.

Captain of Police Roy J. Worthington entered the Lutheran Hospital at Sioux City Feb. 7 for a minor operation and expects to be back to work in a few days.

Mrs. Lawrence Wean and her two children are staying with Roadmaster and Mrs. G. W. Wean at Sioux City while Lawrence Wean, who has been appointed assistant engineer on the Coast Division, is locating a new home at Tacoma, Wash. Understand that the grandchildren are being spoiled by their grandfather.

**Sanborn-Rapid City**

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



On Jan. 27 Rapid City and surrounding territory witnessed its worst snowfall since March, 1927. It was also the second heaviest ever recorded, measuring 16.3 inches. With considerable wind it tied up all traffic in the Black Hills area, but the moisture content will be appreciated next growing season.

Harris Dillabough, the equipment maintainer at Rapid City, is the bond salesman in his neighborhood for the Fourth Loan drive and indications point that his section is over the top.

A baby boy came to gladden the home of Mr. and Mrs. Frank Boyle on Feb. 1. Frank Boyle is the baggage agent at Mitchell.

Mrs. Fred Harges, wife of Engineer Harges, is visiting in California, where their son is located at an Army base.

H. F. Scott, trucker at the local freight house, passed away after several days' illness. Mr. Scott returned to work after an honorable discharge from the Army and will be greatly missed by his fellow employees.

Members of the armed forces who have spent their furloughs with home folks the past few weeks include: Sgt. J. E. Moreland of Amarillo, Tex., son of Janitor J. Moreland. Sgt. Jack McMahon, of Camp Swift, Tex., son of PFI. McMahon. Corp. C. Halverson of Camp Oren, Wyo., son of Switchman L. Halverson. Pvt. Geo. Smith of Ft. Jackson, S. C., son of Crossing Flagman Wm. Smith.

Former Fireman G. Shanahan, who is now in the Navy, spent his furlough with his wife and children.

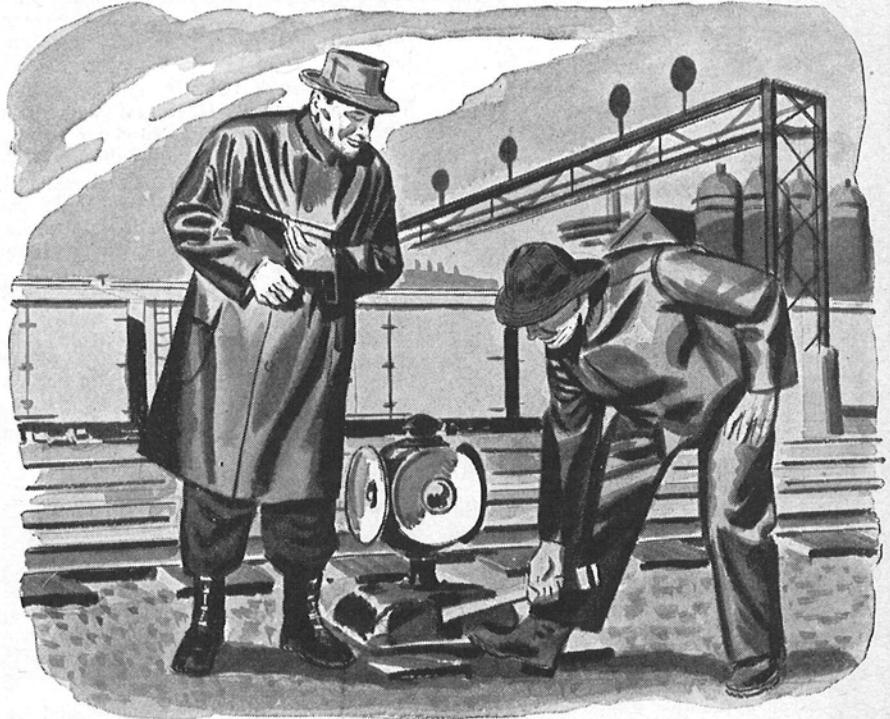
A number of employes attended the funeral of retired Conductor Frank Hurlbut, of Sanborn, Ia. Conductor Hurlbut retired several years ago and had enjoyed the best of health until a short time before he passed away.

Operator Will of Murdo has returned to

March, 1944

the best

—WITH A WORLD AT WAR



Above, left: SWITCHMAN COAT, NOBBY HAT

Above, right: RAINSUIT, SQUAM HAT

Just as the railroads are bending every effort to meet wartime needs, demands on "U.S." products for war come first. "U.S." Rubber Clothing and Footwear for railroad workers is made of synthetic rubber—100% waterproof with vulcanized seams.

<p>WORK RUBBERS</p>	<p>4-BUCKLE RUBBER ARCTICS</p>	<p>KNEE BOOTS</p>
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Makers of "U.S." ROYAL FOOTWEAR and AMMOCURE RAYNSTERS (Rain Clothing)

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work after several weeks of disability, due to blood poisoning.

Retired Boilermaker Ben Holt, Sr., father of Engineer Ben Holt, Jr., passed away at his home after several months' illness. Mr. Holt attained the age of 93 years; he started his railroad career in 1885. In 1937, he retired on the pension. In his 52 years of railroad work, Mr. Holt was always an alert and faithful employe.

## Coast Division

### Seattle Local Freight Office and Marine Dept.

F. W. Rasmussen  
Correspondent  
Local Freight Office



The writer recently received a letter from C. E. Coburn, retired warehouse man, but now living with his wife in Long Beach, Calif. Mr. and Mrs. Coburn say they enjoy receiving the Milwaukee Magazine and learning the news of their Seattle friends. Their health hasn't been so good of late.

Fred Woodhead, former employe of the freight house and since the war loaned to the government as guard at the ocean dock, was struck by an automobile on Jan. 16 and died a few days later. Mr. Woodhead had many years of service with the Milwaukee.

David A. Woodard, son of Wm. M. Woodard, chief import and export clerk, who is an apprentice seaman, is home on a furlough from the U. S. Naval Hospital, Great Lakes, Ill., on account of a broken wrist. As soon as his wrist is sufficiently healed, David will return to his naval officers' training.

Ralph Washburn, captain of police at Seattle for many years, retired on Jan. 1 on account of ill health and is now living in California. His position has been taken over by Guy Truscott, who was his lieutenant for many years.

John Holtum, son of Stanley Holtum, chief claim clerk, was given his wings and promoted to the rank of ensign on Jan. 12 at Corpus Christie, Tex., and is now located at Banana River, Fla.

A baby boy was born to Mrs. Pearl De LaBar Sacks at Providence Hospital on Feb. 1. Mrs. Sacks worked in the car accountant's office, Chicago, for a number of years, joining our force as reclaim clerk last July. The new baby's name is John Elmer.

Last time we heard from the Brundage boys, Lowell was flying out of England over the mainland of Europe doing his bit to win the war, and Gerald was in the South Pacific setting the Japs back.



### Seattle Terminals

Lois M. Chapman  
Correspondent, Office of  
Assistant Superintendent

Spring has sprung! We Seattleites certainly do wish all you people from Tacoma and mid-west cities could enjoy some of our lovely weather. The pussy-willows and early spring flowers showing their gay little heads surely make one feel like a million dollars.

With the new year and our early spring comes Dan Cupid to announce the marriage of Yard Brakeman E. C. Pickeral.

Milwaukee friends wish you and your lovely bride many years of happiness, "Pic."

Asst. Supt. W. J. McMahan was recently honored with a visit from Walter Christenson, terminal trainmaster of Chicago Terminals, who, we understand, is to be the "majordomo" of the rail transportation within the Hanford engineering project. There are plenty of jackrabbits and rattlers in that country, Walter. Look out for them!

The ole stork recently paid a visit to Yard Brakeman W. G. Kapral's home and left a precious parcel—a brand-new daughter! Congratulations, Mr. and Mrs. Kapral.

Yard Conductor M. C. Cook recently received word that his son, Ben, flight officer, reported missing in action since Oct. 8, has now been reported killed in action. We Milwaukee friends are very sorry, Mr. and Mrs. Cook; we had so hoped it would be different.

The marine department has had a few changes in personnel following the retirement of Louis M. Laren, master of the tug "Milwaukee." Harry Buchanan is the new master and C. G. Rouse new first mate and relief master.

### Seattle General Offices

J. M. Wilhelm  
Correspondent, General  
Claim Department



### Rails in the Armed Forces

A War Department document marked "Press Release" and carrying a return address of the Public Relations Office, Sixth Air Force, Panama Canal Dept., has just been forwarded to this department for edification. I quote: "Corp. Robert J. Parsons of Seattle has been promoted to the grade of sergeant \* \* \* Bob started with the Milwaukee as messenger in the telegraph office in 1941 and had attained the position of joint interchange clerk when he left for service in the Army in September, 1942. Sgt. Parsons is a graduate of the A.A.F. Teletype School and wears the Western Hemisphere Defense and Army Good Conduct ribbons. In jive jargon, Bob must be "in the groove, and, boy, can he send 'em!"

In the November, 1943, issue I mentioned that the Puget Sound Service Club No. 31 of Seattle was sending out individual wallets to all known employes from here now in the armed service. We have had numerous acknowledgments, most recently from Capt. E. P. Sima in Italy; Col. N. A. Ryan, "Eastern front"; Capt. James T. Hayes, "somewhere in Italy"; Corp. David K. (Kent) Wallberg, North Africa; 1st Lt. E. H. McAvoy, Seattle Port of Embarkation, and 1st Lt. Earl Connelley of Seattle. Your correspondent thinks Chairman John Andrews should receive a bouquet of American Beauty roses for conceiving the idea on this fine gesture. Corp. Wallberg expressed the sentiment of all the recipients of these wallets when he wrote: "Just a letter of deep appreciation for your thoughtfulness and kindness to think of a soldier at Christmastime by sending a gift in remembrance of the Milwaukee Road."

I wish to make a correction in last month's issue in which I said that R. C. (Doc) Sanders' daughter's name was Ruth Rathke, and son R. C., Jr. Mrs. Virginia Rathke is the correct name, and R. M. Sanders the gentleman in the Army Air Force. We regret to advise that Bob ac-

quired a touch of desert fever while in training in the San Joaquin Valley, Calif., and is at present in the army hospital at Santa Ana, Calif., recuperating. We all are as anxious as he is for Bob's speedy return to duty.

### Congratulations

To George V. Valley, promoted from city ticket clerk, Seattle, to city ticket agent at Spokane.

To Richard Luckey, promoted from reservation clerk to city ticket clerk, city ticket office.

To Mrs. Betty Crockett, from stenographer to reservation clerk, city ticket office.

### Greetings

To Miss Ailene Hosty, bookkeeper and assistant cashier, city ticket office.

To Miss Della Goldie, stenographer, city ticket office.

To Miss Betty Lou Jensen, clerk, auditing department.

To G. A. Janosky, joint facility examiner, auditing department.

To Mrs. Verna Fall, car record clerk, transportation department.

To Mrs. Coy Brennan, clerk in personnel record department, general manager's office.

### On the Home Front

In the Jan. 21 issue of the *Boeing News*, Bellingham, Wash., Branch, J. J. Kibble is shown as being the oldest member of the Bellingham Boeing force. The old-timers will remember Mr. Kibble, who served 43 years with the Milwaukee as conductor on the Bellingham branch and because of ill health took his pension; however, he is more active than ever these days and is in full charge of all the tools used in building our mighty flying forts.

The unexpected arrival of Auditor J. N. Strassman's new son-in-law down in California necessitated a trip for Joe to that clime; however, he is missing out on one of the nicest Indian summers this fair city has ever had during the month of February.

Special congratulations to Mrs. Suzanne Munzinger, former secretary in the general freight office, for becoming the mother of a fine 9½ lb. baby girl Feb. 10. I've just had a few pleasant words with mama and she says Barbara has all the indications of being a blonde.

It's come to a pretty pass, but haircuts in Seattle are \$1.00 per, and the boys obliged to travel during the month space their tedious tonsorial tasks to coincide with their itinerary. Your noney newscaster has found that for 65 cents you can get a first-class haircut at Miles City, Roundup, Lewistown, and Missoula, Mont., and for 75 cents at Butte and Harlowton, Mont., also Kelso, Wash. The bargain of the month, however, will be found at Ingomar, Mont., where sheep herders will be given a trimming for 35 cents net.

The boys in the Seattle relay office were glad to welcome Walter Lyons back into service recently. Mr. Lyons started with the Milwaukee at Seattle during World War I, working at various stations along the line and, on "becoming of age," retired; however, due to the shortage of good telegraphers, he was drafted back into the service at Aberdeen, Wash., and when he dropped in on the boys here was on his way to Easton, Wash., to reopen the agency there.

# MAGNUS METAL CORPORATION

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NEW YORK



CHICAGO



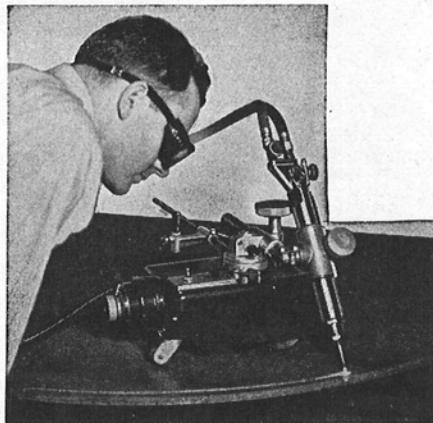
### Prevent Loss of Metal on your bridges

Put an end to loss of metal; also to costly maintenance by protecting your bridges with NO-OX-ID. Applied over surface without expensive pre-cleaning. Penetrates to parent metal, loosens heavy rust scale making easy cleaning. Final touching up of spots will complete the coating and provide lasting protection.

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### The New **AIRCO-DB** No. 10 RADIAGRAPH

*A time and money saver on  
steel plate cutting—at an  
unusually attractive price.*

Any railroad shop cutting steel sheets and plates in straight lines, arcs or circles will find use for at least one, and plenty of profit from its use.

#### WHAT THE NO. 10 RADIAGRAPH WILL DO

1. With one section of track (furnished as standard equipment) cut straight lines 5 ft. long, with either square or beveled edges. NO EXTRA ATTACHMENT FOR BEVEL CUTTING.
2. Cut circles from 3" to 85" in diameter, or arcs up to 42½" radius, with either square or beveled edges.
3. Cut irregular outlines to a limited degree by manual operation of torch adjusting arm. Do a clean, fast, accurate job.

*Send for descriptive bulletin.*

**AIR REDUCTION SALES COMPANY**  
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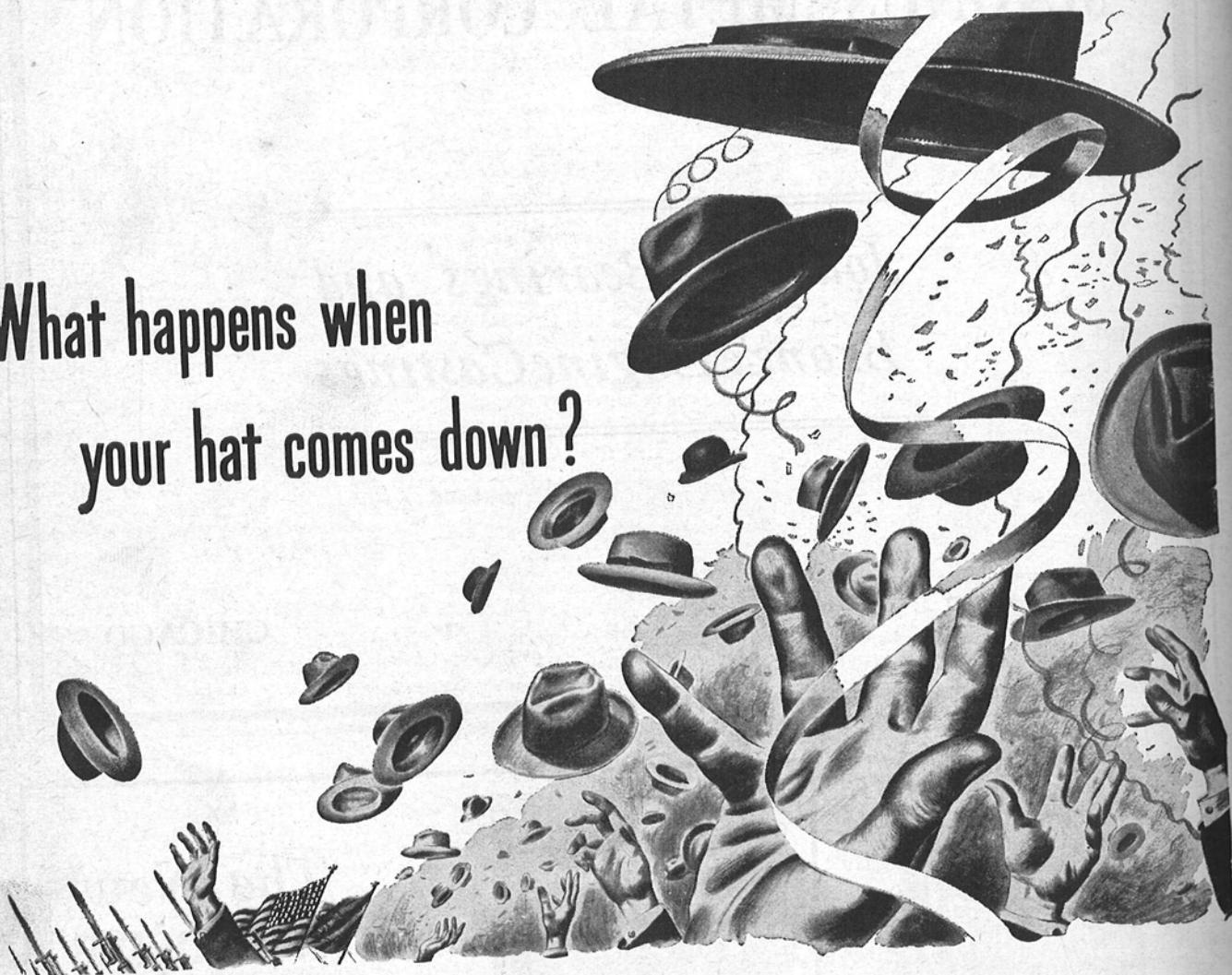
CHICAGO

MILWAUKEE

MINNEAPOLIS

SEATTLE

# What happens when your hat comes down?



**S**OMEDAY, a group of grim-faced men will walk stiffly into a room, sit down at a table, sign a piece of paper—and the War will be over.

That'll be quite a day. It doesn't take much imagination to picture the way the hats will be tossed into the air all over America on *that* day.

But what about the day after?

What happens when the tumult and the shouting have died, and all of us turn back to the job of actually making this country the wonderful place we've dreamed it would be?

What happens to you "after the War?"

No man knows just what's going to happen then. But we know one thing that must *not* happen:

We must *not* have a postwar America fumbling to restore an out-of-gear economy, staggering under a burden of idle factories and idle men, wracked with internal dissension and stricken with poverty and want.

We must *not* have breadlines and vacant farms and jobless, tired men in Army overcoats tramping city streets.

*That is why we must buy War Bonds—now.*

For every time you buy a Bond, you not only help finance the War. You help to build up a vast reserve of postwar buying power. Buying power that can mean millions of postwar jobs making billions of dollars' worth of postwar goods and a healthy, prosperous, strong America in which there'll be a richer, happier living for every one of us.

To protect your Country, your family, and your job *after* the War—*buy War Bonds now!*

## *Let's all* **KEEP BACKING THE ATTACK!**